

No.	Commenter Name	Date Received	Source	Comment
705	Justin	03/11/21	General Website Comment Form	In order to combat exponential traffic growth from the influx of millions of people I think that not only should you keep the upper deck but add an additional 3rd deck below ground. One level for thru traffic with no exits, one level for north bound with exits and one level for southbound with exits.
706	Justin Golbabei	Wednesday,	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
707	Justin Lee	04/09/21	Virtual Public Scoping Meeting Comment Form	I think the proposal to expand the downtown portion of IH-35 by several lanes is an unpopular and irresponsible idea. For decades, highway expansion has always been the practiced solution to congestion and safety, yet hours spent in cars and traffic fatalities continue to rise in response. Put simply, more lanes induces more demand. I think the best way to deal with the highway, if anything, would be to reduce the lanes or, perhaps, remove it entirely. I know your traffic simulations will tell you otherwise, but they fail to account for a change in people's behavior. People would simply change their mode of transportation, especially with the increasing public transportation in Austin. Highway removal has been practiced in cities all over the world and they are always successful. The benefits of such an action far outweigh any temporary inconvenience and people would be better off this way. For the approximately 20 percent of downtown traffic that is just passing through, the toll on SH-130 (originally meant to divert the traffic anyways) could be flipped to IH-35 for an easy bypass. This solution is by far the cheapest, even if some retrofitting needs to be done to satisfy the trucker's union's concerns about higher speeds. There is simply no good reason to move forward with the current proposal unless your goal is to increase suffering for everybody involved.
708	Justin Lee	04/09/21	Virtual Public Scoping Meeting Comment Form	I think the proposal to expand the downtown portion of IH-35 by several lanes is an unpopular and irresponsible idea. For decades, highway expansion has always been the practiced solution to congestion and safety, yet hours spent in cars and traffic fatalities continue to rise in response. Put simply, more lanes induces more demand. I think the best way to deal with the highway, if anything, would be to reduce the lanes or, perhaps, remove it entirely. I know your traffic simulations will tell you otherwise, but they fail to account for a change in people's behavior. People would simply change their mode of transportation, especially with the increasing public transportation in Austin. Highway removal has been practiced in cities all over the world and they are always successful. The benefits of such an action far outweigh any temporary inconvenience and people would be better off this way. For the approximately 20 percent of downtown traffic that is just passing through, the toll on SH-130 (originally meant to divert the traffic anyways) could be flipped to IH-35 for an easy bypass. This solution is by far the cheapest, even if some retrofitting needs to be done to satisfy the trucker's union's concerns about higher speeds. There is simply no good reason to move forward with the current proposal unless your goal is to increase suffering for everybody involved.
709	Justine N	04/07/21	Virtual Public Scoping Meeting Comment Form	Hey. Don't expand that frickin highway. It is both ugly and regressive. It already segregates the city, and there are better solutions available. Don't expand just because it would be convenient and profitable for you; please think about actually serving the city.
710	Kai James	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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711	Kaitlin Schock	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
712	Kamie Fitzgerald	04/06/21	Email to: CapExCentral@TxDOT.gov	<p>I am in support of upgrading IH 35. By improving IH 35 in Austin, IH 35 will be improved in other jurisdictions that also utilize IH 35 as a major thoroughfare to travel to and from work.</p> <p>Thank you, Williamson County Resident</p>
713	Kamie Fitzgerald	04/06/21	Email to: CapExCentral@TxDOT.gov	<p>I am in support of upgrading IH 35. By improving IH 35 in Austin, IH 35 will be improved in other jurisdictions that also utilize IH 35 as a major thoroughfare to travel to and from work.</p>
714	Karen McGraw	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>I think the state should figure out how to direct a lot of through traffic to 130 by eliminating the tolls and maybe finding other ways to redirect a lot of traffic instead of accommodating even more through the middle of Austin. The upper deck is noisy!</p>
715	Karen Olsson	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>Dear TxDOT,</p> <p>I live on the east side of I-35 in the Cherrywood neighborhood of Austin, just blocks from the highway. Though my house is less than a mile from HEB and other shops, I almost never walk there, because I prefer to avoid the sketchy I-35 underpass. My son has friends across the highway in Hyde Park, but I'm reluctant to let him bike over to see them, because of the same underpass. This is just one tiny example of how the splitting of Austin by the highway plays out in daily life. We walk less and feel less connected to our near neighbors.</p> <p>Because I've read about TxDOT's wildlife crossings that protect ocelots and other animals in south Texas, I know that the agency is capable of forward-thinking initiatives that help protect the natural environment while simultaneously making the roads better and safer for drivers. I applaud those investments, which are already paying off. I hope you will consider doing something similar for the benefit of human road-crossers in Austin.</p> <p>I believe this project can deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. I support Walk Austin's request that TxDOT conduct a full review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal. Please afford this project a full public process.</p> <p>Sincerely, Karen Olsson</p>
716	Karly Lewis	03/29/21	Virtual Public Scoping Meeting Comment Form	<p>The proposed six-lane 45th Street Expressway that will run from Mopac to I-35 is an abomination and will ruin the neighborhoods in between.</p> <p>The fact that TxDot is trying to make reparations to the Hyde Park neighborhood for such plan by offering illumination for the tennis courts &amp; the addition of a single bocce ball court to placate the older residents of the neighborhood because "the elderly do love their bocce" as offensively stated at a neighborhood meeting by senior TxDot planner, Grover Benson, is absolutely laughable.</p> <p>This proposed plan CANNOT move forward and if it does, it will be at the detriment to one of the most historic neighborhoods in Austin.</p>
717	Kate Tenenbaum	04/10/21	Virtual Public Scoping Meeting Comment Form	<p>35 has divided our city for too long. We need to heal the land and the community by joining downtown and the east side and reducing the presence of 35 as a whole. Though 35 is an important highway, it does not need to dominate the experience of those living and working in the downtown and east side area. Please take inspiration from Dallas and drop it and make a park/community experience above the highway.</p>

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718	Katelyn Scheetz	03/18/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I cannot believe how irresponsible and insensitive it would be to expand 35 without considering the impacts to local life. This is a senseless project - expanding only invites more traffic, while impoverishing our quality of life.</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
719	Katelynn Essig	04/01/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>Additionally, being a commuter into Austin, I recognize that the majority of our essential workers in Austin are moving outside of Austin City Limits and Travis County. The traffic concerns stem way beyond the downtown lanes of Austin. The entire corridor needs to be reassessed. It is undeniable that population growth will only continue to rise from Hays to Williamson County as folks search for affordable housing. These lanes are just not enough. I say that mostly because every time a construction project is completed by TxDOT, Austin has outgrown it. When are we going to consider the lives of our essential workers and provide them real alternative transportation options?</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
720	Katerina Tsasis	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>As someone who lives very close to I-35 and has watched Austin grow in ways over the past decade that have pushed long-time residents further and further out from the core of the city, I ask TXDOT to work with community leaders to identify solutions that address mobility needs while being sensitive to the populations that will be affected by any expansion and working in tandem with Austin's Strategic Mobility Plan.</p>
721	Katherine Cox	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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722	Katherine Gregor	03/26/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>Please help keep Austin appealing! TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
723	Katherine Murray	Wednesday,	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
724	Kathleen Coyne	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
725	Kathryn Flowers	03/26/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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727	Kathryn Murray	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
728	Kathy Jackson	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
729	Kathy Sokolic	03/27/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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731	Katie Clement	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
732	Katie Dictus	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
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734	Katie Kam	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing to convince TxDOT not to expand I-35, but to instead focus funds on building a high-speed passenger maglev intercity and commuter train system in the I-35 highway corridor and to replace I-35 in central Austin with a community-connecting multimodal boulevard. TxDOT funded research in 2015 evaluating feasibility of adding high-speed trains in the existing I-35 highway ROW; the research included looking at horizontal and vertical curvature and determined it was feasible physically and advantageous since the train would be able to directly service the cities along the I-35 corridor.</p> <p>I-35 is a congested highway because there are no alternatives to driving, and this is only getting worse because of the high housing prices driving people out of the city into the slightly less expensive suburban communities. The Central Texas region has needed a train system to link the communities from Georgetown to San Antonio for a very long time. And a train from Austin to San Antonio and Dallas would strengthen the "mega-region" economy by making it easier to travel between the cities. It is time to stop highway expansion which has proved over and over again not to be an effective way to reduce congestion in the long term or even short term. High speed trains allow for the time on the train to be productive; people aren't productive while driving.</p> <p>The study of I-35 must include high-speed trains and removing the interstate going through the heart of Austin as a given, not a maybe.</p> <p>I have a PhD in transportation engineering, worked over 12 years in design and analysis of transportation facilities, and over 25 years total in transportation planning. What have I learned from that time I have dedicated to research and professional practice? That transportation agencies, especially TxDOT, are stuck in an unimaginative and detrimental rut of automobiles and highways and ignoring more attractive options that benefit ALL Texans. It is time for TxDOT to do something new because 60+ years of highway building in Texas gets us to the same place: eroded communities, constant noise pollution (I hear I-35 right now from my home), and traffic congestion.</p> <p>Thanks, Katie Kam</p>
735	Katie Schnurr	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
736	Katrina Eaton	03/23/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
737	Kaycee Braden	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>The community is frustrated with TxDOT for not adequately responding to the plan the community presented in December of 2020. The history section of the revised Purpose and Needs statement still does not acknowledge nor adequately reflect the longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35.</p>

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738	Keith Ponnar	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
739	Kelli Ledyard	03/24/21	General Website Comment Form	<p>I have lived in Austin for 35 years (my whole life), and I have regularly driven on I-35. While I have seen many changes across Austin in the years I've lived here, unfortunately, I-35 has not changed to keep up with the rest of Austin, and traffic and congestion continue to get worse. I fully support TxDOT working toward a long-term solution for improving I-35 that accounts for future growth while making sure Austin is livable for all.</p> <p>I support TxDOT in the construction of managed lanes, improvements to the main lanes and frontage roads. I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help bridge our community. I also support developing I-35 into a roadway that is safe for vehicles, bicycles, and pedestrians and improves the quality of life for everyone in Austin, regardless of how they get around.</p> <p>This project will impact Central Texas for decades to come, and I look forward to seeing innovative solutions and long-term thinking as part of this project to improve this major artery of our city, region, state, and nation.</p>
740	Kelly Barlow	03/14/21	Virtual Public Scoping Meeting Comment Form	<p>Have we learned nothing from the Mopac project? Adding lanes and then restricting their use to either toll (only the higher paid people can use) or restricting to HOV lanes will NOT solve the problem nor encourage many people to carpool. Are you so out of touch to realize that most people, especially in the tech business do not keep the same schedule! Hardly anyone I know works 9-5 anymore. Many of us must drive by ourselves to work and make up the bulk of traffic. Spending that much money, having us go through that much more construction just to add two lanes that will barely be used is ludicrous.</p>
741	Kelly Braun	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>The move by Txdot to widen I-35 and by adding more lanes through downtown will further damage the landscape of our city, will waste billions of dollars, and will ultimately do nothing to reduce traffic congestion.</p> <p>We now know that you cannot build your way out of traffic. By building more lanes, you are only inviting more development along the corridor and inviting others who would not have traveled along said roadway to do so. Within a couple of years the traffic will be just as bad, if not worse.</p> <p>The corridor is already responsible for a large amount of pedestrian deaths and vehicle deaths. People are without means to a car are left with no options but to travel with on foot across the highway. Widening the highway will only worsen this issue. The city of Austin has made a commitment to Vision Zero and cannot allow this expansion to pass.</p> <p>Our resources should instead be directed towards burying, capping, and stitching the roadway. I-35 has already kept Austin segregated for generations and the time is now to work to reverse those wrongs.</p> <p>I support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p>
742	Kelly Hannifin	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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743	kelly harper	03/21/21	Virtual Public Scoping Meeting Comment Form	Please take into consideration the concerns raised by the effected Neighborhood Associations, specifically Cherrywood NA's letter submitted in December. This document represents the concerns of neighborhoods to the north and south as well. Thank you
744	Kelly Shannon	03/17/21	Email to: My35CapEx@TxDOT.gov	I-35 Capital Express Central Project Project Team,  I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.  I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.  I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.  If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]
745	Kelsee Wilkes	04/06/21	Email to: My35CapEx@TxDOT.gov	I-35 Capital Express Central Project Project Team,  I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.  I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.  I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.  If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]
746	Kelsey Brucks	03/26/21	General Website Comment Form	I have lived in the Austin area (on and off again) for the past 11 years, and I have regularly driven on I-35. While I have seen many changes across Austin in the years I've lived here, unfortunately, I-35 has not changed to keep up with the rest of Austin, and traffic and congestion continue to get worse. I fully support TxDOT working toward a long-term solution for improving I-35 that accounts for future growth while making sure Austin is livable for all. I support TxDOT in the construction of managed lanes, improvements to the main lanes and frontage roads. I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help bridge our community. I also support developing I-35 into a roadway that is safe for vehicles, bicycles, and pedestrians and improves the quality of life for everyone in Austin, regardless of how they get around. This project will impact Central Texas for decades to come, and I look forward to seeing innovative solutions and long-term thinking as part of this project to improve this major artery of our city, region, state, and nation.
747	Kelsey Elizabeth Ross	03/18/21	Alt Eval Criteria Comment Form	There's nothing - not a single thing! - about local cultural context. I-35 was used as a tool of segregation, cutting off the black and Hispanic east of the city from economic opportunity downtown - and this legacy is still felt very strongly today. Any criteria that does not take this context into account is harmful to the citizens of Austin, who are ultimately who this project is supposed to serve. More weight needs to be given to cultural and social context of changes, as well as community feedback and preference.
748	Kelsey Elizabeth Ross	03/18/21	Virtual Public Scoping Meeting Comment Form	The only acceptable, truly forward thinking option presented (and hidden, by the way, 3 clicks deep at the bottom of a powerpoint), is capping I-35. The city does not need more lanes of traffic. Thanks to years of established engineering research, it has been shown conclusively that widening I35 will only create induced demand and not fix any of our traffic problems. Every other major city in the county is spending money to REMOVE freeway lanes from their downtown core - what would make TXDoT think that building more freeway would help the city, when we, the people who actually live here, have clearly and emphatically said no? What we need is a forward thinking, multi-modal and human-centered design solution. Please, for the love of god, bury this damn thing and put a park on it.
749	Kelsey Huse	04/09/21	Virtual Public Scoping Meeting Comment Form	I am an Austin resident and had driven on I-35 since I was 16 years old. Let me tell you, I avoid it as much as I can. It is a dangerous highway, always under construction, always full of trucks and other large vehicles. I literally hold my breath until I can exit and get off that damn highway. I have recently learned the history of how it was planned. It was a segregation tool used to keep the unwanted people on the east side of the highway. Those days are over and it's time to make amends. It makes no sense to have that massive highway through the middle of our city.  I support efforts to change I-35 in Austin to a boulevard. My preferred plan is ReThink I-35. I dream of a day where trucks are rerouted around the city, local drivers are able to move east-west more easily, and bikers and pedestrians feel safer in the area.  PLEASE do not expand this highway. We cannot afford to continue widening it with more use. It will never be big enough.

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750	Kelsey Huse	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
751	Kelsey Nunez	03/22/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
752	Kelsey Ross	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
753	Ken Bentley	03/27/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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754	Ken Booser	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>Freeway expansions and succumbing to the needs of car culture are not a good way forward. Just look at Katy freeway in Houston - an enormous freeway that still suffers from traffic. I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
755	Ken Pajek	03/23/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
756	Kenneth A. Scroggs	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>Having served in the U.S. Army at Ft. Hood, I spent much time in Austin. My comments are simple. This is an opportunity to greatly improve I-35 by integrating the infrastructure, businesses, economy and livelihood of thousands of citizens. This can be achieved by depressing the main lanes, narrow the ROW, and reconnect the city grid with EAST AVENUE PARKWAY. Please don't miss this opportunity to greatly improve I-35, and avoid another DOT approach to just widen and rebuild an outdated transportation system.</p>
757	Kenneth D Thompson	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>I think TXDOT has an opportunity to be inclusive of diverse voices from the community. The history of the highway system has not been kind to communities of color.</p>
758	Kent Carlson	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>Removing the elevated lanes and focusing on putting I35 roads below grade will significantly improve the area and help facilitate better crossing between East and West, especially for alternative modes of transit. The potential opportunity to beautify these crossing or even deck the highway similar to Klyde Warren park in Dallas would help to add value to the area and heal the damage done to East Austin with the 1926 master plan and the highway barrier. Please consider these options for the betterment of Austin, the East Austin community, and a city less reliant on cars.</p>
759	Kerry Jagers	03/12/21	General Website Comment Form	<p>I do not believe the scope of the changes being discussed are worthy of the expense and disruption. One more lane in each direction as HOV will not make a noticeable improvement. If you are going to do this, go through condemnation processes and add many more lanes. The current plan is ridiculous and will not pass public scrutiny.</p>
760	Kesten Broughton	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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761	Kevin Jele	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
762	Kevin Jele	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>Think before you act, a wider highway not only increases traffic, but divides communities.</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
763	Kevin Lee	03/13/21	Virtual Public Scoping Meeting Comment Form	I do not like the addition of the overpass at Airport Blvd with Build Alternative 3. BA's 1 & 2 are preferable from the standpoint of keeping the roadways lowered. Raised roadways (like the current overpass and the upper deck lead to significant noise levels. Lowering all roadways (except frontage roads) next to residential areas would reduce the noise impacts.
764	Kevin Miller	03/31/21	Alt Eval Criteria Comment Form	I don't see any mention of induced demand in these criteria. It's important--essential, in fact--to consider how traffic will change 5, 10, and 20 years down the road as a result of demand reduction in the short term.
765	Kevin Miller	03/31/21	Virtual Public Scoping Meeting Comment Form	Lowering I-35 below ground is a no-brainer. But if the ground-level access roads are highways in their own right, then that would hardly seem like an improvement. I'm personally opposed to *any* expansion of 35, due to induced-demand effects and environmental impacts; but I'd accept it as a compromise if the ground-level facilities were bike/ped-friendly and reduced the traffic/noise/pollution levels through downtown.
766	Kevin Miller	03/31/21	Virtual Public Scoping Meeting Comment Form	Lowering I-35 below ground is a no-brainer. But if the ground-level access roads are highways in their own right, then that would hardly seem like an improvement. I'm personally opposed to *any* expansion of 35, due to induced-demand effects and environmental impacts; but I'd accept it as a compromise if the ground-level facilities were bike/ped-friendly and reduced the traffic/noise/pollution levels through downtown.
767	Kevin Quist	04/09/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>Hi! I'm so tired of finding car infrastructure. We've been doing it for decades and it's time the pendulum swings the other way. If you're gonna redo 35, put it underground, DONT expand the number of lanes, set up congestion lanes where funds go towards public transit, and start planning infrastructure for cyclists and pedestrians.</p>
768	Kevin St Jacques	04/08/21	Virtual Public Scoping Meeting Comment Form	<p>Please be sure to consider bicyclist and pedestrian mobility and safety along and across I-35.</p> <p>Also, please coordinate I-35 improvements near US 290/SH 71 with the City's planned Bergstrom Spur Multi-use corridor improvements and the desire to have the trail and future transit way pass under the I-35 Frontage Roads.</p>
769	Kim Femea	04/05/21	Virtual Public Scoping Meeting Comment Form	<p>I-35 is a vital corridor, not only for Austin but also nationally and internationally. The existing segment of I-35 through downtown Austin does not meet the current and future traffic demands for our region, resulting in major traffic delays that affect the quality of life for all Austinites. Furthermore, the outdated design coupled with explosive population growth puts a strangle hold on commerce and results in increased costs to businesses in Central Texas and the rest of the state.</p> <p>I support TxDOT in the construction of managed lanes, improvements to the main lanes and frontage roads. I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help connect our community.</p> <p>The I-35 project will impact future generations of Central Texans for decades. I am excited about the future that TxDOT is proposing through its design and thank TxDOT for making this project a priority.</p>

No.	Commenter Name	Date Received	Source	Comment
770	Kimberly Fahrnkopf	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
771	Kimberly Feldbauer	04/08/21	Alt Eval Criteria Comment Form	<p>Thank you for the organized presentation. I would like to make a few comments regarding the presentation:</p> <ol style="list-style-type: none"> <li>1. The purpose and need identified bicycle and pedestrian connectivity and safety enhancements as paramount to the project, however these elements are only reflected in a second tier of the design criteria evaluation (east-west connectivity). Furthermore, bicycles, pedestrians, nor transit vehicles are identified on any of the graphics for the build alternatives as users of this proposed facility.</li> <li>2. The cap and cover plaza design option would be an incredible investment to Austin, the region, and especially the communities of color that have been disproportionately and negatively impacted by the literal separation of the East Side by IH-35 since its inception. TxDOT can and should support this design option as a funded option in the same capacity as the 3 proposed build alternatives. TxDOT is a transportation agency and connecting the community is inherent to the work you do. Many people do not get in, through, and around Austin by single occupancy vehicles, and TxDOT should be enhancing all modes of travel to make Austin safer and more equitable.</li> <li>3. Adding more lanes does not lessen congestion and by the time this proposed work would be done, the number of people living in the region will already exceed its capacity. I highly encourage TxDOT to consider and FUND the design option that enhances and invests in the city for all users, and all communities.</li> </ol> <p>Thank you for considering my input</p>
772	Kimberly Levinson	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
773	Kimberly Levinson	04/01/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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774	Kimberly Moyer	03/29/21	Virtual Public Scoping Meeting Comment Form	<p>I have lived in Austin for the past 10 years, and I have regularly driven on I-35. While I have seen many changes across Austin in the years I've lived here, unfortunately, I-35 has not changed to keep up with the rest of Austin, and traffic and congestion continue to get worse. I fully support TxDOT working toward a long-term solution for improving I-35 that accounts for future growth while making sure Austin is livable for all.</p> <p>I support TxDOT in the construction of managed lanes, improvements to the main lanes and frontage roads. I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help bridge our community. I also support developing I-35 into a roadway that is safe for vehicles, bicycles, and pedestrians and improves the quality of life for everyone in Austin, regardless of how they get around.</p> <p>This project will impact Central Texas for decades to come, and I look forward to seeing innovative solutions and long-term thinking as part of this project to improve this major artery of our city, region, state, and nation.</p>
775	Kirk S Yoshida	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>The community is frustrated with TxDOT for not adequately responding to the plan the community presented in December of 2020. The history section of the revised Purpose and Needs statement still does not acknowledge nor adequately reflect the longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35.</p> <p>WHAT THE COMMUNITY WOULD LIKE TxDOT TO DO NOW:</p> <ul style="list-style-type: none"> <li>Affirm that it has received the community's plan (the original from 2020, and this version - both of which are available at <a href="http://www.ourfuture35.org">www.ourfuture35.org</a>).</li> <li>Acknowledge our local history (provided below) by adding it to the Purpose and Needs statement for the I-35 Capital Express Central project.</li> <li>Include Alternatives Evaluation Criteria (provided below) that directly respond to issues we've identified so that impacts can be avoided for those whose lives, and livelihoods will be disrupted again if racial equity and justice remain ignored.</li> <li>Communicate more clearly (and continuously) to raise public awareness about which topics will be included in the upcoming Community Impacts Assessment.</li> <li>Commit to transparent conversations with Scoping Working Group representatives about restorative justice during the upcoming CapEx VOICE public conversations that TxDOT will be facilitating (starting in spring 2021).</li> <li>Provide paid opportunities for community consultants/ liaisons and compensate people for their time or outreach services.</li> <li>Repair harm by leveraging Item 67 funding to provide a full study of the loss of generational wealth due to land that was taken by TxDOT for this project (e.g. Restorative RONDO Building Equity for All Past Prosperity Study <a href="https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf">https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf</a>).</li> </ul> <p>COMMUNITY HISTORY AUTHORED BY ALBERTA PHILLIPS</p> <p>The areas along Interstate 35 corridor impacted by the TxDOT project is home to one of the largest concentration of unsheltered people in Austin, and specifically, unsheltered African Americans. It's also true that areas and neighborhoods bordering portions of the impacted area are where the largest concentration of Austin African American churches reside. Of equal importance is the large concentration of</p>
776	Komal Bose	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
777	KOMAL BOSE	04/06/21	Virtual Public Scoping Meeting Comment Form	<p>It behooves us to rethink I-35 expansion. Ultimately we are in a unique position to beautify and connect both sides of 35 by burying the interstate and incorporating more walk/bike lanes, a boulevard and community spaces or another alternative that doesn't involve several lanes of highway. Not only will this lessen the environmental impact (i.e. pollution, noise, fatal accidents), it will also integrate an otherwise segregated part of our beautiful city.</p>
778	Kon Kwan	04/06/21	Email to: CapExCentral@TxDOT.gov	<p>I support the upgrading IH 35 through Austin. It needs to get built for relieving congestion and improving mobility.</p>
779	Kon Kwan	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I support the upgrading IH 35 through Austin. It needs to get built for relieving congestion and improving mobility.</p>

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780	Krissie Marty	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>Please be responsive to the community plan and alternative evaluation criteria for the changes coming to I-35. As someone who works and lives in East Austin, I ask that you listen to the community needs.</p> <p>Please maximize locally-sourced labor and materials, funding or space for housing and community services, solutions for unsheltered and vulnerable communities both during/ after construction, electric vehicle infrastructure and opportunities for People of Color to fully participate in innovative initiatives, achievement of Austin's Climate Equity Plan, Vision Zero, Strategic Mobility Plan, Strategic Housing Blueprint, and Displacement Mitigation Strategy</p> <p>Minimize and prevent African-American and Latino- owned land from being pushed out, further displacement negative impacts to quality of life/ public health including respiratory disorders or premature death, air, water, carbon emissions, and noise pollution, loss of (or disruption to) small businesses; minority-owned businesses; business communities; service industries, artists, musicians, entrepreneurial or creative talent; schooling, education, productivity or personal achievement; and healthcare</p> <p>It is vital that TXDOT respect and strengthen the Cultural Legacy and Fabric of Communities of Color within at least a 5-mile radius which includes but is not limited to:  Churches/ faith-based organizations  Existing parks/ recreation spaces/ facilities such as Downs Field, Metz Park, Palm Park, St. John Community Center, Givens Park, and Rosewood Park  Schools/ historic institutions such as the African American District, African American Heritage facility, Huston-Tillotson University, Mexican American Cultural Center, Six Square, and George Washington Carver Complex  Cultural land such as Festival Beach Food Forest, Chicano Park, Kenny Dorham Backyard, and Edward Rendon Sr. Metropolitan Park at Festival Beach.</p> <p>If you cannot fulfill all of the the community's requests, I urge you to find some that can be addressed with meaningful change and make efforts to compromise whenever possible.</p> <p>Thanks you for serving the citizens of Texas and managing our roadways. I look forward to your cooperation with my community and leadership in helping us correct the longstanding problems.</p>
781	Kristen Harmon, ACEC Central Texas	03/12/21	Virtual Public Scoping Meeting Comment Form	<p>The American Council of Engineering Companies Central Texas Chapter (ACEC-CT) applauds the Texas Department of Transportation for making progress on the critically important I-35 Capital Express Central Project. I-35 is a vital corridor, not only for Austin but also regionally and nationally. Recently, this section of I-35 was identified as the most congested roadway segment in Texas, which hurts businesses and the local economy, degrades our quality of life and creates costs in the waste of time and delays.</p> <p>ACEC-CT supports TxDOT's effort to implement a project that significantly relieves congestion to ensure that we remain a vital economy. This project will impact future generations of Central Texans for decades, and it is important that we get the right project to construction.</p>
782	Kristen James	03/18/21	Virtual Public Scoping Meeting Comment Form	<p>To whom it may concern,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>I am also highlighting other concerns below:</p> <p>Extend Comment Period for More Participation: TxDOT must extend the Federally-required comment periods. The current formal comment period timeline does not allow for the proper amount of Federal oversight and community participation.</p> <p>Problems with Proposed Alt Designs:  I am concerned TXDOT is only considering highway expansions in design alternatives. I question whether adding this many new lanes--and cars--is appropriate and why TxDOT is not providing any other alternatives. Highway expansions do not ease congestion, they encourage more driving.  The new elevation diagrams show only a maximum of one new crossing (5th Street) in Alts 2 and 3 and actually show a net decrease in crossings (Holly St.) in Alt 1; this does not align with the COA goal of having crossings no farther than 1/2 mile apart and does not support the east-west connectivity goal of the project.  The elevations for Alts 2 and 3 still show elevated portions of highway in the central segment which Central Austin residents strongly oppose</p> <p>North Star Design Considerations:  Design options should integrate the community's full range of needs, including air quality, noise, climate change, road safety, mobility options, economic vitality, equity, and compatibility with local plans and goals such as the Austin Strategic Mobility Plan.  Central Austin residents would like seamless and safe east/west passage from east neighborhoods Such as Cherrywood into West neighborhoods such as the University of Texas</p>

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783	Kristen James	03/18/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
784	Kristen Whittington	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
785	Kristene Annette Blackstone	03/22/21	Virtual Public Scoping Meeting Comment Form	<p>. 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.</p> <p>Further, I recommend</p> <ul style="list-style-type: none"> <li>• 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?</li> <li>• A public co-creation process to identify community alternatives;</li> </ul> <p>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> <p>Further community engagement.</p>
786	Kristene Blackstone	04/05/21	Virtual Public Scoping Meeting Comment Form	<p>-I am a residential property owner who lives within 2 miles/feet of proposed I35 expansion and have for 12years.</p> <p>-I join my neighbors in support of the positions of NGINC, and specifically the changes to the expansion project outlined in their letter dated December 21, 2020.</p> <p>Thank you . Kristene</p>
787	Kristi Roen	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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788	Kristin Vrana	04/01/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
789	Kristopher Alexander	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>As a homeowner who lives near I-35, I am concerned about several aspects of this project.</p> <ol style="list-style-type: none"> <li>1) Construction noise. Is there a plan to mitigate how much noise pollution these projects will generate in residential areas? The sound walls along Mopac are a good example of what would make this easier on residents.</li> <li>2) Traffic in neighborhoods. What prevents people using neighborhoods as a bypass for construction congestion on I-35? Apps like Waze might start routing people through neighborhoods.</li> <li>3) Homeless camps. Regardless of how anyone feels about the issue, there are a lot of homeless living along, under I-35. What happens to them as construction squeezes them out, potentially into residential neighborhoods near the site.</li> </ol>
790	Kristy Healy	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
791	Kristy Sprott	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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792	Kyle Reiley	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
793	L Perez	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
794	Laine Hardy	03/27/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
795	Lance Wicker	03/26/21	General Website Comment Form	<p>I have lived in Dallas and been traveling to Austin for the past 10 years, and I have regularly driven on I-35. While I have seen many changes across Austin over the years, unfortunately, I-35 has not changed to keep up with the rest of Austin, and traffic and congestion continue to get worse. I fully support TxDOT working toward a long-term solution for improving I-35 that accounts for future growth.</p> <p>I support TxDOT in the construction of managed lanes, improvements to the main lanes and frontage roads. I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help bridge our community. I also support developing I-35 into a roadway that is safe for vehicles, bicycles, and pedestrians and improves the quality of life for everyone in Austin, regardless of how they get around.</p> <p>This project will impact Central Texas for decades to come, and I look forward to seeing innovative solutions and long-term thinking as part of this project to improve this major artery of our city, region, state, and nation.</p>

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796	Lane Wimberley	04/02/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
797	Larsen Andrews	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
798	Laura Arbilla	04/03/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
799	Laura Carbonneau	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I'm a native Austinite and recognize the long problems that I-35 has caused. I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
800	Laura Copeland	04/10/21	Virtual Public Scoping Meeting Comment Form	35 should be lowered with no news lanes, or any new lanes should be tolled

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801	Laura Cuervo	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>Good afternoon,</p> <p>I hope you are doing well during this time.</p> <p>I am writing as a UT Urban Studies and Sustainability alumn from 2019, who studied public transportation and green cities, in support of Walk Austin's campaign. I am begging all of you at TXDOT to conduct a full engineering, transportation, economic, environmental, and quality of life review of more design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project.</p> <p>We know from past projects like the expansion of the Katy Freeway in Houston that highway expansions almost NEVER ease congestion because they encourage more people to drive. Instead, Austin needs alternate transporting options so us Austinites do not need to always rely on our cars. I live immediately off 35 near Koenig, and I am so close to many stores, restaurants, bars, and parks. However, to get to almost all of them, I HAVE to cross either 35 or 290, which means I pretty much have to drive to get there "safe" (Safer than walking or biking across a major highway). I own a bike, and I spent 5 years living in an area where I didn't need to own a car, and could bike, walk, take a bus, or even ride a scooter to any classes and even my job. I would love to bike to Mueller or walk over to Easy Tiger, but we (my neighbors in my condo complex and I) have to drive most places, although some neighbors and I have carefully attempted bike rides to parks and Mueller. An expansion of I-35 will make it even more difficult for us to bike places, and will make it practically impossible for my bike riding neighbor who doesn't own a car to continue to live without a car. Not to mention the effects it will have on our neighborhood and community when it comes to pollution and noise. (We already have to buy expensive double panned windows, thick blinds, and extreme filters to deal with the pollution and noise we already face being tucked between 3 freeways.</p> <p>The design alternatives for I-35 presented so far are only minor variations on a major highway expansion. I want and need this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
802	Laura Detke	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
803	Laura Feeney	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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804	Laura Freeman	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
805	Laura Gilmour	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
806	Laura Hunter	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
807	Laura Johnson	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>I think you're on track with the program goals, particularly these two:</p> <ul style="list-style-type: none"> <li>- Improve compatibility with neighborhoods</li> <li>- Enhance bicycle, pedestrian and transit options</li> </ul> <p>As a resident of East Austin, I'd like to see a design that encourages more green space and connects East Austin to downtown. An interstate cutting through the heart of the city is jarring, plus it isn't conducive or safe for walking or biking to the other side of the interstate, even if it's only blocks away. Removing the upper decks seems like a good solution as does the creation of deck plazas.</p> <p>I would also like to see alternative transportation methods like street cars and/or rail line expansion as well as park and ride options. Downtown is SO close but during rush hour, it's a nightmare getting into and out of downtown. I would spend more time at restaurants and businesses downtown if it were easier to access from home and didn't take up so much time stuck in traffic.</p> <p>I read up on what other cities are doing to solve for similar problems and it seems like reducing potential for bottlenecks is key. Widening the emergency lane and off-ramps and reducing the number of off-ramps in such a busy area appear to be successful solutions elsewhere.</p> <p>Solutions I do not want to see include:</p> <ul style="list-style-type: none"> <li>- toll roads (doesn't appear to be on the table at this time)</li> <li>- simply adding additional lanes (traffic abhors a vacuum and cars will congest those new lanes 5 minutes after construction is complete!)</li> </ul>

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808	Laura Perez	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
809	Laura Spraggins	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing in support of Walk Austin's campaign to ask that TxDOT conduct a full review of design alternatives in its analysis of the future of I-35 through Austin. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I recognize that traffic congestion along I-35 is a problem, but I believe there are alternatives to a highway expansion that will not only protect our environment, but promote connectivity between our communities. We need a long-term solution to increasing mobility. Highways almost never ease congestion and come with a host issues. The plan for I-35 must encourage walking, biking, and utilization of our public transit system. These are sustainable solutions that will raise overall quality of life.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
810	Laura Sterling	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
811	Laurel Gressett	03/11/21	Virtual Public Scoping Meeting Comment Form	<p>I am a native Austinite. I remember driving on 35 when it wasn't bad at all. I also lived in NYC and fell in love with public transit. We need to modernize. Rather than add more lanes, which has been proven won't help we need to beef up Public Transit. Also bury 35 underground! Turn the racist city dissecting byway into usable park space. Austin is a beautiful green city and could be a leader in the country for projects like this. Making 35 bigger won't help!!! My husband and I avoid going to town because of how much we hate 35, but would go if public transit was better. And we would spend money in local businesses.</p>
812	Lauren Gaines	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>The community is frustrated with TxDOT for not adequately responding to the plan the community presented in December of 2020. The history section of the revised Purpose and Needs statement still does not acknowledge nor adequately reflect the longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35.</p>

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813	Lauren Guillaume	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
814	Lauren Kirk	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
815	Lauren Osborne	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>Please do not miss this opportunity to create more space for alternative forms of transportation like transit, bicycles, and walking/wheeling. These forms of transportation encourage a sense of place, active lifestyles, a healthier environment, and equity for communities that have been separated from the rest of the city for so long because of the monster that is I-35.</p>
816	Lauren Vunderink	03/18/21	Virtual Public Scoping Meeting Comment Form	<p>Expanding I-35 to 20+ lanes will destroy the community around the interstate even further, and is not a viable long term solution to addressing the traffic difficulties Austin is experiencing. Please consider instead the cap and stitch alternative that would create a vibrant community space for our city. Do not further destroy the city with an expanded highway.</p>

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817	Lauren Wheat	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
818	Laurie Filipelli	03/25/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
819	Leah Bannon	04/09/21	Virtual Public Scoping Meeting Comment Form	Please do not expand the highway. This has been proven over and over again to only increase demand. This will only increase the problem.
820	Leah Buratti	03/31/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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821	Lee Einsweiler	03/25/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
822	Lee Miller	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
823	Lee Whited	04/05/21	Virtual Public Scoping Meeting Comment Form	<p>Please stop listening to the city of Austin on any transportation plan. Contrary to their beliefs, barely anyone will switch to riding a bike. Austin is living in a world of make believe. Please improve IH35 the right way. More lanes and better access to the highway as your plan shows. If you listen to austin, things will only get worse in Austin on IH35.</p>
824	Leigh Browne	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
825	Leila Levinson	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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826	Leila Melhem	04/01/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
827	Leo Anderson	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I ride my bike and walk often downtown and I do have to get under or over I35. We need more people-friendly streets! Any I35 redesign needs to serve all users and make it easier to transfer between the east and west sides of I35. Please serve all non car users as you consider this redesign.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
828	LeoLin Bowen	04/05/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
829	Leonard DeLeon	03/12/21	Email to: CapExCentral@TxDOT.gov	<p>All this new work will not change traffic much if the section of ih35 at riverside is not straighten out. The curve before the bridge seems to cause a bottle neck in both directions. Also minimizing the number of entrances and excited in the downtown area would help.</p>
830	Lesha Blair	04/09/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
831	Leticia Estavillo	03/23/21	Virtual Public Scoping Meeting Comment Form	<p>This project is long overdue. We should be looking towards the future and not just meeting the immediate needs.</p> <p>Who will pay for the overhead structure, deadload, additional wall design/construction, etc?</p>

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832	Leyla Shams	03/21/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
833	Leyla Shams	04/05/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
834	Leyla Shams	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
835	Leyla Shams	04/10/21	Virtual Public Scoping Meeting Comment Form	<p>I am incredibly disappointed in this latest round of designs for I35- I feel like you all are not listening to the residents of Austin, or seeing the direction the country is heading in. I live east of I35, and the highway divides our city in a terrible way. I'm an architect, and I know Reconnect Austin has been working on solutions for decades. You guys didn't even take their ideas into consideration. They have the correct solution- we need to reconnect Austin, not further divide it. Adding lanes is not the right solution. Also, as a bike rider, I have no faith that you are taking bikes into consideration. The rendering you provided shows a bike, but doesn't even show how the crossings will be accessible. Please take Reconnect Austin's plans into consideration, and bury and cap the highway. Make it into a humane area, good for pedestrians and bikes, and people with mobility issues. The current design does none of this, and it's such a disappointment.</p>

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836	Lily Sewell	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>Hello,</p> <p>My name is Lily. I moved to Austin this past year and I'm so glad to be here. I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield [REDACTED]</p>
837	Lily Wilkerson	03/13/21	Virtual Public Scoping Meeting Comment Form	<p>Just build the highway. It's clear as day I-35 is overstrained and the Right of Way through Austin is sorely underutilized. 1950s embankments and grassy slopes on one of the most vital highways in the state. It's a joke. Throw in as much capacity as you can. Express lanes, HOV, free use, elevated, depressed, just add throughput. We cannot let this chokepoint continue to strangle Austin.</p>
838	Linda Davis-Kyle	03/25/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>Please cap I 35 through downtown Austin in accordance with the Reconnect Austin plan if your goal at all actually is to reduce traffic congestion, prevent accidents, and enhance land value. Austinites and newcomers will thank you.</p>
839	Linda Fields	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
840	Linda Guerrero	04/08/21	Virtual Public Scoping Meeting Comment Form	<p>The I35 designs do not address choices that the public is interested in getting consensus.</p>
841	Linda M. Hutcho	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
842	Linda Sullivan	04/10/21	Virtual Public Scoping Meeting Comment Form	<p>Please don't simply build more roads.</p>

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843	Lindsay Olinde	04/07/21	General Website Comment Form	<p>Please include my comments:</p> <ol style="list-style-type: none"> <li>1. I have serious concerns about some of the widening suggested by I-35. Widening the right-of-way is NOT good for residential neighborhoods. We need safer access across I-35 for pedestrians and also a buffer from our residential neighborhoods.</li> <li>2. TXDOT should commit to pollution monitoring at points across the central Austin construction and post-construction. This can be used to help schools and daycares along I-35 make important scheduling decisions in real time. Texas A&amp;M has several local researchers experienced in this- such as Reza Farzaneh, PhD, PE.</li> <li>3. Keep the design and evaluation process open to outside parties such as the City of Austin. If TXDOT does not incorporate ideas and requirements from people who live near the freeway, it is quite likely that when it presents its build alternatives- none of them will be acceptable.</li> <li>4. Consult engineering firms that have a lot of experience in simulating the flow of traffic. The new I-35 will make likely traffic worse in central Austin. The number, location and design of entrance and exit ramps is critical. The design of the intersections of city streets and the I-35 frontage roads is critical to traffic flow. TXDOT must look for outside expertise in designing these parts of the freeway and simulating how they will affect the flow of traffic now *and* 30 years from now.</li> <li>5. The I-35 construction will take years to accomplish. Traffic will be disrupted to and from the central business district, the state capitol complex, the University of Texas, Dell Seton hospital, and St. David's hospital. East-west traffic in the city and north-south traffic through town will be adversely affected. Ideas for minimizing problems created by the construction of the should be solicited from experienced civil engineering and construction companies.</li> </ol>
844	Lindsey Wineholt	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse. Also, I-35 has continually reinforced segregation within Austin's community, and expanding it would continue to expand the racial divide in our city.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
845	Linn Mackey	03/18/21	Alt Eval Criteria Comment Form	<p>Long overdue, needs to provide as much added capacity for all vehicle/transportation as possible, even it means acquiring properties supporting low-income/minority populations. It can be done, get creative, think outside of the proverbial TxDOT box. Nice opportunities to capture views that have been disrupted. Hope the plan also includes ways to push-back, restrict future development 'up close and personal' to the improved corridor. This solution will only last for a while before more is needed.</p>
846	Linn Mackey	03/18/21	Virtual Public Scoping Meeting Comment Form	<p>Don't be afraid to take ROW where needed otherwise this improvement will be too short-sighted. Make good decisions for the future NOW!</p>
847	Lisa Barden	03/18/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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848	Lisa Hildebrand	03/30/21	General Website Comment Form	<p>I would like to provide input and concerns for the proposed project for the stretch of the Central Austin I-35 corridor that stretches 8 miles thru the heart of my city.</p> <p>1) The proposed additional lanes in both directions on the 8 mile corridor of I-35 that are non tolled will not alleviate the traffic, congestion and very dangerous driving conditions on this stretch of I35. Our city knows what recommendations for this stretch of I-35 will be most effective because we drive it with trepidation everyday. Our city has several goals/recommendations that it would like to achieve for this area and how it can function more effectively and safely that are crucial for our city and as a major national corridor. I request that these recommendations receive serious consideration:</p> <p>1) Better connectivity of East Austin to Central Austin to improve what was the intent of the original and current design which was to segregate the city.</p> <p>2) Promote less single occupant driving and encourage other transit options such as carpooling, bicycling and other forms of public transit.</p> <p>3) Any additional lanes SHOULD be tolled and 18 Wheelers should NOT be allowed to use tolled lanes. As someone who often drives that I-35 stretch, it is frightening to drive with the number of large trucks occupying the lanes in addition to the already very tight lanes.</p>
849	Lisa J Harris	04/09/21	Alt Eval Criteria Comment Form	<p>I think east-west connectivity, drainage infrastructure complexity in our flood-prone area, limiting the amount of right-of-way acquisition required given how much of the most built-up parts of the city are close to the highway, minimizing residential displacements and business displacements, emergency egress requirements and reduction in crash rate are all particularly important criteria.</p> <p>This might be already encompassed in reducing crash rate but if there is a way to build that allows more flexibility to add safety enhancements as the need arises then that would be preferable. Many of the features of 35 that were probably fine for the conditions at the time the highway was built became bigger and bigger problems over time, so likely regardless of which alternatives are chosen eventually there will be some aspects that turn out to be problematic for current conditions and if those aspects could be addressed during the decade that they were found to be inadequate rather than having to wait many decades because it's so expensive to correct them then that would be preferable.</p> <p>Of the build alternatives I think #2 or #3 would be preferable to #1 because I think that it would have an adverse impact on people in the Holly neighborhood if they always had to go up to Cesar Chavez to get across 35. You should reach out to them to find out for sure.</p>
850	Lisa Kay Pfannenstiel	04/07/21	Email to: CapExCentral@TxDOT.gov	<p>Greetings,</p> <p>Thank you for the presentation to the Austin Chamber's Mobility Committee today regarding the improvements being considered for IH-35 between Hwy 290 and Ben White Blvd. Out of consideration, I'm cc'ing Matt Geske from the Austin Chamber; Shaun Cranston, Chair of the Chamber's Mobility Committee; and Joe Cantalupo, Chairman of the Movability Board of Directors.</p> <p>There is quite a bit of distance between the two direct access points to the HOV lanes. Given that, the largest concentration of employees in Central Texas is located between those two points, what consideration is being given to getting these HOV commuters to these access points in an efficient manner? Will there be designated transit/HOV lanes on the frontage roads for these vehicles to quickly access the IH-35 HOV lanes? Doing so, or something similar, will allow commuters to quickly leave the core and shorten the peak travel times through the PID.</p> <p>I look forward to your reply.</p> <p>Lisa Kay Pfannenstiel</p>
851	Liza Wimberley	04/02/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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852	Lloyd Ewing	04/10/21	Virtual Public Scoping Meeting Comment Form	<p>I am greatly concerned about the I-35 Capital Express Central Project and the terrible effects that this project could have on the future of the city of Austin if it is not properly handled.</p> <p>We are living in an era where many forces and fashions in local leadership work against the long term interests of the future and of our society and our civilization. We can not accept the dictates of a local government that would dismantle the police department and celebrate the lifestyles of indigent people who do not want to work. We are fortunate to live in a representative republic where people with wisdom and experience can intervene and limit the passions of irrational forces in our society. The Texas DOT leadership must have the integrity to resist the radical local politicians who would try to dictate the future of our system of highways.</p> <p>The I-35 Capital Express Central Project must be designed to facilitate future expansion as much as possible, even if that requires compromising the aesthetic and fashionable appeal of the initial design.</p> <p>It is always less expensive to remove buildings and infrastructure that currently need to be demolished than it will be to remove future construction that will be installed if insufficient right-of-way is not acquired initially.</p> <p>Thank you very much.</p>
853	Logan M Rogers	03/11/21	Virtual Public Scoping Meeting Comment Form	<p>I think the proposal to expand the downtown portion of IH-35 by several lanes is an unpopular and irresponsible idea. For decades, highway expansion has always been the practiced solution to congestion and safety, yet hours spent in cars and traffic fatalities continue to rise in response. Put simply, more lanes induces more demand. I think the best way to deal with the highway, if anything, would be to reduce the lanes or, perhaps, remove it entirely. I know your traffic simulations will tell you otherwise, but they fail to account for a change in people's behavior. People would simply change their mode of transportation, especially with the increasing public transportation in Austin. Highway removal has been practiced in cities all over the world and they are always successful. The benefits of such an action far outweigh any temporary inconvenience and people would be better off this way. For the approximately 20 percent of downtown traffic that is just passing through, the toll on SH-130 (originally meant to divert the traffic anyways) could be flipped to IH-35 for an easy bypass. This solution is by far the cheapest, even if some retrofitting needs to be done to satisfy the trucker's union's concerns about higher speeds. There is simply no good reason to move forward with the current proposal unless your goal is to increase suffering for everybody involved.</p>
854	LOGAN Wagner	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>IH35 is a disaster and it is getting worse. The best solution that has been proposed is to sink below ground level the bulk of the traffic on IH35. Thus reconnecting East and West Austin from the river (Town Lake) to, minimizing air and sound pollution and reintegrating East and West Austin in a common grid.</p>
855	Lonny Stern	03/24/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
856	Lora Menter	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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857	Lori Merlino	03/18/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
858	Lorrie Lemire	03/11/21	Alt Eval Criteria Comment Form	<p>I tentatively like the sound of it, but it looks like most of future 35 is planned to be below street level. Will it flood anytime it rains? I know certain access road areas near Slaughter tend to have bigtime standing water or flood in a downpour, so I have to wonder how roadways below even that where water might drain into would fare. You probably have a strategy for that but that was the first thing that stressed me out thinking of sunken 35 so maybe tell us more about the no-flood plan so we feel good about it.</p>
859	Lucy Begg	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
860	Lucy Ryan	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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861	Luis Alvergue	04/03/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
862	Luke Dunlap	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>The community is frustrated with TxDOT for not adequately responding to the plan the community presented in December of 2020. The history section of the revised Purpose and Needs statement still does not acknowledge nor adequately reflect the longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35.</p> <p>WHAT THE COMMUNITY WOULD LIKE TxDOT TO DO NOW:</p> <p>Affirm that it has received the community's plan (the original from 2020, and this version - both of which are available at <a href="http://www.ourfuture35.org">www.ourfuture35.org</a>).</p> <p>Acknowledge our local history (provided below) by adding it to the Purpose and Needs statement for the I-35 Capital Express Central project.</p> <p>Include Alternatives Evaluation Criteria (provided below) that directly respond to issues we've identified so that impacts can be avoided for those whose lives, and livelihoods will be disrupted again if racial equity and justice remain ignored.</p> <p>Communicate more clearly (and continuously) to raise public awareness about which topics will be included in the upcoming Community Impacts Assessment.</p> <p>Commit to transparent conversations with Scoping Working Group representatives about restorative justice during the upcoming CapEx VOICE public conversations that TxDOT will be facilitating (starting in spring 2021).</p> <p>Provide paid opportunities for community consultants/ liaisons and compensate people for their time or outreach services.</p> <p>Repair harm by leveraging Item 67 funding to provide a full study of the loss of generational wealth due to land that was taken by TxDOT for this project (e.g. Restorative RONDO Building Equity for All Past Prosperity Study <a href="https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf">https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf</a>).</p> <p>COMMUNITY HISTORY AUTHORED BY ALBERTA PHILLIPS</p> <p>The areas along Interstate 35 corridor impacted by the TXDOT project is home to one of the largest concentration of unsheltered people in Austin, and specifically, unsheltered African Americans. It's also true that areas and neighborhoods bordering portions of the impacted area are where the largest concentration of Austin African American churches reside. Of equal importance is the large concentration of Hispanic/Latino neighborhoods and businesses. Even as the area is rapidly gentrifying, the area remains a central point — the heartbeat — for Black and Hispanic residents across the city. What happens with that stretch of I-35 will greatly impact Communities of Color. We are deeply concerned about whether the project would speed up the massive displacement of Communities of Color out of the city. If that happens, then a project that is being sold and heralded as a way to lessen segregation and eliminate a racial barrier, will actually do the opposite. That is why TXDOT must work with African American and Latino</p>
863	Luke Dunlap	03/25/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
864	Luke Small	03/20/21	Virtual Public Scoping Meeting Comment Form	<p>I like the idea of caps and plaza. It would be nice if maybe the frontage roads could be combined in a single boulevard at a slower speed (maybe like 35 mph) to create more uninterrupted open space. such a road could then also be walkable and provide more room for housing and other amenities.</p>
865	Lynda RIFE	04/07/21	Virtual Public Scoping Meeting Comment Form	<p>Just testing</p>

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866	Lynn Cohagan	04/09/21	Email to: CapExCentral@TxDOT.gov	The TXDot plan is unacceptable. Please consider burying I-35. I think the best plan is REconnect but any of the alternatives are better than TXDot giving us more concrete.
867	Lynn Cohagan	04/09/21	Email to: CapExCentral@txdot.gov	The TXDot plan is unacceptable. Please consider burying I-35. I think the best plan is REconnect but any of the alternatives are better than TXDot giving us more concrete.  Mary Lynn Cohagan
868	Lyssa Allen	03/30/21	Email to: My35CapEx@TxDOT.gov	I-35 Capital Express Central Project Project Team,  I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.  I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.  I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.  If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]
869	Maddie Hall	04/08/21	Email to: My35CapEx@TxDOT.gov	I-35 Capital Express Central Project Project Team,  I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.  I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.  I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.  If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]
870	Madeleine Hirsch	04/06/21	Virtual Public Scoping Meeting Comment Form	Please do not add additional vehicular lanes. Induced demand has already been apparent other metropolitan areas in Texas and we need to learn from them. Austin has always been a bit weird, so now is our time to change an eye-sore into something innovative and progressive. Sure, adding lanes is an easy out for today's problem, but what's the real problem? People need to be able to get around in efficient ways other than in their own car. This is a huge opportunity along with Prop A and Prop B passing in November. We can really create something special and unique to Austin.
871	Madeline Acri	03/16/21	Email to: My35CapEx@TxDOT.gov	I-35 Capital Express Central Project Project Team,  I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.  I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.  I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.

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872	Madeline Alcott	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
873	Maggie Buford	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
874	Marc McCann	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
875	Marc Segal	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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876	Marcos Martinez	04/08/21	Virtual Public Scoping Meeting Comment Form	As a resident of Austin and Texas and frequent user of I35, I ask that we consider the scenario of an underground interstate highway to recover the unused surface area for beneficial development for city, regional and state. If we are going to invest high dollars, might as well design and construct sound solutions that are forward-thinking; people-centered infrastructure. As a student of urban planning, I advocate we look beyond the traditional methods of yesterday and adopt unique approaches.
877	Marcus Brewer	04/10/21	Virtual Public Scoping Meeting Comment Form	Hello, I believe adding two additional north and southbound lanes to I35 is a good idea. Traffic in Austin is torturous, and it drastically diminishes the quality of life for those who live here and the traveling public. I think it would be even better to extend the new lanes from Parmer Lane to Onion Creek, just past FM1626. Folks living in the main body of the city would then be liberated from the commuters who are only passing through. Thank you!
878	Marcus Leyva	04/01/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
879	Marcus Ollington	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
880	Margaret Brown	04/09/21	Virtual Public Scoping Meeting Comment Form	I support the underground extension of the highway and also the removal of the upper level, I also would love any attempts to make Airport more pedestrian friendly and not increase any noise pollution. Any kind of beautification and pedestrian friendly walkways would be welcome.
881	Margaret Putman	04/02/21	Virtual Public Scoping Meeting Comment Form	I just moved from the 360 area to the 135 area. I'm in favor of the plan that has the most of the highway underground even if it requires a toll. I believe you should have to pay for what you use.
882	Maria Berrios	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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883	Maria Berrios	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
884	Maria Geary	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I'm writing to ask you to consider the detrimental impact of turning I-35 through Austin into a 10+ lane highway. History has shown this sort of highway expansion is polluting, terrible for communities, and does not stop congestion long-term. The character of Austin as well as the well-being of its citizens is threatened by this expansion.</p> <p>I ask that TxDOT conduct a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I believe there are alternatives (like a boulevard with buried lanes underneath ) that would better serve the community and deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
885	Maria Geary	03/14/21	Virtual Public Scoping Meeting Comment Form	<p>I do not want a larger multi-lane highway going through the middle of Austin. I-35 is already an eyesore, splits up the community, is dangerous and unpleasant. I-35 should either be buried as it passes through austin with parkland built above, or kept the same and through traffic and semi- traffic should be routed on to Ed Bluestien. Decades of research shows adding more lanes does nothing he increase traffic in the long run. The current plan does not consider the needs of the people of austin and moves the city backwards, not forwards.</p>
886	Mariana Krueger	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
887	Marie Chatfield	04/09/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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888	Mario Champion	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>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 painless, pointless, and excessively expensive highway construction and toward high-capacity public transit and active modes like biking, walking, scootering, and the like.</p> <p>I urge TxDOT in the strongest possible way to not widen I-35 in the I-35 Capital Express project.</p> <p>And to adopt the revised statement of Purpose and Need proposed by the City of Austin Transportation Department and submitted by Assistant City Manager Gina Fiandaca on December 29th, 2020</p>
889	Marissa McKinney	03/31/21	Virtual Public Scoping Meeting Comment Form	<p>I have lived in Austin for the past 7 years, and I regularly drive on I-35; despite trying to avoid it because it's always a mess. While I have seen many changes across Austin in the years I've lived here, unfortunately, I-35 has not changed to keep up with the rest of Austin, and traffic and congestion continue to get worse. I fully support TxDOT working toward a long-term solution for improving I-35 that accounts for future growth while making sure Austin is livable for all.</p> <p>I support TxDOT in the construction of managed lanes, improvements to the main lanes, and frontage roads. I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help bridge our community. I also support developing I-35 into a roadway that is safe for vehicles, bicycles, and pedestrians and improves the quality of life for everyone in Austin, regardless of how they get around.</p> <p>This project will impact Central Texas for decades to come, and I look forward to seeing innovative solutions and long-term thinking as part of this project to improve this major artery of our city, region, state, and nation.</p>
890	Mark Fern	03/31/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
891	Mark Gilbert	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
892	Mark Johnson	04/10/21	Virtual Public Scoping Meeting Comment Form	<p>I urge you to consider alternatives to just widening I-35 and further the cultural divisions in Austin.</p> <ol style="list-style-type: none"> <li>Simply expanding capacity of I-35 will do nothing to abate the traffic problems. The science is clear that road expansion just leads to increased road use.</li> <li>Austin has been divided right down its core by I-35 creating cultural division. We have an opportunity to right some of those wrongs but we must make sure to do so in a considered manner.</li> </ol>
893	Mark Johnson	03/18/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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894	Mark Klentzman	04/09/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
895	Mark Wistey	03/23/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wider range of design alternatives for the I-35 Capital Express Central Project. The Walk Austin group has suggested some "broader thinking" alternatives such as Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives, not just the minor tweaks presented, which are not really alternatives.</p> <p>I'm concerned that the design alternatives for I-35 are only marginally different variations on a major highway expansion, without a care for the safety of non-freeway traffic, especially walkers and bikers. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I encourage you to consider a safer, more economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
896	Marla Boye	03/19/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
897	Marsi Puente	03/24/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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898	Martha Brickley	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
899	martin xoxa	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
900	Marty Hood	04/09/21	Alt Eval Criteria Comment Form	There is no mention of Greenhouse Gases or other metric of air pollution???
901	Marty Hood	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>The current iteration of IH-35 through central Austin was constructed with minimal consideration of the impact on the city, particularly adjacent neighborhoods. This iteration of expanding IH-35 is, once again, about pretending to care and hear our concerns. There appear to be attempts to satisfy the concerns of the downtown area but not the area north of MLK Blvd. The residential areas that abut the project are once again a third or fourth consideration.</p> <p>The Analysis Matrix has nothing about air pollution or Greenhouse Gases???</p> <p>The build alternatives have NO details about sound mitigation.</p>
902	Mary Barton	03/24/21	General Website Comment Form	I'm in favor of the improvements on I35 through downtown. The quicker the better!
903	Mary Barton	04/06/21	Virtual Public Scoping Meeting Comment Form	I am in favor of the I-35 Capital Express Central project.
904	Mary Cohagan	03/26/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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905	Mary Reyes	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
906	Mary Robillard	04/05/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
907	Mary Specht	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
908	Mary St. Romain	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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909	Mary Urban	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
910	Mateo Barnstone	04/05/21	Virtual Public Scoping Meeting Comment Form	<p>1. Broadly - your build alternatives are inadequate to evaluate. They provide no detail as to ramps, and cross sections. Where are the detailed roll plots that show the overhead design? I don't know how TxDOT expects to get meaningful feedback with providing only conceptual profiles (not even design).</p> <p>2. The renderings of the frontage road show exceptionally wide streets one way, multi-lane streets, that would carry heavy traffic at speed through Austin's most urban sectors. This is dangerous and contrary to just about every modern planning principal. If TxDOT can't take it upon itself to design the frontage roads to be built as normal city streets it should turn over ownership to the City who will be able to do this. Frontage roads should be designed for calm traffic, and accommodate many users and uses along them. They should be built for slow speeds and allow cars to travel in each direction and be multi-modal with wide generous side walks, street trees, protected low speed lanes and other enhancements that would return life to the streets and create a safe and pleasant experience for all users.</p> <p>3. The highways should be submerged and capped throughout the urban core. Ideally this would be Oltorf to 290 but at a minimum from the River to Airport Blvd. should be tunneled or capped.</p> <p>4. I cannot comment on any of this because you have not shown any designs for them:</p> <p><input type="checkbox"/> TxDOT is evaluating four design options. Potential design options currently being considered for all build alternatives include:</p> <ul style="list-style-type: none"> <li>- Downtown bypass system</li> <li>- Downtown access-controlled frontage road system</li> <li>- Local enhancements, including a downtown boulevard concept - Direct transit access at Riverside Drive and Dean Keeton Street</li> </ul> <p>4. The draft purpose and need has no awareness that the context of this corridor in this project is through the urban core of Austin and that the current design is completely at variance with such and that the build alternatives should all consider and enhance the urban quality of the parts of the city it interacts with.</p> <p>5. Design speeds on the main lanes should be slowed down to 50MPH in order to be quieter, safer, more efficient and allow for scaled down ramping. Design speeds on surface roads should be no faster than 30MPH.</p> <p>6. Your environmental criteria makes no mention of carbon emissions, VMT, lead, particulates, health impacts such as asthma, premature deaths due to cardiovascular impacts and other health indices.</p> <p>7. At no point does your analysis reflect any value that could be given to the city by transforming the surface to be safe, pleasant, productive places for the people who live, work, travel along and across the corridor. Nor is there any kind of vision for what could happen if the corridor was radically rethought to create places for people to be on, not just travel through in cars at speed.</p>
911	Mateo Barnstone	03/24/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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912	Matt Carter	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
913	Matt Hendrickson	03/18/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
914	Matthew Arth	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion and are not seriously considering the Reconnect Austin or cap and stitch community proposals. We know from examples like Klyde Warren Park in Dallas that burying or cap-and-stitch efforts over major interstates can have a phenomenal impact on boosting businesses and reconnecting local communities while still delivering capacity for interstate drivers.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin that, at least at one level, prioritizes local drivers, cyclists, and pedestrians, who are the ones actually impacted not to mention the ones using these streets day in and day out. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
915	Matthew Beaton	04/09/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This moment represents a historic opportunity to re-think the City of Austin and stitch the City back together in a way that benefits all of Austin's residents.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
916	Matthew Bobbitt	04/06/21	Virtual Public Scoping Meeting Comment Form	<p>I am thrilled that TxDOT is finally making headway on fixing I-35 through downtown. I've read a series of crazy complaints on what you've got planned. I'll say, I enjoy what you've currently got. Do not back down and "do nothing" due to our crazy city council. I-35 through downtown is out of date, both in terms of efficiency and more importantly - safety (southbound exit to 5th/6th street and the entire lower deck on/off ramps come to mind). The only thing I would change is - perhaps HOV lanes are also "express" toll lanes as well (like the Katy freeway). Have 2+ in the car? Free. Don't? Pay a toll. In any which case, thank you for fixing this well-well-well known awful stretch of I-35.</p>
917	Matthew Chovanec	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>I attempted to submit comments in opposition to the expansion of lanes.</p>
918	Matthew Chovanec	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>I'd like to see better E-W pedestrian/bike access, and I am opposed to adding additional free-flow lanes. I would strongly be in support of some state funding for capped sections</p>

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919	Matthew McGee	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
920	Matthew Milan	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
921	Matthew Roberts	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
922	Matthew Rogoff	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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923	Matthew Welch	03/16/21	Virtual Public Scoping Meeting Comment Form	I am gravely concerned about the widening of I-35 through the heart of Austin. I live in East Austin and don't want to see my neighborhood cut off from the western part of the city any more than it already is. I also don't want to see the negative environmental consequences from the road widening when I have not seen compelling evidence that the road widening will solve any of our traffic concern.
924	Mattie B	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p> <p>Don't be a silly goose.</p>
925	Maureen Kelly	03/26/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives.</p> <p>Widening I-35 will almost certainly just encourage more driving, doing nothing to ease congestion. It'll also worsen pollution and noise. Worst of all--it's only a short-term solution. Studies show that 6 weeks after construction of new lanes, those lanes reach max congestion levels. Austin needs a bigger, systemic solution that provides other modes: transit, biking, walking. Don't waste our time and money with this short-term solution.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
926	Maureen Ryan	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
927	Mauricio Alvarez	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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928	Max Daniller-Varghese	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
929	May Taylor	03/21/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse. Safety and convenience for the growing number of people who bike and walk for transportation will also be compromised.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
930	Megan Matthews	03/29/21	Virtual Public Scoping Meeting Comment Form	<p>I have lived in Austin for the past 14 years, and I have regularly driven on I-35. While I have seen many changes across Austin in the years I've lived here, unfortunately, I-35 has not changed to keep up with the rest of Austin, and traffic and congestion continue to get worse. I fully support TxDOT working toward a long-term solution for improving I-35 that accounts for future growth while making sure Austin is livable for all.</p> <p>I support TxDOT in the construction of managed lanes, improvements to the main lanes and frontage roads. I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help bridge our community. I also support developing I-35 into a roadway that is safe for vehicles, bicycles, and pedestrians and improves the quality of life for everyone in Austin, regardless of how they get around.</p> <p>This project will impact Central Texas for decades to come, and I look forward to seeing innovative solutions and long-term thinking as part of this project to improve this major artery of our city, region, state, and nation.</p>
931	Megan Mattson	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>Hello,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>The creation of I-35 fundamentally segregated the city and has a racist past. I urge our Austin government to find solutions that do not further segregate the city and displace Austinites.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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932	Megan Peck	04/09/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
933	Meghann Jones	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
934	Mel Lau	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
935	Melanie Barnes	03/26/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
936	Melanie Scruggs	03/29/21	Virtual Public Scoping Meeting Comment Form	<p>I agree with the North Central I-35 neighborhood Coalition that the alternatives are insufficient and fail to reflect meaningful input from stakeholders early enough on the process. There needs to be a Community Build Alternative that shows the level of detail and thoughtfulness we need to ensure this project positively impacts those in its path. My home is a couple blocks from I-35 and I can hear the highway constantly and know I am breathing its pollution, possibly shortening my life span. Thousands live in similar conditions. We need to reduce not increase I-35's impact in the area.</p>

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937	Melinda Chow	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I ask that long-term, comprehensive impacts be considered, rather than what appears to be short-term solutions.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
938	Melinda Kyhn	04/09/21	Alt Eval Criteria Comment Form	<p>I like the idea of adding two more lanes in each direction; however, I do not believe that HOV/non-managed lanes (which is an oxymoron since there are restrictions on who can use it and consequences if it's misused) are the answer as that only allows a smaller percentage of vehicles off the main lanes.</p> <p>I think it's best to just open two more lanes each way to all traffic, while still prohibiting truck traffic from the inside lane. The lowering of the streets is a good plan, but adding a tunnel is a waste of resources.</p> <p>I also feel that bike lanes on the frontage roads would not be helpful as it takes away more lane space for vehicles (which is the reason for a road), but I do think that sidewalks are an important addition for pedestrians to get around and bicyclists can use those as well by incorporating directional lanes/arrows on them like we have in other parts of Austin; our City definitely lacks sidewalks, especially in neighborhoods.</p>
939	Melissa Knight	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>Please affirm that you have received the community's plan (available at ourfuture35.org).</p> <p>Acknowledge our local history by adding it to the Purpose and Needs statement for the I-35 Capital Express Central project.</p> <p>Include Alternatives Evaluation Criteria that directly respond to issues we've identified so that impacts can be avoided for those whose lives, and livelihoods will be disrupted again if racial equity and justice remain ignored.</p> <p>Communicate more clearly (and continuously) to raise public awareness about which topics will be included in the upcoming Community Impacts Assessment.</p> <p>Commit to transparent conversations with Scoping Working Group representatives about restorative justice during the upcoming CapEx VOICE public conversations that TxDOT will be facilitating (starting in spring 2021).</p> <p>Provide paid opportunities for community consultants/ liaisons and compensate people for their time or outreach services.</p> <p>Repair harm by leveraging Item 67 funding to provide a full study of the loss of generational wealth due to land that was taken by TxDOT for this project.</p>

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940	Melissa Vogt	04/10/21	Virtual Public Scoping Meeting Comment Form	<p>I am a proud participant of the I-35 Scoping Working Group, and a Managing Leader at The VORTEX, a nonprofit performing arts center on Manor Rd. I am extremely concerned that the Purpose and Needs document that we received from TxDOT does not address the racial and economic concerns that we presented in December 2020. My overall takeaway from TxDOT's response was that many of these concerns are perceived as issues that the City of Austin needs to deal with. However, TxDOT has a responsibility to the citizens and neighbors who will be affected and displaced by the planned changes to the corridor. In solidarity, I request the following:</p> <p>Affirm that it has received the community's plan (the original from 2020, and this version - both of which are available at <a href="http://www.ourfuture35.org">www.ourfuture35.org</a>).</p> <p>Acknowledge our local history (provided below) by adding it to the Purpose and Needs statement for the I-35 Capital Express Central project.</p> <p>Include Alternatives Evaluation Criteria (provided below) that directly respond to issues we've identified so that impacts can be avoided for those whose lives, and livelihoods will be disrupted again if racial equity and justice remain ignored.</p> <p>Communicate more clearly (and continuously) to raise public awareness about which topics will be included in the upcoming Community Impacts Assessment.</p> <p>Commit to transparent conversations with Scoping Working Group representatives about restorative justice during the upcoming CapEx VOICE public conversations that TxDOT will be facilitating (starting in spring 2021).</p> <p>Provide paid opportunities for community consultants/ liaisons and compensate people for their time or outreach services.</p> <p>Repair harm by leveraging Item 67 funding to provide a full study of the loss of generational wealth due to land that was taken by TxDOT for this project (e.g. Restorative RONDO Building Equity for All Past Prosperity Study <a href="https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf">https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf</a>).</p> <p>THE COMMUNITY'S ALTERNATIVES EVALUATION CRITERIA</p> <p>Maximize</p> <ul style="list-style-type: none"> <li>• Locally-sourced labor and materials</li> <li>• Funding or space for housing and community services</li> </ul>
941	Mercedes Morris	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
942	Micaela Bacon	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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943	Michael Avila	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
944	Michael Bergman	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
945	Michael Buratti	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project.</p> <p>Please ensure you do the due diligence before selecting a plan. Please consider green alternatives. I do not want to become another Dallas or Houston with their unending, congested highways. One thing Dallas got right was burying Spur 366, also named Woodall Rodgers Freeway, and turning the ground level into a multi-purpose green space in the middle of downtown.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p> <p>Thank you, Michael Buratti</p>
946	Michael Conti	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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947	Michael Cospier	04/01/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
948	Michael DiLeo	03/12/21	Virtual Public Scoping Meeting Comment Form	<p>I heard about this via google news and reddit. Ok, there's a lot to go off on here. But first, I can't help but notice that the image in the background on this page is actually of my apartment complex and riverside/i-35 haha.</p> <p>I'll list the issues and then talk about them as I run out of space in the comment window.</p> <ol style="list-style-type: none"> <li>1) I-35 is performing two jobs, instead of 1.</li> <li>2) many studies show that building up car infrastructure actually makes car traffic worse</li> <li>3) Much better uses can be made in place of the insane amounts of concrete used for I-35 and its service roads</li> <li>4) You can only solve this with decent public transit (and non-stupid zoning, but this is America we're talking about).</li> <li>5) HOV lanes are worthless</li> </ol> <p>Issue 1: In software development, there's the concept known as the "Single Responsibility Principle". What this means is that you have one thing that does ONLY one thing. Otherwise, you'll shoot yourself in the foot. I-35 is this thing. The two jobs it's performing are: moving people within the city and moving people through the city.</p> <p>Most people on I-35 are trying to get to the other side. We already have infrastructure for this: hwy-71 and 183. Make those the new I-35 or I-235 or whatever.</p> <p>Downsize the inner-city I-35 to a blvd and make it for non-through traffic. Use the extra space for: separated bike lanes, a dedicated tram line (yes, I'm serious), traffic circles at major intersections. Stretches of this new reclaimed area can be used for mid-high density non-euclidian (please!) zoning. Make it a mixed development area of mid-rise townhouses.</p> <p>Issue 2: Studies show building car infrastructure makes traffic worse and increases danger for pedestrians.</p> <p>Seriously, just google it. Cars are so ineffective at moving people that giving them more space makes traffic worse. Reduce the space allotted for cars and give it to dedicated public transit and safe pedestrian and cycling infrastructure. I'm not joking. I just looked out my window at Riverview apartments and you know how fast I-35 was moving at 8pm on a weekday? About as fast as a bike. If you built connected, safe infrastructure, each cyclist and tram/bus rider is another car not on the road.</p> <p>Issue 3: Better uses of space I-35, including its overpasses, includes 12 lanes of interstate plus another 6-8 for service roads. That's pathetic. By redirecting through-traffic, having safe, dedicate pedestrian, cyclist, and transit space, you can</p>
949	Michael DiLeo	03/12/21	Virtual Public Scoping Meeting Comment Form	<p>Forgot something in my original comment. With the 7.5B that we're planning to use to add lanes that will get backed up with cars pretty much right away, we could subsidize dedicated (meaning separated from car traffic) public transit for...how many years? Catch is it can't be a vanity project like the light rail system that only had 3 cars and shoes up once an hour. That's about as useful as a bag of hammers.</p>
950	Michael J Stack	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>Use funding to purchase 45 and make it a no toll road or open for trucks only.</p>
951	Michael Lefkowitz	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews - primarily in support of cap and stitch!</p>

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952	Michael McClung	03/11/21	Virtual Public Scoping Meeting Comment Form	While I'm in support of the project, burying the lanes will lead to more noise pollution than already exists. A boulevard needs to be in scope to alleviate this.
953	Michael Moritz	04/07/21	Virtual Public Scoping Meeting Comment Form	The people of Austin and of Texas do not want I-35 to continue slicing through the city. Turn I-35 into a surface boulevard that connects Downtown and East Austin by prioritizing pedestrian connectivity, safe, grade separated bike lanes, fast and frequent transit, and low speed vehicle lanes.
954	michael moritz	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
955	Michael Moss	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
956	Michael Mount	03/30/21	Alt Eval Criteria Comment Form	No mention of air quality. How are the evaluations weighted as it's common for these projects to get good marks engineering and need, while getting poor environment marks and still be built. It seems there need to be baseline standards across all evaluation criteria that the project must meet to be considered. Finally, these alternatives are very narrow in scope and a wider range of alternatives could provide much higher marks among the evaluation criteria (ex routing through traffic to SH-1, US-183 and SH-130 or tolling the whole road to make it on par with those other routes).
957	Michael Mount	03/30/21	Virtual Public Scoping Meeting Comment Form	<p>Where is the meeting record for scoping #1?</p> <p>These alternatives are unchanged from the initial public meeting and likely unchanged since the inception of the project at TxDOT. Additionally, these alternatives are limited in scope and do not provide the community with adequate leeway to have meaningful input. Why not let the community come up with a locally generated alternative that is not a 4+2 mainline and managed lane configuration? Why are we building expensive managed bypass lanes through prime downtown real estate when we have US-183 and SH-130 already built and lanes could be added for 10 times less cost? (ex. 20 miles of new lanes on 130 are estimated to cost around \$125 million, which is 39 times less than the \$4.9 billion for the 8 mile central 35 project.</p> <p>These alternatives make a majority of community concerns worse rather than better (ex. air quality, GHG emissions, construction impact, design speed, equity, ped/bike crossings, health, and right of way). Additionally, arguably the biggest selling point to the average citizen, reduced traffic congestion, is likely to never materialize due to induced demand (ex. expansion Katy Freeway in Houston). Furthermore, congestion in Round Rock will only increase. Continuing to expand freeways in an urban context has not brought in the expected benefits in Texas or any city in the world. Why do we not look to innovate within our cities and spend valuable road building dollars in rural areas where they are necessary.</p>
958	Michael Robinson	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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959	Michael Rooney	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
960	Michael Rose	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>Please do not expand I-35 in this default, off-the-shelf plan put forward by TxDOT. We do not want Austin to be come the next decentralized Houston/LA. We have a chance to make Austin great AND improve transportation. The brute force I-35 expansion does not serve the community.</p> <p>I am writing in favor of the Bury-and-Cover option, or the Sink-and-Stitch option. The surrounding highways on the outskirts should bear the brunt of expansion to cater to through-traffic from Dallas to San Antonio.</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
961	Michael Sanders	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
962	Michael Shane Orr	04/06/21	Virtual Public Scoping Meeting Comment Form	<p>Hi, I am very concerned about East/West connections across I35 for pedestrians and bicyclists. It is most important that there are easy and safe ways for bikers and walkers to cross I35. It will be good for business, good for community, good for health, and good for the heart of Austin, Texas.</p>

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963	Michael Shirk	03/21/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
964	Michael Spadaro	03/13/21	Virtual Public Scoping Meeting Comment Form	<p>Toll roads are not the answer to Austin's traffic problem. Investing in better public transport options is a far better solution than monetizing Austin's road ways. Mopac traffic is no better now than it was before the addition of the expressway, and there is absolutely no reason to expect 35 to be different.</p> <p>We need comprehensive, modern day public transportation, not arbitrary monetization.</p>
965	Michael Varhalla	04/01/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
966	Michael White	04/02/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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967	Michaela Houk	04/05/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
968	Michelle Ahmad	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
969	Michelle Levesque	03/20/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
970	Michelle Neeley	03/11/21	Virtual Public Scoping Meeting Comment Form	<p>Thank you for providing this public meeting! I've noticed that the worst place for traffic on this section of I-35 is going north between Oltorf and Riverside. Traffic is always backed up there - even on weekends. I like the design improvements listed in the presentation, but there is major room for improvement at that location as well. I'm not sure if it's due to the slight curve in the road at that point, or people getting distracted by the skyline, but it's consistently backed up.</p>
971	Michelle Senner	03/30/21	General Website Comment Form	<p>I have lived in Austin for the past 6 years, and I have regularly driven on I-35. While I have seen many changes across Austin in the years I've lived here, unfortunately, I-35 has not changed to keep up with the rest of Austin, and traffic and congestion continue to get worse. I fully support TxDOT working toward a long-term solution for improving I-35 that accounts for future growth while making sure Austin is livable for all.</p> <p>I support TxDOT in the construction of managed lanes, improvements to the main lanes and frontage roads. I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help bridge our community. I also support developing I-35 into a roadway that is safe for vehicles, bicycles, and pedestrians and improves the quality of life for everyone in Austin, regardless of how they get around.</p> <p>This project will impact Central Texas for decades to come, and I look forward to seeing innovative solutions and long-term thinking as part of this project to improve this major artery of our city, region, state, and nation.</p>

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972	Michelle Zhang	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
973	Mickie Betz	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
974	Mihnea Dumitrescu	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
975	mike	03/30/21	General Website Comment Form	<p>I want smooth efficient, consistent flow THRU downtown. Right now city is divided north and south, with stranglehold gridlock at downtown. I do not agree with idea of road diet,, trying to reduce flow and encourage bike and bus and reducing single occupant vehicles. I WILL JUST GO TO SUBURBS instead of dealing with downtown jam.</p> <p>I would like to see REDUCTION IN TRUCK TRAFFIC thru town. Perhaps put up weight stations at both ends of town.</p> <p>(it would not hurt if staff went to lunch during rush hour....reducing truck traffic during that time.)</p>

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976	Mike Aaron	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I'm currently in the process of buying a house. One of my top concerns was walkability. I cared much more about how much my neighborhood feels like a neighborhood and much less about how close it was to a highway or anything about driving. I still have to get to work, but that's more about making Austin neighborhoods affordable, not about billion dollar highway upgrades</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
977	Mike Andry	04/08/21	Virtual Public Scoping Meeting Comment Form	<p>Hello, TxDOT-Austin District!</p> <p>I support the proposed deck parks over the expressway lanes for the planned *New Downtown Austin IH-35.* You (TxDOT) should collaborate with other agencies, such as the Texas Parks and Wildlife Department and the National Park Service, to secure additional funding for the parks if (or when) the City of Austin should need it.</p> <p>Thank you, -Mike. :)</p>
978	Mike Dahmus	03/11/21	Virtual Public Scoping Meeting Comment Form	<p>None of these build alternatives are worth the money and disruption; they build too much non-tolled capacity to be worth it. If these are all you can come up with, I vote for the no-build alternative.</p>
979	Mike Davis	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
980	Mike Hennessey	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>We want local mobility and public transportation, not more lanes of concrete dividing the city that help no one move around inside Austin. Shift truck flow to 130, cap 35, and give us our city back.</p>
981	Mike Kennedy	04/09/21	Email to: CapExCentral@TxDOT.gov	<p>I support the DAA/ ULI plan for the Cap and Stitch option for this project.</p>
982	Mike Kennedy	04/09/21	Email to: CapExCentral@txdot.gov	<p>I support the DAA/ ULI plan for the Cap and Stitch option for this project.</p> <p>Mike Kennedy President MK Interests</p>

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983	Mike Osborne	03/31/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
984	Mike Sakoonsersadee	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>A fundamental approach to I-35 planning should consider the removal of all frontage roads. Modernizing the highway design and eliminating the inconsistency of exits would vastly improve traffic flow and the separation of the purpose of the roadways within the urban core.</p> <p>Removing the continuous flow of parallel traffic reduces the obstacles for non-motorists travel across east and west of the highway. Additionally, drivers will be choosing to fully entire the pattern of I-35 rather than the current activity of dangerous and unpredictable driving behaviors of motorists weaving across frontage lanes and highway lanes.</p>
985	Mike Stimets	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I-35 through Austin is an opportunity for Texas to showcase its energy and innovation in creating new ways to support the quickly growing local community's desirability and mobility while exceeding the transportation needs of the region with solutions that go beyond just another disappointing highway expansion.</p> <p>Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
986	Mike Sullivan	04/07/21	Email to: CapExCentral@TxDOT.gov	<p>As a resident of East Austin, I disagree with the overall plan to widen the interstate to 12 lanes.</p> <p>I think the elevated portion of the existing highway should be expanded to provide a non-stop express way through Austin. The elevated highway should expand north to at least Palmer Lane and south of William Cannon. Razing the existing overhead highway is ridiculous, expensive, and disruptive of any semblance of normal life for the citizens of East Austin.</p>
987	Mike Sullivan	04/07/21	Email to: CapExCentral@TxDOT.gov	<p>As a resident of East Austin, I disagree with the overall plan to widen the interstate to 12 lanes.</p> <p>I think the elevated portion of the existing highway should be expanded to provide a non-stop express way through Austin. The elevated highway should expand north to at least Palmer Lane and south of William Cannon. Razing the existing overhead highway is ridiculous, expensive, and disruptive of any semblance of normal life for the citizens of East Austin.</p>
988	Mike White	03/18/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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989	Mikey Goralnik	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>I feel like TxDOT has not adequately responded to the plan the community presented in December of 2020. Specifically, the history section of the revised Purpose and Needs statement still does not acknowledge or really reflect the longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35.</p> <p>I think TxDOT should affirm that it has received the community's plan for this project, and acknowledge that in Austin, our local history is important to the future of this project and investment. The the Purpose and Needs statement for the I-35 Capital Express Central project should be updated to reflect this.</p> <p>Next, TxDOT should include Alternatives Evaluation Criteria (provided below) that directly respond to issues we've identified so that impacts can be avoided for those whose lives, and livelihoods will be disrupted again if racial equity and justice remain ignored.</p> <p>TxDOT should also provide paid opportunities for community consultants/liaisons and compensate people for their time or outreach services.</p> <p>Ultimately, I do not endorse any of these alternatives, because I don't think they are meaningfully different. As expressed in November/December 2020, we want the most connectivity in the smallest footprint with the least tangible harms to the community and the greatest potential benefits for neighborhoods within a 5-mile radius of the corridor. TxDOT should share more meaningfully different choices that meet these criteria in order to receive actual feedback from our community.</p> <p>THE COMMUNITY'S ALTERNATIVES EVALUATION CRITERIA</p> <p>Maximize</p> <p>Locally-sourced labor and materials  Funding or space for housing and community services  Solutions for unsheltered and vulnerable communities both during/ after construction  Electric vehicle infrastructure and opportunities for People of Color to fully participate in innovative initiatives  Achievement of Austin's Climate Equity Plan, Vision Zero, Strategic Mobility Plan, Strategic Housing Blueprint, and Displacement Mitigation Strategy</p> <p>Minimize + Prevent</p>
990	Miles Camp	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
991	Miles Payton	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to express my strong opposition to freeway widening plans through downtown Austin. Austin voters have demonstrated their commitment to alternative transportation such as light rail, bicycles, and walking repeatedly. Billions of dollars must not be spent on a plan that will contribute to climate change and continue to divide our city.</p> <p>I oppose all proposals that widen a freeway that has seen traffic levels stay flat for decades.</p> <p>I urge TxDOT to conduct a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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992	Mimi Sakarett	03/17/21	Email to: My35CapEx@TxDOT.gov	Hi there,  As a proud Austin resident, I would appreciate that TxDOT consider alternatives to I35 expansion, for example burying the highway and covering it with community spaces like parks.  Thank you Mimi Sakarett
993	Mina Loomis	03/18/21	Email to: My35CapEx@TxDOT.gov	I-35 Capital Express Central Project Project Team,  I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.  I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.  I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.  If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]
994	Miriam Conner	04/08/21	Virtual Public Scoping Meeting Comment Form	The community is frustrated with TxDOT for not adequately responding to the plan the community presented in December of 2020. The history section of the revised Purpose and Needs statement still does not acknowledge nor adequately reflect the longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35.  WHAT THE COMMUNITY WOULD LIKE TxDOT TO DO NOW:  Affirm that it has received the community's plan (the original from 2020, and this version - both of which are available at www.ourfuture35.org).  Acknowledge our local history (provided below) by adding it to the Purpose and Needs statement for the I-35 Capital Express Central project.  Include Alternatives Evaluation Criteria that directly respond to issues we've identified so that impacts can be avoided for those whose lives, and livelihoods will be disrupted again if racial equity and justice remain ignored.  Communicate more clearly (and continuously) to raise public awareness about which topics will be included in the upcoming Community Impacts Assessment.  Commit to transparent conversations with Scoping Working Group representatives about restorative justice during the upcoming CapEx VOICE public conversations that TxDOT will be facilitating (starting in spring 2021). COMMUNITY HISTORY AUTHORED BY ALBERTA PHILLIPS  The areas along Interstate 35 corridor impacted by the TXDOT project is home to one of the largest concentration of unsheltered people in Austin, and specifically, unsheltered African Americans. It's also true that areas and neighborhoods bordering portions of the impacted area are where the largest concentration of Austin African American churches reside. Of equal importance is the large concentration of Hispanic/Latino neighborhoods and businesses. Even as the area is rapidly gentrifying, the area remains a central point — the heartbeat — for Black and Hispanic residents across the city. What happens with that stretch of I-35 will greatly impact Communities of Color. We are deeply concerned about whether the project would speed up the massive displacement of Communities of Color out of the city. If that happens, then a project that is being sold and heralded as a way to lessen segregation and eliminate a racial barrier, will actually do the opposite. That is why TXDOT must work with African American and Latino community leaders, religious leaders, civil rights organizations, ECHO and nonprofits engaged in stabilizing the community and addressing displacement challenges.  Consider Austin's painful history. Following annexation, city ordinance and the state passed laws and ordinances which outlawed housing — especially housing for the street — aimed at forcing

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995	Miriam Conner	04/09/21	Email to: CapExCentral@txdot.gov	<p>[Email may be viewed in its entirety in the section entitled "Emailed Comments."]</p> <p>The community is frustrated with TxDOT for not adequately responding to the plan the community presented in December of 2020. The history section of the revised Purpose and Needs statement still does not acknowledge nor adequately reflect the longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35.</p> <p>WHAT THE COMMUNITY WOULD LIKE TxDOT TO DO NOW:</p> <ol style="list-style-type: none"> <li>1. Affirm that it has received the community's plan (the original from 2020, and this version - both of which are available at <a href="http://www.ourfuture35.org">www.ourfuture35.org</a>).</li> <li>2. Acknowledge our local history (provided below) by adding it to the Purpose and Needs statement for the I-35 Capital Express Central project.</li> <li>3. Include Alternatives Evaluation Criteria (provided below) that directly respond to issues we've identified so that impacts can be avoided for those whose lives, and livelihoods will be disrupted again if racial equity and justice remain ignored.</li> <li>4. Communicate more clearly (and continuously) to raise public awareness about which topics will be included in the upcoming Community Impacts Assessment.</li> <li>5. Commit to transparent conversations with Scoping Working Group representatives about restorative justice during the upcoming CapEx VOICE public conversations that TxDOT will be facilitating (starting in spring 2021).</li> <li>6. Provide paid opportunities for community consultants/ liaisons and compensate people for their time or outreach services.</li> <li>7. Repair harm by leveraging Item 67 funding to provide a full study of the loss of generational wealth due to land that was taken by TxDOT for this project (e.g. Restorative RONDO Building Equity for All Past Prosperity Study <a href="https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf">https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf</a>).</li> </ol>
996	Miroslav Azis	03/24/21	Virtual Public Scoping Meeting Comment Form	<p>I'm a city of Austin resident who makes 95% of trips by bicycle. The way I-35 cuts through town creates a physical and psychological barrier that dissuades me from crossing the highway to do business.</p> <p>I would like to patronize central Austin businesses more often but until a solution that allows plenty of safe crossings of I-35 (rather than the harrowing car-centric crossings found today) I feel limited to where I can go.</p> <p>In particular, I believe that the downtown segment of I-35 between 12th and Cesar Chavez would most benefit from a buried roadway.</p>
997	Molly Von Holten	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
998	Morgan Fowler	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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999	Morgan Sanner	03/31/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1000	Ms. Ora Houston	03/13/21	Virtual Public Scoping Meeting Comment Form	<p>The timing of this major project is awful because of the pandemic . Regular people who will be impacted by this project have no idea that you are in the second stage.</p> <p>Suggest that you consider running spots on KAZI, 98.7 FM so the broader community is aware.</p> <p>There are no instructions on how to participate.</p> <p>The assumption is that everyone knows how to maneuver three options and make comments.</p> <p>Many people who live East of the interstate do not have the technology to participate.</p> <p>Most people are focused on employment, health care, children going back to school, getting the vaccine, paying rent, getting food, etc.</p>
1001	Mustafa Shabib	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1002	Nader Sayedi	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1003	Nadia Khan	03/13/21	Virtual Public Scoping Meeting Comment Form	<p>Tear down the highway that divided us and divides us. We don't want this highway in the middle of our city. We certainly DON'T want to expand it. Make it a boulevard. Bring trains and busses, bikes, and pedestrians. See san francisco - an earthquake took it down, and they made it a brilliant success. Highways don't belong in neighborhood centers.</p>

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1004	Nancy Crowther	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, accessibility, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm not confident and very concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - pedestrian deaths and injuries, even worse.</p> <p>I fervently demand that this project not be status quo but it delivers a safer, accessible, more environmentally-sustainable, pedestrian safer, economically-sustainable, safe and beautiful Austin. Please afford this project a full transparent public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>Thank you for believing in the future of Austin as a model for access, safety, economic balance/equity and beauty!</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1005	Nancy Lazarczyk	03/22/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1006	Nanette Fodell	04/01/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1007	Natalia Garau	03/24/21	General Website Comment Form	<p>I have lived in Austin for the past 5 years and regularly use I-35 for commuting. Traffic and congestion along I-35 has gotten worse since I moved to the City since this major roadway has not kept up with the amount of people moving to the City throughout the years. I fully support TxDOT working toward a long-term solution for improving I-35 to account for future growth while making sure Austin is livable for all.</p> <p>I support TxDOT in the construction of managed lanes and improvements to the main lanes and frontage roads. I support the proposed project alternatives, including lowering the main lanes and enhancing East and West crossings above I-35 to help bridge our community. I also support developing I-35 into a roadway that is safe for vehicles, bicycles, and pedestrians.</p> <p>I look forward to seeing innovative solutions and long-term thinking as part of this project.</p>

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1008	Natalia King	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1009	Natalia Sanchez Robles	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1010	Natalie Mulin	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>DO NOT EXPAND I35. It will make traffic worse and it will change the entire feelin of the city for the worse. DONT DO IT THIS IS THE WORST IDEA EVER</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1011	Natalie Niles Arguello	04/07/21	Virtual Public Scoping Meeting Comment Form	<p>-I am a residential property owner who lives less than a mile from proposed I35 expansion for 21 years years.</p> <p>-I join my neighbors in support of the positions of NGINC, and specifically the changes to the expansion project outlined in their letter dated December 21, 2020.</p>
1012	Natalie Raper	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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1013	Nate Scribano	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1014	Nathan Chadwick	04/06/21	Alt Eval Criteria Comment Form	The Criteria look reasonable overall. I'm curious if any of them are receiving a higher weight than others for scoring purposes? If so, please share which criteria are receiving higher priority, and what that coefficient value is for each.
1015	Nathan Chadwick	04/06/21	Virtual Public Scoping Meeting Comment Form	I prefer the elevation profile of Build Scenario 2. Build Scenario 1's tunnels are unnecessary, and it does not seem as though the additional elevated sections in Build Scenario 3 are warranted. However, I strongly hope TxDOT does not add any additional lanes to I-35. Induced Demand will only cause additional lanes to bring additional congestion and will not solve anything in the long run.
1016	Nathan Jemison	03/12/21	Virtual Public Scoping Meeting Comment Form	I really wish you would look into how Georgia DOT handles traffic accidents. I believe a lot of the traffic on lanes running opposite to rush hour (north from the river at 7 am and south from Georgetown at 5pm) could be solved if you implement solutions like designated areas for tow trucks to pull the crashed vehicles to and hammer out the insurance etc.. These areas implemented in Atlanta block visibility of the wreck from the flow of traffic and keep people from 'rubber-necking' as they drive by.
1017	Neal Ehardt	04/01/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1018	Neil Kelly	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1019	Nelson Mock	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1020	NICHOLAS HENTSCHEL	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1021	Nicholas Iacobucci	03/18/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p> <p>My choices in order of favorite first:</p> <ol style="list-style-type: none"> <li>1) Cap and Stich</li> <li>2) Bury and cover</li> <li>3) replace with a boulevard (I don't believe this one is a realistic option in all truth) BUT expanding is a horrible idea)</li> </ol>
1022	Nicholas Jacob	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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1023	Nicholas Jacob	Wednesday,	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1024	Nicholas King	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1025	Nicholas Littlejohn	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I-35 through Austin is aging and needs replacing. But despite decades of pollution, noise, and crashes - all borne disproportionately by people of color - through its I-35 Capital Express Central project, the Texas Department of Transportation (TxDOT) wants to make the situation worse by wasting over \$7bn to expand I-35 to as many as 22 lanes... during a climate crisis!</p> <p>Despite claiming they're considering a meaningful range of options for I-35, TxDOT is only presenting minor variations on a huge highway expansion. That's ridiculous. Widening I-35 will almost certainly just encourage more driving, doing nothing to ease congestion. It'll also worsen pollution and noise and increase fatal crashes, among many other likely impacts.</p> <p>Instead, TxDOT must conduct full engineering, mobility choice and safety, economic, environmental, equity, and quality of life reviews for a wide range of design alternatives, bearing in mind compatibility with local plans and goals.</p> <p>A thorough review of alternatives for I-35 should include the following community proposals:</p> <p>Reconnect Austin Bury and cover I-35 through downtown Austin with an urban boulevard. 🌳</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1026	Nick Adams	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1027	Nick Burns	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1028	Nickie Harris	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1029	Nicolas	03/24/21	Alt Eval Criteria Comment Form	<p>The underground tunnel alternative will benefit local traffic and make crossing 35 at ground level safer and easier for bikes and pedestrians. The tunnel will also hide from sight all of the semi trucks that's are driving through Austin.</p>
1030	Nicole Cook	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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1031	Nicole McGrath	03/29/21	Email to: My35CapEx@TxDOT.gov	<p>Susan Fraser,</p> <p>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. The science is very clear 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. We need a different approach to 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>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. Let us know include congestion Levels of Service measurements, as it's been shown this is essentially a pseudoscience that encourages highway widening rather than addressing real transportation issues in our community.</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 (<a href="http://bit.ly/ULI35">http://bit.ly/ULI35</a>), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (<a href="https://reconnectaustin.com">https://reconnectaustin.com</a>), and Rethink35 (<a href="https://rethink35.com">https://rethink35.com</a>).</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>
1032	Nicole Perez	04/02/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1033	Nicole Ray	03/18/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1034	Nina Lemieux	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>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.</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>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>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 (<a href="http://bit.ly/ULI35">http://bit.ly/ULI35</a>), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (<a href="https://reconnectaustin.com">https://reconnectaustin.com</a>), and Rethink35 (<a href="https://rethink35.com">https://rethink35.com</a>).</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>
1035	Nina Rinaldi	04/10/21	Virtual Public Scoping Meeting Comment Form	<p>TxDOT must consider alternatives to expansion of I-35 through Austin, including Reconnect Austin, Rethink35, and the cap and stitch proposal. Updating I-35's aging infrastructure is an opportunity to create a better configuration that creates more value not just for the local community, but for Texans as a whole.</p> <p>The Katy Freeway expansion did nothing to ease congestion and it's a mistake we should learn from, not a success to emulate.</p> <p>Please afford the I-35 project a full public process to thoroughly review alternative designs.</p>
1036	Nirav Patel	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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1037	Noah Halbach	03/31/21	Email to: My35CapEx@TxDOT.gov	<p>Susan Fraser,</p> <p>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. We need a different approach to 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>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 (<a href="http://bit.ly/ULI35">http://bit.ly/ULI35</a>), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (<a href="https://reconnectaustin.com">https://reconnectaustin.com</a>), and Rethink35 (<a href="https://rethink35.com">https://rethink35.com</a>).</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>
1038	Noah Harper	04/01/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1039	Noelle Langston	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>I'm deeply concerned about the expansion of I-35 and I want to see better, more imaginative solutions that minimize use of cars and further infringement on the beautiful landscape of our city by prioritizing people</p>
1040	Nora Martin	03/31/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1041	Nora Predey	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>There's a growing body of work showing that widening highways induces demand and does little to improve traffic. I oppose any efforts to widen and increase the footprint of I-35, and I think the real focus should be on how to reduce demand from I-35 to other highways, especially for truck traffic that is only passing through Austin.</p> <p>Austin is also undertaking an ambitious transit plan with Project Connect, and TxDOT should work closely with CapMetro and the city for any potentially transformative work to Austin's transportation infrastructure. As Austin grows, it will not be sustainable to continue to build out infrastructure for single passenger vehicles. TxDOT needs to consider alternatives - widening highways is an outmoded 20th century solution to our 21st century mobility problems.</p>

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1042	Nura Renke	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1043	Nyssa Hoerner	03/21/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1044	Olive Fontaine	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1045	Orlando Cabanas	04/01/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1046	Oscar Lopez	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1047	Paige Frederick	03/29/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1048	Paige Oliver	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1049	Palash Acharya	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1050	Pamela Romero	04/08/21	Virtual Public Scoping Meeting Comment Form	We need to have a much longer period of comments. We also need to address the inequalities that the freeway has created over the last 50 years. We need to use this opportunity to remedy some of the negative impacts. Definitely would like to consider many other alternatives.
1051	Parke Gregg	04/07/21	Virtual Public Scoping Meeting Comment Form	I have lived 2 blocks (██████████) from I-35 since 1999. Over the years the sound pollution, air pollution, and trash accumulation has increased significantly. I appreciate your desires to make I-35 better for my neighborhood, Austin, and the state. I encourage you to put as much underground as possible and lower and sound proof the open air lanes as much as possible. Now is the time to go big and dig lots of tunnels! Park lands with walk/bike/scooter lanes on top would make our state's capital be a real leader in urban development, and help solve many of Austin's connectivity issues. Thank you.
1052	parker blackiston	03/18/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm worried that your plan does nothing to expand access to bike, pedestrian and public transportation alternatives to driving. The future of Austin is NOT in more cars but rather providing alternatives to cars. Not only is this a more equitable solution that gives safe transport access to more people but it will also increase quality of life for a broad range of people. I have lived in Amsterdam for nearly a decade, a city with fantastic public transportation, bike and pedestrian infrastructure. It makes the city more enjoyable, healthier, less polluted, and easier to access for all residents. Please please consider alternatives otherwise I worry that Austin will suffer.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at ██████████</p>
1053	Parker Welch	03/23/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at ██████████</p>
1054	Patricia Kneten	04/09/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to urge that TxDOT consider and review a wide range of design alternatives in analyzing the future of I-35 .</p> <p>Let's be real. I-35 is a blight on the city. It moves a lot of traffic but is so burdened with trucks and traffic that I do everything I can to avoid using it .</p> <p>Trips that used to be pleasant to take - down to San Marcos or San Antonio are now avoided because we can't stand to get on I35.</p> <p>I am truly concerned that the design alternatives for I-35 considered so far are only minor variations on a major, UGLY highway expansion which are bound to increase the freeway's negative impacts on the community.</p> <p>Obviously, worth consideration are Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at ██████████</p>

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1055	Patricia Schaub	03/23/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1056	Patricia Schaub	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1057	Patrick Benson	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1058	Patrick Johnson	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1059	Patrick Rose	03/26/21	Virtual Public Scoping Meeting Comment Form	<p>Good morning,</p> <p>I live in San Marcos, and was raised in Dripping Springs. Save/except the four years I was away in college, I have lived in Central Texas all of my life.</p> <p>I am on I-35 daily, and commute to a downtown Austin office for work. In my personal opinion, the I-35 corridor is vital — not only for Austin, but from a national and international context.</p> <p>The existing segment of I-35 through downtown Austin does not meet the current and future traffic demands for our region, resulting in major traffic delays that affect the quality of life for all Central Texans.</p> <p>Furthermore, the outdated design coupled with explosive population growth puts a strangle hold on commerce and results in increased costs to businesses in Central Texas and the rest of the state.</p> <p>I support TxDOT in the construction of managed lanes, improvements to the main lanes and frontage roads. I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help connect our community.</p> <p>The I-35 project will impact future generations of Central Texans for decades. I am excited about the future that TxDOT is proposing through its design and thank TxDOT for making this project a priority.</p> <p>Sincerely, Patrick Rose</p>
1060	Paul Clarke	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>I-35 is also a social and economic barrier between east and central Austin which could be significantly reduced with the alternate proposals.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1061	Paul Detke	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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1062	Paul Gottuso	03/18/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1063	Paul McGuffey	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1064	Paul Ramirez	03/18/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1065	Paul Smith	04/02/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project.</p> <p>Highway 366 on the northern edge of downtown Dallas is a good example of a freeway that's been covered to make a more pleasant environment for pedestrians, bicyclists, and motorists who are traveling over the highway at the Museum District there. That is an example of what could be done in Austin with I-35.</p> <p>Thank you! Paul Kevin Smith</p>

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1066	Paul Ward	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>Affirm that it has received the community's plan (the original from 2020, and this version - both of which are available at <a href="http://www.ourfuture35.org">www.ourfuture35.org</a>).</p> <p>Acknowledge our local history (provided below) by adding it to the Purpose and Needs statement for the I-35 Capital Express Central project.</p> <p>Include Alternatives Evaluation Criteria (provided below) that directly respond to issues we've identified so that impacts can be avoided for those whose lives, and livelihoods will be disrupted again if racial equity and justice remain ignored.</p> <p>Communicate more clearly (and continuously) to raise public awareness about which topics will be included in the upcoming Community Impacts Assessment.</p> <p>Commit to transparent conversations with Scoping Working Group representatives about restorative justice during the upcoming CapEx VOICE public conversations that TxDOT will be facilitating (starting in spring 2021).</p> <p>Provide paid opportunities for community consultants/ liaisons and compensate people for their time or outreach services.</p> <p>Repair harm by leveraging Item 67 funding to provide a full study of the loss of generational wealth due to land that was taken by TxDOT for this project (e.g. Restorative RONDO Building Equity for All Past Prosperity Study <a href="https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf">https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf</a>).</p>
1067	Paula Smith	04/06/21	Virtual Public Scoping Meeting Comment Form	<p>There are multiple renderings of how the three different plans for I-35 might appear, but the relative WIDTH of the plans is incredibly difficult to understand. Will the highway be wider? What is the relative width compared to today's footprint? Example: I live only one block from the frontage road of I-35. Will I eventually have it across the street from me? Please figure out how to show the relative WIDTH of the projects compared with how they are now for the entire stretch of impacted highway. In addition, I'm super concerned about road noise. As it is with the upper decks, it seems like highway noise could not possibly be worse, but I'm wondering if there is any indication of the current decibel output compared to the expected decibel output from the various plans being put forth. Thank you, Paula Smith</p>
1068	penny snyder	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>Affirm that it has received the community's plan (the original from 2020, and this version - both of which are available at <a href="http://www.ourfuture35.org">www.ourfuture35.org</a>).</p> <p>Acknowledge our local history (provided below) by adding it to the Purpose and Needs statement for the I-35 Capital Express Central project.</p> <p>Include Alternatives Evaluation Criteria that directly respond to issues we've identified so that impacts can be avoided for those whose lives, and livelihoods will be disrupted again if racial equity and justice remain ignored.</p> <p>Communicate more clearly (and continuously) to raise public awareness about which topics will be included in the upcoming Community Impacts Assessment.</p> <p>Commit to transparent conversations with Scoping Working Group representatives about restorative justice during the upcoming CapEx VOICE public conversations that TxDOT will be facilitating (starting in spring 2021).</p> <p>Provide paid opportunities for community consultants/ liaisons and compensate people for their time or outreach services.</p> <p>Repair harm by leveraging Item 67 funding to provide a full study of the loss of generational wealth due to land that was taken by TxDOT for this project (e.g. Restorative RONDO Building Equity for All Past Prosperity Study <a href="https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf">https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf</a>).</p>
1069	Peter Wall	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 through reviews.</p>

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1070	Phaedra Koonz	03/18/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1071	Phillip Rozell	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1072	Phillip Thompson	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1073	Pierre Nguyen	03/28/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1074	Preston Tyree	04/01/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1075	Preston Tyree	03/19/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1076	Priya Patel	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1077	R Mallory	04/02/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1078	Rachel Bowden	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>Please ask TxDOT to conduct a full review of design alternatives, including Reconnect Austin and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis (engineering, transportation, economic, environmental, and quality of life and clearance of all community alternatives.</p> <p>The design alternatives for I-35 presented so far are only minor variations on a major highway expansion and don't take into account quality of life considerations for the marginalized communities in East Austin, especially those who use alternative transportation like walking and biking to commute into the city. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1079	Rachel Carnegie	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1080	Rachel Fortuna	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1081	Rachel Miles	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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1082	Rachel Schutte	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1083	Raghav Mehra	03/16/21	Virtual Public Scoping Meeting Comment Form	<p>I am concerned and against an expansion of I-35 in downtown Austin. Studies have showed this will create induced demand and significantly worsen traffic. I think it is a gross misuse of public funds.</p> <p>Instead these funds should go towards infrastructure that supports project connect and prioritizes pedestrians over cars.</p>
1084	Randall Schwartz	03/15/21	General Website Comment Form	<p>We would like to know more about the I-35 Capital Express CENTRAL PROJECT ONLY. Our particular interest is the I-35 ACCESS ROADS EAST ON HOLLY STREET. WE WOULD ALSO LIKE TO KNOW MORE ABOUT IMMINENT DOMAIN AND THE RIGHT OF WAYS.</p> <p>Thank you.</p>
1085	Reagan Castillo	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1086	Rebecca Ellsworth	03/19/21	Virtual Public Scoping Meeting Comment Form	<p>I'm against the expansion and public spending that prioritizes cars over people</p>
1087	Rebecca Polakowski	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1088	Rebekah Dumouchelle	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>It's time to reconnect the east side and the rest of Austin, as well as prioritizing the safety of people who live in Austin and walk/bike in the city. It's time to stop expanding highways through cities. This practice has destroyed community, increased VMT, and increased pollution near at-risk communities.</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1089	Rebekah Holder	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1090	Regina Buono	03/18/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1091	Rémy Greinhofer	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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1092	Renata Aleman	03/23/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED].</p>
1093	Renee Sima	03/25/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED].</p>
1094	Rex Drake	04/08/21	Virtual Public Scoping Meeting Comment Form	<p>It's become painfully obvious there is no intention to actually DO something. TXDOT is full of individuals who simply exist to study.</p>
1095	Rhett Parr	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED].</p>

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1096	Rhonda Waller Pray	04/01/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1097	Ricardo Rosales Zuniga	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1098	Richard deVarga	04/01/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1099	Richard Jennings	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>Sometime in their histories, all great cities faced a critical juncture requiring their leaders to make bold, courageous decisions that ultimately determined whether those cities achieved the greatness that was their destiny. The city of Austin is now at such a juncture in its history.</p> <p>The visionary architect and urban planner, Sinclair Black, has long decried how the I-35 highway corridor bisects the city of Austin like an open, unhealed wound that forms a chasm preventing the east and west portions of the city from becoming one. The effect of this chasm is more pronounced every day because of Austin explosive growth. By all predictions, this growth will continue for generations. If nothing is done, I-35 will remain a barrier to a truly integrated, great city. I-35 will remain a scar on the city's face unless bold, visionary leadership steps forward and adopts the connect Austin concept to depress I-35 and join the two halves of the city.</p> <p>The best time to plant a tree was 20 years ago. The next best time is now. Like a great tree, the next best time to connect bisected Austin is now. It would be disgraceful to look back in 20 years and see the scar remains and realize this opportunity to create a great city was missed.</p>

No.	Commenter Name	Date Received	Source	Comment
1100	Richard Schneeman	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>I believe expanding I-35 to more lanes will cause "induced demand" and actually make the traffic situation worse <a href="https://en.wikipedia.org/wiki/Induced_demand">https://en.wikipedia.org/wiki/Induced_demand</a>.</p> <p>I live on the east side of I-35 and already feel cut off from downtown. Adding more lanes would make the disconnect so large that downtown would completely cut off downtown for me.</p> <p>Compared to the Mopac expansion which happened between wealthy (mostly white) West Austin, this has a much larger scope and will do much more damage to the east side of Austin.</p> <p>In addition, I am an engineer by degree and a programmer by trade. I'm familiar with capacity planning and with the concept of induced demand and I know unequivocally that adding more lanes will not get us out of this mess. If you want an example you can feel, try driving down one of Houston's superhighways at 5pm.</p> <p>I support expanding transportation options, investing in trains, busses, bike lanes. I also support sensible reforms to I-35 like getting rid of the split level and avoiding merging 4 lanes of traffic back down to 3 (which is awful). Maybe if adding one lane in each direction was also coupled with pedestrian investment under/around the bridge on Cesar Chavez and 6th street, it might be palatable. Sinking the whole thing and getting rid of the artificial seam in our community would be even better.</p> <p>I-35 has problems that must be fixed. Throwing lanes at the problem is not the solution.</p>
1101	Rina Sadun	04/09/21	Alt Eval Criteria Comment Form	<p>Dislike: I'm not seeing anything in the criteria around reducing air pollution and noise. I live a block and a half away from the elevated lanes - even with all the windows closed, I go to sleep each night listening to the sound of traffic. You can sometimes smell the highway from my backyard.</p> <p>Like: The emphasis on connecting the east and west parts of the city is good. I would love to be able to bike or walk to Mueller from my house, but currently crossing I-35 to get there is convoluted and unfriendly to anyone not in a car.</p>
1102	Rina Sadun	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>I really like the idea of "caps" above the highway and their potential to be used as public space - this feels like an important part of connecting east and west and giving the city more space, not less. Right now it seems like they are being described as potential add-ons, but they feel like an integral part of the design.</p> <p>I would also appreciate more attention towards using the I-35 space as a public transit corridor. I would like to be able to go to work downtown without bringing my car.</p>
1103	Rob Parsons	03/12/21	Alt Eval Criteria Comment Form	<p>All 3 alternatives are a vast improvement over the existing condition. 1 is the best as its has the least elevated structures, but I would like to see at least ped/ bike crossing at Holly Street even if it isnt feasible to keep a full street connection. 2 is second best followed by 3. 3 still has too much elevated structure through urban areas that seems to not fully address some of the problems.</p>
1104	Rob Parsons	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1105	Rob Parsons	03/12/21	Virtual Public Scoping Meeting Comment Form	<p>All 3 alternatives are a vast improvement over the existing condition. 1 is the best as its has the least elevated structure, but I would like to see at least ped/ bike crossing at Holly Street even if it isnt feasible to keep a full street connection. 2 is second best followed by 3. 3 still has too much elevated structure through urban areas that seems to not fully address some of the problems.</p>
1106	Rob Parsons	03/12/21	Virtual Public Scoping Meeting Comment Form	<p>Regardless of which alternative is chosen the design needs to assume and incorporate East Ave in the design of the main lanes and frontage lanes to function more like a real east/ west connector to help with all the increased development/ traffic in the Rainey St area.</p>
1107	Robert Boler	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>As a longtime Austinite, 35-adjacent homeowner, racial justice supporter, and believer in building quality things—I strongly recommend that TXDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap-and-stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin, as well as symbolically repair the damage to the Black community done by the creation of the original I-35. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews. Thank you.</p>

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1108	Robert Boler	04/10/21	Virtual Public Scoping Meeting Comment Form	<p>The Austin community is frustrated with TxDOT for not adequately responding to the plan the community presented in December of 2020. The history section of the revised Purpose and Needs statement still does not acknowledge nor adequately reflect the longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35.</p> <p>I, along with many Austin residents, am pleading with TxDOT to do the following:</p> <ol style="list-style-type: none"> <li>1. Affirm that it has received the community's plan (the original from 2020, and this version - both of which are available at <a href="http://www.ourfuture35.org">www.ourfuture35.org</a>).</li> <li>2. Acknowledge our local history (provided below) by adding it to the Purpose and Needs statement for the I-35 Capital Express Central project.</li> <li>3. Include Alternatives Evaluation Criteria that directly respond to issues we've identified so that impacts can be avoided for those whose lives, and livelihoods will be disrupted again if racial equity and justice remain ignored. See <a href="https://www.ourfuture35.org/">https://www.ourfuture35.org/</a> for the alternatives.</li> <li>4. Communicate more clearly (and continuously) to raise public awareness about which topics will be included in the upcoming Community Impacts Assessment.</li> <li>5. Commit to transparent conversations with Scoping Working Group representatives about restorative justice during the upcoming CapEx VOICE public conversations that TxDOT will be facilitating (starting in spring 2021).</li> <li>6. Provide paid opportunities for community consultants/ liaisons and compensate people for their time or outreach services.</li> <li>7. Repair harm by leveraging item 67 funding to provide a full study of the loss of generational wealth due to land that was taken by TxDOT for this project (e.g. Restorative RONDO Building Equity for All Past Prosperity Study <a href="https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf">https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf</a>).</li> </ol> <p>These are not simply moral or personal issues. The plans last presented by TxDOT will continue the environmental, economic, and physical harm that I-35 is currently doing, only involve spending tens of millions of dollars to do so.</p> <p>Widening highways</p>
1109	Robert Brown	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1110	Robert Daigh	04/06/21	Email to: CapExCentral@TxDOT.gov	I support the TxDOT proposal to construct IH 35. Please proceed asap. Please also consider making the managed lanes tolled. This will improve initial project financing and long term maintenance liabilities.
1111	Robert Daigh	04/06/21	Email to: CapExCentral@TxDOT.gov	I support the TxDOT proposal to construct IH 35. Please proceed asap. Please also consider making the managed lanes tolled. This will improve initial project financing and long term maintenance liabilities.
1112	Robert E Tom	03/13/21	Virtual Public Scoping Meeting Comment Form	Leave the upper deck on I-35 like it is. The cost of these proposals and their utility is Ludacris and is nothing more than a make-work project for the construction lobbyists. Redirect through traffic on the toll road outer belt and reduce the cost of using that to unload most of your traffic on I-35 through the downtown corridor. Austin city planning officials are dumber than a box of rocks and should all be replaced. They have been that way since before I studied it back in the 1970s.
1113	Robert Elliott	03/27/21	General Website Comment Form	Suggestion for all 3 segments, especially Central: keep them clean of vagrants camping and soliciting, disrupting both pedestrians and vehicle traffic

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1114	Robert Evans	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1115	Robert Foster	04/09/21	Virtual Public Scoping Meeting Comment Form	Please don't expand I35. Induced demand is real and it will just make traffic and sprawl worse. And please put in decent bike crossing as 35 is still dividing east vs west for those of us that cannot afford cars.
1116	Robert James	04/01/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1117	Robert James	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>We have an amazing opportunity to really help traffic on IH35 and the Center of our great City. Please embrace the idea of a Cap and Stick. As the Capital City of the great State of Texas we deserve something better than just more lanes thru the heart of the City. Thanks Robert</p>
1118	Robert James	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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1119	Robert Murray	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1120	Robert Rodriguez JR	03/26/21	Email to: CapExCentral@TxDOT.gov	<p>To Whom It May Concern:</p> <p>I-35 is a vital corridor, not only for Austin but also nationally and internationally. The existing segment of I-35 through downtown Austin does not meet the current and future traffic demands for our region, resulting in major traffic delays that affect the quality of life for all Austinites. Furthermore, the outdated design coupled with explosive population growth puts a strangle hold on commerce and results in increased costs to businesses in Central Texas and the rest of the state.</p> <p>I support TxDOT in the construction of managed lanes, improvements to the main lanes and frontage roads. I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help connect our community.</p> <p>The I-35 project will impact future generations of Central Texans for decades. I am excited about the future that TxDOT is proposing through its design and thank TxDOT for making this project a priority.</p>
1121	Robert Smith	03/29/21	Virtual Public Scoping Meeting Comment Form	<p>I-35 is a vital corridor, not only for Austin but also nationally and internationally. The existing segment of I-35 through downtown Austin does not meet the current and future traffic demands for our region, resulting in major traffic delays that affect the quality of life for all Austinites. Furthermore, the outdated design coupled with explosive population growth puts a strangle hold on commerce and results in increased costs to businesses in Central Texas and the rest of the state.</p> <p>I support TxDOT in the construction of managed lanes, improvements to the main lanes and frontage roads. I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help connect our community.</p> <p>The I-35 project will impact future generations of Central Texans for decades. I am excited about the future that TxDOT is proposing through its design and thank TxDOT for making this project a priority.</p>
1122	Robert Turknnett	03/21/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1123	Robyn Ross	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>I remain as concerned as I was during the first public scoping meeting about the scale of this proposed redesign. 18-20 lanes is far too many, in an era of climate change.</p> <p>I was also concerned in a meeting with neighborhood representatives and TxDOT to hear the TxDOT representative say that the agency does not consider induced demand when modeling future traffic conditions. I also asked if TxDOT's models, on which the three design scenarios are based, take into account the traffic-mitigating impact of the Project Connect light rail line and was told no.</p> <p>I reiterate my concern that all proposed build scenarios are too large and will result in reduced air quality both close to the freeway and citywide. They will also invite more car traffic, contributing to climate change.</p> <p>Please explore alternatives to the massive expansions you have currently proposed. Please take Project Connect and induced demand into account when you model future traffic. And please allow more time for input. My neighbors want to participate in this process but don't understand the details, and our neighborhood meeting schedule doesn't line up with the very short windows TxDOT has set for input.</p>

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1124	Rod Anderson	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1125	Rod Anderson	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>I realize that Republican politics control Texas so you will probably do whatever helps most to get campaign donations for your reelections - regardless of ANY other considerations. That is just the way Texas Republicans are, and nothing will change until ALL Republicans are voted out of office. Corruption is your chosen way of life.</p>
1126	Rodrigo Nunes	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1127	Roger Baker	04/10/21	General Website Comment Form	<p>Dear TxDOT and FHWA officials,</p> <p>Thank you for this opportunity to comment on TxDOT's scoping of the projected widening of I-35 through Central Austin.</p> <p>I have recently made my position clear in a detailed and extensively documented article I recently posted in the Rag Blog. Here is the link to this post, which also references and extends my earlier Dec. 2020 comments on this same I-35 Scoping Process, while adding further detail.</p> <p><a href="http://www.theragblog.com/roger-baker-transportation-is-widening-i-35-austins-biggest-boondoggle-ever/">http://www.theragblog.com/roger-baker-transportation-is-widening-i-35-austins-biggest-boondoggle-ever/</a></p> <p>I think that for TxDOT to claim that it is able to predict travel demand for either transit or private vehicles decades in advance of road construction is a totally unsubstantiated claim, and one which is likely to waste billions of dollars of public money in a vain attempt to make the future look like the past. This ignores global warming, rising fuel costs, pandemic impact, the inadequacy of the Texas fuel tax to fund roads in an era of electrification, and many other such planning factors. As one example, here is a recent FHWA chart of total U.S. driving. It now looks nothing like the straight line it was before about 2007, because driving behavior is changing so much.</p> <p><a href="https://www.fhwa.dot.gov/policyinformation/travel_monitoring/20dectvt/figure1.cfm">https://www.fhwa.dot.gov/policyinformation/travel_monitoring/20dectvt/figure1.cfm</a></p> <p>I believe TxDOT wants to model I-35 demand to show an ever increasing travel demand, like a straight ascending line. However, TxDOT never reveals how they generate the future travel demand estimates they use to justify widening I-35, nor does TxDOT document the estimated accuracy of these projections.</p>

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1128	Roger Harris	04/09/21	Virtual Public Scoping Meeting Comment Form	Though TXDOT should adopt the challenge of the Reconnect Austin proposal, any of the 3 build alternatives are viable choices. I will form a final opinion when some cost estimates are available, but in general I would opt for the least expensive – but perhaps not for the reason you might expect. I would choose the least expensive concept but budget based on the most expensive option being considered, and spend the difference – and more – on increasing design quality and design implementation. TXDOT does an incredible job at what they do best, but non-technical design is not your forte, and I would fully expect any option that is selected to be compromised or worse by typical TXDOT aesthetic design. Don't hire more traffic designers. Don't solicit local artists. Don't do it the way you always do it. This time hire the best landscape designers, graphic designers, and architects and let them both guide and improve your design. And consider loosening your functional standards when it does not significantly compromise safety. FYI - I have driven on I35 through Waco many times in recent years, so I know functional traffic design standards can be loosened quite a bit.
1129	Roger Hickman	04/08/21	Email to: CapExCentral@TxDOT.gov	Hello – I am in support of the upgrade plans for I-35 in Austin, TX. The road is long overdue for improvements. I believe that TXDOT has spent a great amount of time and care to explore the region's needs including many specific communities within Austin. I support moving forward with the construction of the improvements.
1130	Roger Hickman	04/08/21	Email to: CapExCentral@txdot.gov	Hello – I am in support of the upgrade plans for I-35 in Austin, TX. The road is long overdue for improvements. I believe that TXDOT has spent a great amount of time and care to explore the region's needs including many specific communities within Austin. I support moving forward with the construction of the improvements.  Thank you,  Roger Hickman
1131	Roland Cole	03/16/21	Email to: My35CapEx@TxDOT.gov	I-35 Capital Express Central Project Project Team,  I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.  I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.  I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.
1132	Romalda Allsup	03/17/21	Email to: My35CapEx@TxDOT.gov	I-35 Capital Express Central Project Project Team,  I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.  I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.  I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.  If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]
1133	Ron Kessler	04/08/21	Email to: CapExCentral@TxDOT.gov	TxDot ...Reconstruction of I-35 through the Central section is long overdue and I support the construction of managed lanes, improvements to the main lanes and frontage roads. The proposed alternatives rightly prioritize minimizing the need for additional right of way, lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help connect our community. The Alternatives Evaluation Criteria appropriately accounts for accommodating Project Connect crossings. However, the various alternatives should also be evaluated for the level of support for and enhancement of transit access and reliability in the corridor, not just crossing it.  Thank you for your consideration
1134	Ron Kessler	04/08/21	Email to: CapExCentral@txdot.gov	TxDot ...Reconstruction of I-35 through the Central section is long overdue and I support the construction of managed lanes, improvements to the main lanes and frontage roads. The proposed alternatives rightly prioritize minimizing the need for additional right of way, lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help connect our community. The Alternatives Evaluation Criteria appropriately accounts for accommodating Project Connect crossings. However, the various alternatives should also be evaluated for the level of support for and enhancement of transit access and reliability in the corridor, not just crossing it.  Thank you for your consideration

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1135	Ron Knight	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1136	Rose Glinka	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>I am very interested in this issue because they are talking about seriously expanding the highway capacity for cars at a time when we need fewer fossil fueled transportation options, not more due to climate change, which is an issue that everyone in the world, including TXDOT, are responsible for. A more comprehensive plan that also takes into account how any updates in this transportation infrastructure will impact the surrounding roads and communities would make more sense. Increasing traffic through all of these neighborhoods means that additional thought needs to be put into how cars are interacting with these neighborhoods that already exist. Also, not everyone drives cars. A highway is sometimes a barrier for those folks to move through a city. I think this is another additional area that needs more thorough planning behind it.</p>
1137	Rose Wiederkehr	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1138	Roseanne Thornhill	03/31/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I live just five blocks from I-35 and have lived for years near the noise and pollution it creates. I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1139	Ross Peizer	04/09/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1140	Ross Quade	04/02/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1141	Roy Lirov	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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1142	Ruby Ku	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>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.</p> <p>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.</p> <p>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>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>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>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>
1143	Ruby Ku	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1144	Russell Norberg	04/01/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1145	Ruven Brooks	04/09/21	Email to: CapExCentral@TxDOT.gov	<p>The estimates for 2045 trips under the No-Build option are completely unbelievable; regular commuters will not spend more than 3 hours on I-35 getting home. Instead, they will find alternate routes. For example, against a three hour delay, using 183 and city streets may prove far faster.</p> <p>The analysis for the No Build option needs to be based on realistic forecasts of road usage. The modeling needs to be expanded to include impacts on other roads. The analysis would be most believable if it included several different scenarios of road usage.</p>
1146	Ruven Brooks	04/09/21	Email to: CapExCentral@TxDOT.gov	<p>The current alternatives all propose managed lanes. "Managed" is a very broad term covering everything from static HOV lanes which allow only multi-occupant vehicles through HOV lanes which allow single occupant vehicles if they pay a fixed toll, up to congestion priced tolls such as those on MOPAC. These different schemes have different vehicle capacities. Any analysis of alternatives needs to clearly spell out the envisioned management scheme(s) and model their impact on road capacity.</p>

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1147	Ruven Brooks	04/09/21	Email to: CapExCentral@txdot.gov	<p>The estimates for 2045 trips under the No-Build option are completely unbelievable; regular commuters will not spend more than 3 hours on I-35 getting home. Instead, they will find alternate routes. For example, against a three hour delay, using 183 and city streets may prove far faster.</p> <p>The analysis for the No Build option needs to be based on realistic forecasts of road usage. The modeling needs to be expanded to include impacts on other roads. The analysis would be most believable if it included several different scenarios of road usage.</p>
1148	Ruven Brooks	04/09/21	Email to: CapExCentral@txdot.gov	<p>The current alternatives all propose managed lanes. "Managed" is a very broad term covering everything from static HOV lanes which allow only multi-occupant vehicles through HOV lanes which allow single occupant vehicles if they pay a fixed toll, up to congestion priced tolls such as those on MOPAC. These different schemes have different vehicle capacities. Any analysis of alternatives needs to clearly spell out the envisioned management scheme(s) and model their impact on road capacity.</p>
1149	Ryan Buicko	04/01/21	General Website Comment Form	<p>I have lived in Austin for the past 2 years, and I have regularly driven on I-35. While I have seen many changes across Austin in the years I've lived here, unfortunately, I-35 has not changed to keep up with the rest of Austin, and traffic and congestion continue to get worse. I fully support TxDOT working toward a long-term solution for improving I-35 that accounts for future growth while making sure Austin is livable for all.</p> <p>I support TxDOT in the construction of managed lanes, improvements to the main lanes and frontage roads. I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help bridge our community. I also support developing I-35 into a roadway that is safe for vehicles, bicycles, and pedestrians and improves the quality of life for everyone in Austin, regardless of how they get around.</p> <p>This project will impact Central Texas for decades to come, and I look forward to seeing innovative solutions and long-term thinking as part of this project to improve this major artery of our city, region, state, and nation.</p>
1150	Ryan Contino	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1151	Ryan Frederick	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1152	Ryan Graves	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1153	Ryan Johnson	03/14/21	Alt Eval Criteria Comment Form	<p>The proposed alternatives evaluation criteria should more heavily weight east-west connectivity and multi-modal impacts. There should be an additional evaluation criteria to include local preference as an explicit metric.</p>
1154	Ryan Johnson	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>In particular, TxDOT's avoidance of full undergrounding of IH-35 beneath a boulevard cap misses out on a huge source of state and local tax revenues from newly-developable downtown land where access roads and ramps currently stand.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1155	Ryan McKay	03/25/21	General Website Comment Form	<p>I have lived in Austin for the past 17 years, and I have regularly driven on I-35. While I have seen many changes across Austin in the years I've lived here, unfortunately, I-35 has not changed to keep up with the rest of Austin, and traffic and congestion continue to get worse. I fully support TxDOT working toward a long-term solution for improving I-35 that accounts for future growth while making sure Austin is livable for all.</p> <p>I support TxDOT in the construction of managed lanes, improvements to the main lanes and frontage roads. I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help bridge our community. I also support developing I-35 into a roadway that is safe for vehicles, bicycles, and pedestrians and improves the quality of life for everyone in Austin, regardless of how they get around.</p> <p>This project will impact Central Texas for decades to come, and I look forward to seeing innovative solutions and long-term thinking as part of this project to improve this major artery of our city, region, state, and nation.</p>
1156	Ryan Murtha	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>Please do not expand the highways. The latest research shows that that does not ease traffic due to induced demand. And we need to be moving away from cars anyway. If you are going to do anything, sink the highway so we can reconnect our city and undo the mistakes of the past.</p>
1157	Ryan Murtha	04/09/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1158	Ryan Nill	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1159	Ryan Schutte	04/07/21	Virtual Public Scoping Meeting Comment Form	<p>It's been proven that new roads will create new drivers, resulting in the intensity of traffic staying the same. This means the criteria for selecting an alternative should not include "Annual cost of delay" and "General purpose travel time" and the like. More roads, more drivers. These criteria will not improve over the no build option.</p> <p>But, if we must build it, I think we should bury it. Tunnel what we can. Alternative #1. Thanks for taking feedback.</p>
1160	Ryan Thornton	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1161	S Johnson	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1162	SA TX	04/09/21	Email to: CapExCentral@txdot.gov	<p>My comments for the Capital Express North, Capital Express Central, and Capital Express South are as follows:</p> <ol style="list-style-type: none"> <li>1. To reduce congestion, we need to reduce the current number of vehicles using the system. To do this, we need to encourage use of high-occupancy vehicles. So, please provide free HOV lanes to the public to encourage ride-sharing and carpooling. Do not limit use of HOV to official carpooling registered with CapMetro. It should be open to all rideshares like Houston HOVs.</li> <li>2. Make transit service in the HOV lane easy and convenient by providing at-grade slip lanes/transit stops at locations near high pedestrian generators such as the capital, UT campus, and entertainment district. At the slip lanes/transit stops, riders can board/depart and walk to pedestrian traffic generators.</li> <li>3. Provide ITS and driver mortists information along the express lanes to provide riders real-time information of express lane travel time speed, incidents, and condition prior to entering the express lane via an app.</li> <li>4. Provide park-n-ride lots near the entrances of the express lanes.</li> <li>5. The express lanes should be designed to accommodate the conversion to rail service if demand warrants in the future.</li> </ol> <p>Thank you, S. Avila</p>
1163	Sabrina Wolfe	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1164	Sadie Wolfe	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1165	Sally Gavin	03/19/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1166	Sally Van Sickle	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1167	sam bairst	03/24/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1168	Sam Lundquist	03/11/21	Virtual Public Scoping Meeting Comment Form	<p>Love that this project is moving forward - great work on the design alternatives! I know there is a lot of planning and engineering that goes into these and they look great.</p> <p>I love the idea of lowering mainlanes and managed lanes throughout to create more east west connectivity. I prefer build alternative 1 or 2 and would recommend adding connection at 5th st in Alternative 1 if possible.</p> <p>Considering the river crossing - if managed lanes meet up with mainlanes seems there is big possibility of back up before and after the lake. Please consider keeping managed lanes and main lanes separated through this area to keep traffic flowing. The lake has always been a bottle neck within all regional roads in Austin and should be strongly considered during planning phase.</p> <p>I believe the frontage roads should be planned and designed to act more as a urban arterials than a true frontage road, as that will be the context the majority of people using them will be.</p> <p>Keep up the good work!</p>

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1169	Sam Stone	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1170	Sam Tomac	04/02/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1171	Samantha Baldrige	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1172	Samantha Deskins	04/01/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>The text below lists my concerns much more eloquently than I can, but I would like to say that having lived in Austin for 37 years, the current structure doesn't work. Expanding it would make it worse and it's already the most dangerous stretch of I-35. TXDot needs to actually listen to the locals. The federal govt is in the process of providing additional funds for freeway removal projects which makes this the perfect time to seriously consider this type of project.</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1173	Samantha Shorey	04/07/21	Virtual Public Scoping Meeting Comment Form	<p>Hi, I'm a resident of Cherrywood, which will be affected by the section of the I-35 expansion between Airport and MLK. I live on [REDACTED] which is adjacent to the "business strip" on the Frontage Road that separates my house from I-35. Currently the section of road is 4 lanes, 2 at street level and 2 on the upper decks. All 3 of the proposed plans remove the upper decks (which I think will be a great improvement both visually and in terms of sound). But this poses a problem for Alternative #2 and Alternative #3: How will this narrow street-space which contains 2 lanes be widened into street space that can support 4 lanes? None of the proposed alternative plans offer any information about how the plans would effect the width of highway and how it would effect adjacent structures – and this is absolutely necessary for evaluation by the community. Currently, Across I-35, this stretch of road includes both St. Davids and an enormous new, in-progress condo complex that *directly abuts* the frontage road on that side of I-35 (Hyde Park). It's safe to assume this land will not be turned into a highway lane. On the other side (where I live, in Cherrywood) the buildings are considerably less substantial (a motel, an insurance broker) – is the city planning on raising these to make the space to support TWO LANES of highway traffic? If so, that would place the highway DIRECTLY in the backyard of dozens of homes in Cherrywood and East Austin. Based on this potential, Alternative #1 (which buries 2 of the lanes in a tunnel) is really the only acceptable option between MLK and Airport. My response to Alternatives #2 and #3 This isn't just a case of Not-in-my-Backyard (literally). Rather, it sets up a situation where I fear that the city of Austin will respect the property held by wealthy condo developers and parking garage owners, and instead encroach on the livability of the people who call East Austin home.</p>
1174	Samuel B Covey	03/15/21	Alt Eval Criteria Comment Form	<p>We need to connect as many east west streets as possible in downtown 1st, 4th, 5th, 6th, 7th at a minimum.</p> <p>We also need to consider add a cap on top of the free way.</p>
1175	Samuel Bertron	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1176	Samuel Law	03/11/21	Alt Eval Criteria Comment Form	<p>I like the evaluation criteria. I live a block away from I35 near the 38th 1/2 street crossing.</p> <p>Currently, I have several major concerns that I would hope are addressed and emphasized in the criteria. Firstly, crossing the bridge on I35 at 38th street as a pedestrian or on a bike is inconvenient and unsafe. I would hope that any plan emphasizes better pedestrian and bicycle crossings, both from the standpoint of ease of crossing (i.e. time waiting to cross) and safety for pedestrians. I think that the 51st street crossing is a good example of a crossing that prioritizes bicyclists and pedestrians.</p> <p>Secondly, I find that the visual impact and noise pollution of the highway is frustrating. On a busy day, it can be hard to sit outside because of the noise of the highway. Burying the elevated roadway would, I believe, address this and remove the visual barrier between east and west Austin. I think that there should be some sort of holistic way to evaluate whether a plan addresses the sorts of socio-spatial divisions between east and west Austin produced by the highway (in other words, the way in which limited crossings, a visual barrier and a wide, busy and aesthetically unappealing highway disconnect these two sides of the city.)</p> <p>I like the options that involve burying the highway and think that this is the best way forward, especially if any new lanes aren't built to accommodate more vehicular traffic but instead prioritizes other uses that would lessen the dependence on vehicles – like HOV lanes, dedicated transit lanes and improvements for pedestrians)</p> <p>I also like that the evaluation criteria includes a section that addresses the possibility for parks or other things to be placed over the highway funded by the city. I believe that by replacing a large elevated highway with a number of pedestrian/bike friendly crossings and parks would go a long way.</p> <p>I also want to add that there should be additional criteria for pedestrian and bike safety – not just at crossings – but along the frontage road. As someone who occasionally bikes along frontage road, as it is often the most direct route downtown, I am frustrated that there aren't separated bike lanes or bike friendly features at traffic stops (like those little boxes that allow bikes to get in front of cars at stoplights).</p>

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1177	Sandra Saldana	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1178	Sara Garcia	03/13/21	Virtual Public Scoping Meeting Comment Form	<p>It's proven that adding more lanes will not help our city deal with its substantial growth, so it does not make sense to put so much time and money into this. Instead we should invest heavily in public transportation that makes this city more connected. Investing in public transportation is the right thing for Austin and it is also a much more sustainable option for future Austinites. Please invest in public transportation instead of more lanes on I-35. Thank you.</p>
1179	Sara Gore	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1180	Sara Ines Calderon	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1181	sara ines calderon	04/07/21	Virtual Public Scoping Meeting Comment Form	<p>I would like to strongly urge TxDOT to consider alternatives to the I-35 project that do *not* include expansion without creating more community spaces. The proposal to bury 35 and create a more walkable, usable downtown would benefit not only all residents but business owners as well, whereas the plan to expand the highway will adversely impact everyone in town.</p>
1182	Sarah Arnold	03/13/21	Virtual Public Scoping Meeting Comment Form	<p>I'd like to voice my preference for the "no build" option, or rather "build something else" option. Anyone that lives in Austin has cursed the traffic on I35, but I don't believe adding more lanes that slice through our downtown is the way of the future. Rather, I prefer investing in public transportation that will finally pull Austin into this century. Public transit is better for the environment, better for tourism, better for residents. Adding more lanes to a road that isn't working isn't imaginative, proactive or a responsible use of resources. Finally, I35 is a painful and gross representation of the racial divide that Austin and Texas must acknowledge and work to fix. This project further divides communities, and I'd rather see our transportation dollars used to connect Austin's residents.</p>

No.	Commenter Name	Date Received	Source	Comment
1183	Sarah Arvey	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>I live less than a mile from I 35 in a residential neighborhood that would be devastated by the proposed expansion. I lived in Oakland California and witness the ways that freeway construction cuts off parts of the city from others. In an ideal scenario that supports smart growth for Austin, I 35 would be made a smaller street and freeway traffic would be diverted to 183 and 130. Cutting off East Austin from downtown only serves to further disenfranchise those that were cut off from Austin economic growth in the past.</p> <p>Thank you, Sarah Arvey</p>
1184	Sarah Churchill Llamas	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>To CapEx Central Segment Comments,</p> <p>I-35 is a vital corridor, not only for Austin but also nationally and internationally. The existing segment of I-35 through downtown Austin does not meet the current and future traffic demands for our region, resulting in major traffic delays that affect the quality of life for all Austinites and our regional economy. The outdated design results in an unsafe roadway for vehicles, bicycles, and pedestrians, putting all users at risk of a serious accident.</p> <p>Reconstruction of I-35 through the Central section is long overdue and I support the construction of managed lanes, improvements to the main lanes and frontage roads. The proposed alternatives rightly prioritize minimizing the need for additional right of way, lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help connect our community. The Alternatives Evaluation Criteria appropriately accounts for accommodating Project Connect crossings. However, the various alternatives should also be evaluated for the level of support for and enhancement of transit access and reliability in the corridor, not just crossing it.</p> <p>This project will impact future generations of Central Texans for decades and should be a project that all Texans can be proud of having in our state capital. Thank you for your work on this essential project.</p>
1185	Sarah Coles	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1186	Sarah Goodfriend	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1187	Sarah Hyden	03/24/21	Virtual Public Scoping Meeting Comment Form	<p>Expanding I-35 is not in the best interest of the Austin community. Popular sentiment is moving toward more progressive mobility solutions for growing cities (Complete Streets, multimodal planning, high-capacity transit) and expanding 35 is counterintuitive to these goals. See also the community groups advocating for more people-friendly design options for this corridor like the Downtown Austin Alliance and Reconnect Austin. 35 is also already extremely dangerous and expansion does not align with the goals the city and state have to reduce traffic deaths in line with vision zero. Adding lanes is not the right move.</p>
1188	Sarah McCarrick	03/18/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1189	Sarah Reagor	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1190	Sarah Simpson	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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1191	Sarah Simpson	03/15/21	Virtual Public Scoping Meeting Comment Form	<p>Please accept the following comments:</p> <p>DESIGN OPTION 3 / cap over I-35 is preferred and is the most responsible long-term solution for multimodal functionality in downtown Austin.</p> <p>BUILD ALTERNATIVE 2 is preferred in that it eliminates the most overpasses which create detrimental urban conditions. However, the creation of tunneled "managed lanes" layered below the already submerged main lanes is an irresponsible use of taxpayer dollars, particularly if these will not be tolled for vehicular use.</p> <p>ADDITIONAL LANES - MANAGED OR NOT - SHOULD BE REMOVED FROM THIS PROJECT. We know that these will only result in induced demand, fueling an endless cycle of highway lane building that will not resolve itself. Please remove these from the project and convert existing lanes to managed lanes for HOV / public transit use.</p>
1192	Sarah Spitz	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I understand we need to ease congestion on 35 but please consider all options including ones that allow for Austin residents and families to use the space between downtown and east austin. By re-routing tractor trailers we can achieve less traffic and more pedestrian space with a much smaller expansion or burried highway.</p>
1193	Sarah Tober	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1194	Sarah-Louise Leyva	03/12/21	Virtual Public Scoping Meeting Comment Form	<p>People are struggling to survive as is and now they want to charge people to drive on the main highway in Austin? Are you serious? How heartless can people be? Is money the only thing you care about? What about the quality of people's lives? Why should someone have to worry about paying to drive on a rode to get to work so they can make money to pay their bills? This is just beyond ridiculous.</p>
1195	Sarthak Gupta	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield [REDACTED]</p>

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1196	Schuyler Costello	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am fully in support of the template message below, but I will also add that I am personally extremely disappointed in the lack of foresight and creativity in the initial TxDOT proposals for an updated I-35. The Reconnect Austin plan in particular has proposed actually using the ROW efficiently by locating the surface boulevard above the newly depressed lanes. In addition the idea to use the sale of ROW land along the surface boulevard for private development as a way of paying for the project seems like something that would satisfy both people concerned about the project cost as well as people concerned with a lack of connectivity and bicycle/ped options from east to west. I urge you to please provide an option that takes this idea into consideration. Thank you.</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1197	Scot Salmon	03/21/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1198	Scott Boone	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>As a practicing urban planner and resident of a neighborhood—and city block—directly adjacent to interstate 35, I have both personal and academic interest in the future of erstwhile East Avenue.</p> <p>Interstate 35 is a congested mess. Additional lanes will not solve this. The planners know this. The modelers know this. The engineers know this. The politicians and policy boards probably know this, and if they don't, the technical committees and working groups should damn well be telling them.</p> <p>Freeways are great—if they're empty or you need to drive between cities. They don't scale up well, and they fail with indignity at the task to which they are ignominiously subjected during peak commute hours. A mere 10% change in volume/load can make the difference between a ten minute cruise and a 45 minute slog.</p> <p>They also take up an enormous amount of valuable land, especially with TxDOT's penchant for soaring clover-leaf and tower-of-babel-esque flyovers dooming their adjacent acres to inaccessible wastelands.</p> <p>On top of their technical deficiencies, freeways carry the stain of historic injustice, relegating neighborhoods to isolation and destroying acres of businesses and homes with impunity.</p> <p>Interstate 35, like it or not, is more than a regional connector. It's a local access route that forms the spine of Austin. It is an urban corridor that demands urban solutions. These solutions MUST account for the needs of the city: pedestrian, bicycle, and transit access, not to mention air quality and noise pollution.</p> <p>To this end: I support the following statement by Walk Austin and its peer organizations.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1199	Scott Burton	03/23/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I-35 is the most massive and costly strip of infrastructure in this city. And every citizen or visitor can see that the downtown section is far beyond its expiry date. As we go forward, it would be a dereliction of duty for TxDOT to interpret their taxpayer mandate as the people charged with "building roads." Having watched with amazement as a child the pillars of an Interstate Highway in the sky go up through our city, I came to realize the blight that this artery was upon the social fabric, the architectural beauty, and the viability of any mode of transportation other than a car. As designed, it indeed moved cars and trucks, but it was just as much a wall between skin colors, a cliff as tall as ten men in the middle of our primary eastward pathway of 5th St., and a reduction in economic livelihood and quality of life for all who owned property at least two blocks on either side of it (the ugliness, danger and toxicity of the road made smart money move blocks in either direction rather than toward it from ~1970 to ~2015). But thrillingly, today we have an opportunity to do something better that will shape this artery for the next 100 years; revive our aorta by examining the full engineering, transportation, economic, environmental, and quality of life benefits of a wide range of transportation design alternatives. Several have been independently proposed already, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal. According to my understanding of the National Environmental Policy Act this design review should include full analysis and clearance of all community alternatives.</p> <p>The designs TXDOT favors for I-35 so far are only minor variations on the one thing they automatically know how to do well: a major vehicle lane expansion. That does not suffice for the infrastructure that literally shapes our city and molds our culture. Nor does a simple expansion fully even fit their name: Transportation. Transportation includes connecting Mexico with Milwaukee, connecting Kyle with Georgetown, but it also includes connecting those that live in apartments on E. 11th St. with the new billion-dollar park at Waller Creek or a walk to the medical school. It also includes consideration of how to maximize billions of dollars of real estate along the road's most valuable stretches. I know from watching Katy Freeway being built over the past 30 years that highway expansions almost never ease congestion because they encourage more people to drive. Instead, a cookie-cutter expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse and will make the blight, segregation and real estate damage from this artery even wider.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically thriving, people-focused and beautiful Austin. Please nurture this project through a full public process to allow all community alternative designs for I-35 thorough reviews. Austin does not deserve the culture-sapping map of Los Angeles overlaid upon it. Form follows function and if the function of this road is viewed through a lens of solely moving trucks and single-occupancy vehicles north and south, then the form is as wide a pipe as possible and nothing else. But if the function is to connect and move people and materials with efficiency, care for living humans, and an Austin that matters, then an investment in a design that delivers diverse benefits that last a century or more is required. Anything less is a dereliction of duty to the citizenry.</p> <p>With love for our city,</p> <p>Scott Burton</p>

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1200	Scott Cianciosi	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1201	Scott Garrison	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1202	scott lelievre	03/30/21	Virtual Public Scoping Meeting Comment Form	<p>Austin does not need more highway running through the heart of the city. Simply adding more lanes will do nothing to impact travel times in the city. Please consider some form of mass transit to increase the ability of people to easily move around the city.</p> <p>As far as through traffic goes how much will the expansion of I-35 cost as compared to just say removing tolls for 130 east of the city? I would also think expansion of 130 where there is far less infrastructure to handle increased traffic would be substantially cheaper. Encouraging people to go around Austin instead of straight through it is a better result for everyone.</p>
1203	Scott McElwain	03/12/21	Alt Eval Criteria Comment Form	<p>I like option 1. Tunneling reduces the noise and disruption. And, the caps with green space is a must! It would connect East Austin with downtown, encourage cycling and walking, and add more parks to Austin. Let's get this started!</p>
1204	Scott McElwain	04/01/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1205	Scott Morris	04/09/21	Virtual Public Scoping Meeting Comment Form	<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>We offer the following submission in response to the second scoping comment period March 11 - April 9 under the Notice of Intent referenced above.</p> <p>We believe vehicle miles traveled (VMT) forecasts are crucial to the public's understanding of the environmental and health impacts of the proposal, as well its benefits. On December 10, 2020 we requested data from TxDOT via an open records request for estimated vehicle miles traveled for the proposed 3 build scenarios. On December 31, 2020, we submitted scoping comments in response to the NOI. In that submission, we notified you that your department was unwilling to disclose forecasted vehicle miles traveled data for the build scenarios proposed. Furthermore, we requested disclosure on health impacts, air quality, vehicle miles traveled, traffic volume, noise and to allow public discussion on a full range of reasonable and feasible alternatives.</p> <p>We have no record of receiving a response from TxDOT regarding our scoping submittal. The agency proceeded with opening a second comment period without giving the public access to the critical VMT information that is integral to any roadway expansion environmental review.</p> <p>We find that the refusal of TxDOT to disclose forecasted vehicle miles traveled data for each of its I-35 expansion scenarios is a deliberate and calculated obfuscation of the federal environmental review process.</p> <p>Several local governmental bodies and non-profit organizations also have concerns about the I-35 expansion proposals and/or with the conduct of the agency in the environmental process. Please take note of these submittals which have been provided to TxDOT by the authors:</p> <ul style="list-style-type: none"> <li>• Memo from City of Austin Assistant City Manager Gina Fiandaca, Dec. 29, 2020</li> <li>• Recommendation from City of Austin Urban Transportation Commission, Dec. 16, 2020</li> <li>• Recommendation from City of Austin Pedestrian Advisory Council, Dec. 7, 2020</li> <li>• Letter from Austin City Council Member Ann Kitchen, Dec. 31, 2020</li> <li>• Letter from City of Austin Mayor Steve Adler and 4 Council members, Dec. 30, 2020</li> <li>• Letter from 2 Texas State Senators and 6 Texas State Representatives, Dec. 29, 2020</li> <li>• Letter from Our Future 35, a 50+ organization coalition, Dec. 14, 2020</li> <li>• Joint memorandum from 13 local non-profits, Mar. 3, 2021</li> </ul> <p>As the second comment period closes, the public has yet to meaningfully participate in the discovery of alternatives, nor has it been fully informed of the potential benefits and impacts of the project.</p> <p>Sincerely,</p> <p>Scott Morris Director enclosures</p> <p>cc: Secretary Peter Buttigieg, USDOT Thomas D. Everett, FHWA Michael Leary, FHWA Susan Fraser, P.E., TxDOT Tucker Ferguson, P.E., TxDOT Adam Kaliszewski, P.E., TxDOT</p>

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1206	Scott Morris	04/09/21	Email to: CapExCentral@txdot.gov	<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>We offer the following submission in response to the second scoping comment period March 11 - April 9 under the Notice of Intent referenced above.</p> <p>We believe vehicle miles traveled (VMT) forecasts are crucial to the public's understanding of the environmental and health impacts of the proposal, as well its benefits. On December 10, 2020 we requested data from TxDOT via an open records request for estimated vehicle miles traveled for the proposed 3 build scenarios. On December 31, 2020, we submitted scoping comments in response to the NOI. In that submission, we notified you that your department was unwilling to disclose forecasted vehicle miles traveled data for the build scenarios proposed. Furthermore, we requested disclosure on health impacts, air quality, vehicle miles traveled, traffic volume, noise and to allow public discussion on a full range of reasonable and feasible alternatives.</p> <p>We have no record of receiving a response from TxDOT regarding our scoping submittal. The agency proceeded with opening a second comment period without giving the public access to the critical VMT information that is integral to any roadway expansion environmental review.</p> <p>We find that the refusal of TxDOT to disclose forecasted vehicle miles traveled data for each of its I-35 expansion scenarios is a deliberate and calculated obfuscation of the federal environmental review process.</p> <p>Several local governmental bodies and non-profit organizations also have concerns about the I-35 expansion proposals and/or with the conduct of the agency in the environmental process. Please take note of these submittals which have been provided to TxDOT by the authors:</p> <ul style="list-style-type: none"> <li>• Memo from City of Austin Assistant City Manager Gina Fiandaca, Dec. 29, 2020</li> <li>• Recommendation from City of Austin Urban Transportation Commission, Dec. 16, 2020</li> <li>• Recommendation from City of Austin Pedestrian Advisory Council, Dec. 7, 2020</li> <li>• Letter from Austin City Council Member Ann Kitchen, Dec. 31, 2020</li> <li>• Letter from City of Austin Mayor Steve Adler and 4 Council members, Dec. 30, 2020</li> <li>• Letter from 2 Texas State Senators and 6 Texas State Representatives, Dec. 29, 2020</li> <li>• Letter from Our Future 35, a 50+ organization coalition, Dec. 14, 2020</li> <li>• Joint memorandum from 13 local non-profits, Mar. 3, 2021</li> </ul> <p>As the second comment period closes, the public has yet to meaningfully participate in the discovery of alternatives, nor has it been fully informed of the potential benefits and impacts of the project.</p> <p>Sincerely,</p> <p>Scott Morris Director enclosures</p> <p>cc: Secretary Peter Buttigieg, USDOT Thomas D. Everett, FHWA Michael Leary, FHWA Susan Fraser, P.E., TxDOT Tucker Ferguson, P.E., TxDOT Adam Kaliszewski, P.E., TxDOT</p>

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1207	Scott Morris	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>The refusal of TXDOT to disclose the increase in vehicle miles traveled in each of the three build scenarios is a deliberate and calculated obfuscation of the environmental process.</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1208	Scott Morrison	04/10/21	Virtual Public Scoping Meeting Comment Form	<p>Regarding the limitation of the Range of Alternatives to HOV lanes, with tolled lanes out of scope due to guidance from the 2021 UTP. Although this is true as of today, the engineering team should specifically look for opportunities to enable future conversion of the managed lanes to Automatic Toll Collection in the future, should a future plan allow (or encourage) it. If funding is not be available from TxDOT for specific items related to tolled lanes, other funding sources should be considered to leave the option open. Technical considerations such as right-of-way dimensions, placement of entry/exit lanes, and so on are extremely difficult and expensive to modify later, so we should make every effort to construct this once with all possible future uses in mind.</p>
1209	Scott Morrison	04/10/21	Virtual Public Scoping Meeting Comment Form	<p>As a resident of Cherrywood near the Red Line and Airport Blvd, I'd like to argue against Option 3 with its raised lanes in this area. Raised overpasses in this area are fundamentally incompatible with Vision Zero goals since they create an inherent hazard for pedestrian/driver conflicts due to the mix of blind spots caused by columns and other visual obstructions alongside the fast-moving frontage road environment. Burying the highway lanes underground through this area would open up acres of space for other civic uses, connect neighborhoods such as Hancock, Cherrywood, Wilshire Wood and Mueller that have been isolated from each other for decades, and prevent many of the pedestrian/driver conflicts that have existed in this area for so long.</p> <p>Much of the discussion of highway caps and buried lanes takes place in the downtown area, such as the illustrations from the presentation. Those of us in the neighborhoods north of MLK are equally interested in the potential for reclaiming public space, quieter neighborhoods, calmer frontage roads, and so on - and due to the natural ROW constraint through Cherrywood leading to narrower decks anyway, it's a natural place to do it. Please evaluate the engineering implications of capping the section between MLK and Airport, not only the few blocks illustrated near downtown.</p>
1210	Scott Morrison	04/10/21	Virtual Public Scoping Meeting Comment Form	<p>All of the Alternatives have the main travel lanes as lowered lanes, primarily open to above except in specific area where caps would be added later. Why is a fully buried option not under consideration, with all lanes tunneled underground freeing the surface streets from the impacts of narrow east-west overpasses, highway noise, street grid disconnections, and all the other neighborhood impacts we live with today that will not be addressed?</p>
1211	Scott Morrison	04/10/21	Virtual Public Scoping Meeting Comment Form	<p>Frontage roads should have low speed limits, frequent signalized intersections to allow east-west flow of vehicles, pedestrians, and bicycles, and intentional traffic calming measures to prevent drivers from speeding at non-peak times of day. These tools are fundamental to the walkability of the corridor area and our Vision Zero goals. The frontage road network needs to be slow - any "optimization" that allows higher speeds on the frontage road network will encourage impatient through travelers to try avoiding congestion by exiting the highway in favor of frontage roads, their bypass lanes, and other parts of the network. This increases the speed differential between different types of users. Shaving a few seconds of travel time off the end-to-end frontage road trip by adding bypass lanes etc. should not be a priority.</p>
1212	SCOTT PAXTON	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>Please don't expand I35 - for 30 years Houston has attempted to solve traffic problems by adding lanes. I never hear of anyone saying how great it is down there. We need less vehicles - not more.</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1213	Scott Phillips	03/26/21	Virtual Public Scoping Meeting Comment Form	<p>I have lived in Austin for 6 years and often drive Interstate 35. Much has changed and improved in Austin since I have lived here, except I-35. I fully support TxDOT improving I-35 to catch up to the growth that Austin has experienced, and to improve I-35 further, with Austin's future growth in mind.</p> <p>I support managed lanes, improvements to the main lanes and frontage roads, lowering the main lanes through downtown, and enhancing the east/west crossings above I-35 to connect the community. I support enhancing I-35 into a roadway for all, that is safe for vehicles, bicycles, and pedestrians and improves the quality of life for everyone in Austin, regardless of their preferred mode of transportation.</p> <p>This project will benefit the community for decades to come. Please move forward with fixing I-35.</p>
1214	Scott Sexton	04/05/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1215	Scott White	04/02/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I am concerned that the design alternatives presented by TxDOT thus far are only minor variations on what is otherwise an outdated highway widening project. We need only to look to examples like the expansion of the Katy Freeway in Houston to realize that widening highways only eases congestion temporarily, as induced demand quickly leads to increased congestion as even more people drive. The real results of the variants proposed by TxDOT will be a wider gash through the city, followed by more traffic, pollution, noise, and crashes.</p> <p>We need this project (and every other freeway widening project across the state for that matter) to deliver a safer, more connected, accessible, resilient, environmentally and economically sustainable community. Please demand these community based alternatives receive a full review by TxDOT and the public. These once in a lifetime projects need to address more than just traffic, they need to be investments in the future of our communities.</p> <p>I encourage you to work with Walk Austin (you can contact Adam Greenfield at [REDACTED] and all these other groups to repair the damage done by freeways in the past, and create a better, more liveable Austin.</p>
1216	Sean Barry	03/18/21	Alt Eval Criteria Comment Form	<p>Too much emphasis on car-centric metrics and not on throughput of humans (in transit vehicles, on bikes, on foot, etc). Don't just enhance the non-vehicular conditions; create a corridor that incentivizes people to use other modes.</p>
1217	Sean Smith	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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1218	Serge Adzinets	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1219	Seth Johnson	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>Additionally, I would like to see a deeper tunnel considered. Elon Musk has a company called The Boring Company that would be happy to bid on such a project.</p> <p>A skateboarding path over I35 would also be very forward thinking. This would encourage additional, sustainable forms of personal transportation such as rollerblades, skateboards, electric scooters, electric skateboards, etc.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1220	Shannon Dry	03/31/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1221	Shannon Stahl	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1222	Shaun Demello	03/12/21	Virtual Public Scoping Meeting Comment Form	<p>To be blunt. If we don't work on driving education for adults, none of this will do much. Every state is in this city now. So many styles of driving, and less patience, and little effort to be nice and drive together. More education on proper lanes to drive in.</p> <p>U-Turn lanes need to have entrances that are many more car lengths longer than they are now. Traffic always backs up further back then they are long. So sit there taking up space waiting to do U-Turn.</p> <p>Major problem is big truckers. They are extremely aggressive driving through downtown area. Majority of them are doing 10-15 sometimes 20+ish over the speed limit, and constantly illegally driving in the left lane. Tailgating, switching lanes like they have a sports car. Gotta find a way to get them away from that section of I35</p>
1223	Shaw Yu	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1224	Shawna Melton	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1225	Shea Popov	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1226	Shubhada Saxena	04/10/21	Virtual Public Scoping Meeting Comment Form	<p>As an Asian American Community Leader, I would like to stand with the people of color who have been impacted from the time the original I-35 has been constructed. This is a great opportunity for our community to come together and be equitable to all our city residents. Hope to work together towards Asian American participation and input through the process of building this important access into our community to reach other communities of North America. Hope to see it grow beyond being a thoroughfare to a community connector.</p> <p>THE COMMUNITY WOULD LIKE TxDOT TO DO NOW:</p> <p>Affirm that it has received the community's plan (the original from 2020, and this version - both of which are available at <a href="http://www.ourfuture35.org">www.ourfuture35.org</a>).</p> <p>Acknowledge our local history (provided below) by adding it to the Purpose and Needs statement for the I-35 Capital Express Central project.</p> <p>Include Alternatives Evaluation Criteria (provided below) that directly respond to issues we've identified so that impacts can be avoided for those whose lives, and livelihoods will be disrupted again if racial equity and justice remain ignored.</p> <p>Communicate more clearly (and continuously) to raise public awareness about which topics will be included in the upcoming Community Impacts Assessment.</p> <p>Commit to transparent conversations with Scoping Working Group representatives about restorative justice during the upcoming CapEx VOICE public conversations that TxDOT will be facilitating (starting in spring 2021).</p> <p>Provide paid opportunities for community consultants/ liaisons and compensate people for their time or outreach services.</p> <p>Repair harm by leveraging Item 67 funding to provide a full study of the loss of generational wealth due to land that was taken by TxDOT for this project (e.g. Restorative RONDO Building Equity for All Past Prosperity Study <a href="https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf">https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf</a>).</p>
1227	Sierra Holloway	03/24/21	General Website Comment Form	<p>I have lived in Austin for the past 5 years, and I have regularly driven on I-35. While I have seen many changes across Austin in the years I've lived here, unfortunately, I-35 has not changed to keep up with the rest of Austin, and traffic and congestion continue to get worse. I fully support TxDOT working toward a long-term solution for improving I-35 that accounts for future growth while making sure Austin is livable for all.</p> <p>I support TxDOT in the construction of managed lanes, improvements to the main lanes and frontage roads. I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help bridge our community. I also support developing I-35 into a roadway that is safe for vehicles and improves the quality of life for everyone in Austin, regardless of how they get around.</p> <p>This project will impact Central Texas for decades to come, and I look forward to seeing innovative solutions and long-term thinking as part of this project to improve this major artery of our city.</p>
1228	Simon Waxman	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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1229	Sinclair Black	03/22/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1230	Sinclair Black	03/15/21	Virtual Public Scoping Meeting Comment Form	<p>FAILED PUBLIC POLICY</p> <p>Purpose in Need is a formal statement baked into federal policy of the Department of Transportation (DOT). The statement is used to justify every highway project placed into the project mill. This statement always says the same thing, "this highway has problems, and we need to fix them." The answer then is obvious, at least to them, i.e., just spend billions of taxpayer dollars to cure problems their agency created in the past by rebuilding the highway and widening it. The world's best example of the failure of this concept is the Katy Freeway in Houston. Now TxDOT Austin wants to repeat that disaster in the I-35 corridor. The project mill has become a project treadmill.... rebuild and widen again and again.</p> <p>Remember the famous truism, "there is no problem any city in the world has that is not the direct result of failed public policy."</p>
1231	Sinclair Black	03/15/21	Virtual Public Scoping Meeting Comment Form	<p>CITIZENS: PURPOSE AND NEED</p> <p>PURPOSE: remove the physical, social, economic, and racial barrier that has been the tragic legacy of I-35 since its construction.</p> <p>NEED: re-integrate the I-35 corridor into the city fabric, reconnect Austin and create billions in tax base.</p> <p>MEANS: Depress the main lanes, narrow the ROW, and reconnect the city grid with EAST AVENUE PARKWAY. All of this can be achieved with the creation of a tax increment finance zone and a new special purpose Development Commission.</p> <p>SEQUENCE:</p> <ol style="list-style-type: none"> <li>1. Create the tax increment zone for the entire corridor and all adjacent land benchmarking current taxable value which is presently zero on 136 acres of TxDOT land.</li> <li>2. Implement the designation switch, which was recommended by a TxDOT study, and allow traffic to rebalance before construction begins. Trucks use 130 like it or not.</li> <li>3. Temporarily widen the existing access roads to carry more traffic and rethink the use of three major arterials just west of the corridor in downtown.</li> <li>4. Remove the existing freeway main lanes and proceed to reconstruct them below grade through Downtown, UT, and North Central neighborhoods.</li> <li>5. Cap the entire Corridor from Town Lake to just past Airport Boulevard and create a surface Boulevard with in-line stations at the centerline for buses and future rail.</li> <li>6. Implement the new DA (direct access) lanes below and remove the temporary access roads at the surface. Proceed to reclaim the redundant ROW.</li> <li>7. Identify the development opportunities for rebuilding the city fabric on the new land, with the clearly stated goal of creating an enormous new tax base to generate revenue in perpetuity.</li> <li>8. Create the Development Commission that would oversee and coordinate all progress, based on a detailed Critical Path schedule, just as many other cities have done.</li> </ol>
1232	Sinclair Black	03/17/21	Virtual Public Scoping Meeting Comment Form	<p>Imagine if you were in an entirely new district in Austin. Not in suburbia, not away from downtown but in an integral part of downtown. Such a district is proposed in the I-35 corridor. A 20 block Parkway with wide walkable sidewalks on both sides and thousands of trees to help with global warming. Through traffic below and only local traffic on the re-instated grid. Now imagine the uses of such a reinvented district. Affordable housing, market-rate housing, workforce housing, student housing. A new location/campus for Austin community college, grocery stores, pharmacies, gyms, and flexible space for the innovation district. Both sides of the boulevard could be as exciting as Second Street has become. Dangerous traffic would be gone, pedestrians would be everywhere, and residents could walk comfortably to almost all necessities and amenities to support a very high quality of life.</p>

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1233	Sinclair Black	03/23/21	Virtual Public Scoping Meeting Comment Form	<p>Sprawl, Congestion, Safety</p> <p>I entered the University of Texas in Austin in the spring of 1958. I have watched that highway (I-35) be built, tweaked and rebuilt repeatedly, always with a claim of increasing safety. What actually increases are the cost, the number of lanes, the endless sprawl that the highway promotes and the congestion that results. 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. Vision Zero is a stated goal of the city as well as for TxDOT, but there is little or no evidence of that concern in the current proposed alternatives.</p>
1234	Sinclair Black	03/23/21	Virtual Public Scoping Meeting Comment Form	<p>Racial Divide.....must end</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. In this time of widespread numerous cries for social justice this monument to our racial history needs to be erased. It is time to remove that monumental barrier and RECONNECT AUSTIN after more than 60 years.</p>
1235	Sinclair Black	03/23/21	Virtual Public Scoping Meeting Comment Form	<p>Public Space for People: EAST AVENUE PARKWAY</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>
1236	Sinclair Black	03/24/21	Virtual Public Scoping Meeting Comment Form	<p>Taxes you pay and lose forever</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. RECONNECT Austin proposes the creation of literally billions of taxable value. TxDOT's proposals are all about cost on cost, RECONNECT' s proposal is all about tax income in perpetuity from new development.</p>
1237	Sinclair Black	03/24/21	Virtual Public Scoping Meeting Comment Form	<p>Actual Access</p> <p>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, how about four forms of real access, not just a redundant highway.</p> <ol style="list-style-type: none"> <li>1. Consider an urban Parkway at grade as part of the existing downtown street grid i.e. "Great Streets".</li> <li>2. Collector distributor lanes should be reimagined as DIRECT ACCESS lanes located underground with traffic separated by destination i.e., either downtown by way of the next three ramps or beyond via the main lanes. Speeds would be lower in DA lanes and no lane switching, with short ramps directly to the surface.</li> <li>3. Local rail service at grade and commuter rail service below grade with in-line stations. Located along the center line of the I-35 corridor. The one and only uninterrupted path through Central Texas, connecting Hays, Travis, and Williamson counties.</li> <li>4. The highway planners have never considered the parallel north south streets that could distribute traffic throughout downtown.</li> </ol>
1238	Sinclair Black	03/25/21	Virtual Public Scoping Meeting Comment Form	<p>Public Transit by Rail</p> <p>Texas Highway Department was converted, by name only to the Texas Department of Transportation, meaning ALL forms of Transportation. This expanded role 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>
1239	Sinclair Black	03/25/21	Virtual Public Scoping Meeting Comment Form	<p>Urban Design Job #1, Engineering Job #2, Construction Job #3</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. TxDOT is first and foremost a construction agency. Thoughtful design comes before engineering which always comes before construction. TxDOT is first and foremost a construction agency with no comprehensive urban design capability at all.</p>

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1240	Sinclair Black	03/30/21	Virtual Public Scoping Meeting Comment Form	<p>Long-distance Mobility at the Expense of Local Access</p> <p>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 any longer to somewhere you think you may 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 always implies walking. Mobility is often achieved at the expense of access. For example, I-35 provides north and south mobility at the expense of the urban grid i.e.c access to everything the city offers. You gain access by leaving the highway to enter the urban grid, the ultimate provider to access.</p>
1241	Sinclair Black	03/31/21	Virtual Public Scoping Meeting Comment Form	<p>The "Sunk Cost" Tactic</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 or south of Central Austin, TxDOT proposes to move as fast as possible on both ends to justify the central segment project.</p>
1242	Sinclair Black	04/01/21	Virtual Public Scoping Meeting Comment Form	<p>The Great Sidestep</p> <p>TxDOT has been planning the I-35 "Capital Express" project through Austin for decades. During their first virtual scoping comment period, between November 12th and December 31st, 2,300 people, including myself submitted good faith comments and ideas for an improved design i.e., the "community alternative". Naturally, we expected a good-faith response from TxDOT but that did not happen. On March 5th, just before round two of comments started, TxDOT published their response to the comments from round one. Their response insults the intelligence of all the citizens that took their time to comment. TxDOT's official response can only be labeled the "Great Sidestep", or the most completely duplicitous display of manipulation that one can imagine. Their response was nothing more than a collection of prefabricated responses describing the plan that they've had for years. They freely quoted other agencies' policies as if they supported their plan. Any specific issue raised, such as lowering the design speed, they quoted a number of guidelines and promised to study the issue. If you believe that, they have a freeway to sell you.</p>
1243	Sinclair Black	04/02/21	Virtual Public Scoping Meeting Comment Form	<p>Bypass to Cure Congestion?</p> <p>SH 130 E. Austin was sold to voters as a bypass for I-35, as well as a rail corridor. Highway planners quickly nixed the idea of rail. SH 130 was constructed by a private company which used tolls to return their investment. This obviously created a disincentive to use SH 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>
1244	Sinclair Black	04/02/21	Virtual Public Scoping Meeting Comment Form	<p>A Real First Step</p> <p>The first step for a huge project as required by federal law is a purpose and need statement to justify what they already intend to do. 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 the 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 change is NOT lost.</p>
1245	Sinclair Black	04/05/21	Virtual Public Scoping Meeting Comment Form	<p>Congestion, Congestion, Congestion and no attempts by TxDOT to cure it!</p> <p>Complaining about congestion has become a regional past time. 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 cost, more sprawl, less tax income to the city and therefore more congestion. The Katy Freeway in Houston is a poster child for failed freeways. 2.8 billion dollars spent on 26 lanes resulting in an increase in commute time and that increase is 30%.</p>
1246	Sinclair Black	04/05/21	Virtual Public Scoping Meeting Comment Form	<p>Public Opinion? Does it really matter?</p> <p>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 the detail on how to conduct this process, so the highway planners set the required comment periods very short time frames in order to limit the public's ability to participate. Involved citizens who are concerned about the welfare of the community are almost always members of organized groups with bylaws dictating meeting times and voting processes i.e., in other words it often takes thirty days or more for citizens groups to have a meeting and vote to comment. Is this just another example of voter suppression and denial of public comment?</p>
1247	Sinclair Black	04/06/21	Virtual Public Scoping Meeting Comment Form	<p>Urban Design First</p> <p>All large-scale high-impact projects should originate as urban design visions. Urban design visions 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 drivers at the expense of many in the community. 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 on the other hand routinely ignores the universe of urban issues. Who in their right mind would engineer a project for which there is no need or design?</p>

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1248	Sinclair Black	04/07/21	Virtual Public Scoping Meeting Comment Form	<p>Where is Rail? The Only Solution to Regional Transportation</p> <p>Texas Highway Department was converted, by name only to the Texas Department of Transportation, meaning ALL forms of Transportation. This expanded role 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. The I-35 corridor offers the best opportunity we will ever have to commit to regional rail there is no other equally good opportunity.</p>
1249	Sinclair Black	04/07/21	Virtual Public Scoping Meeting Comment Form	<p>Urban Design first, listen to the Urban Land Institute</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, " the community alternative" before moving later to an implementation phase by TxDOT. Remember, thoughtful design always comes before construction. TxDOT is first and foremost a construction agency.</p>
1250	Sinclair Black	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>Freeways without Futures</p> <p>President Dwight D Eisenhower, having experienced the autobahn system in Germany in 1952 signed The National Interstate &amp; Defense Highways Act. He fully understood the value of the national highway system linking cities and industries as a critical part of advanced planning in case of war. Highways were an essential part of the national defense system linking cities, he also understood that that same highway should not exist INSIDE the urban fabric. The highway industrial complex did not pay any attention to former President Eisenhower's understanding of cities and moved as fast as possible to put highways through urban areas. This of course explains why most cities are now trying to roll back the incredible damage done to cities by urban highways. Imagine how much human capital is wasted trying to reverse the mistakes of the urban highway system.</p>
1251	Sinclair Black	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>Scale: Human or Otherwise</p> <p>Human scale is that elusive and magical quality that a person experiences when they feel immersed in their surroundings. Most countries in the world manage to create human-scale environments in the absence of the automobile. American cities have yet to figure this out. This of course is why people travel to other places, primarily Europe. Very few places in Austin exhibit human scale, among those places that DO exhibit human scale would be the University campus, Congress Avenue, and the relatively new 2nd Street District in downtown. The absence of human scale is pervasive but especially within the I-35 corridor. Applying the successful principles of 2nd Street District to the I-35 corridor would transform it from a hideously scaled, destructive liability into a world-class linear park known as East Avenue Parkway.</p>
1252	Sol Swords	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1253	Sondra Schmidt	04/09/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1254	Sonia Cuero	04/08/21	General Website Comment Form	<p>Hil I am in the process of purchasing a condo for my daughter [REDACTED] very close to IH-35. How will this property be impacted by the construction plans? Are there plans to expand into these areas?</p>

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1255	Sophia Fleshman	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1256	Sophia Michelle	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1257	Sophie Wysocki	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1258	Spencer Biegler	04/05/21	Virtual Public Scoping Meeting Comment Form	<p>I support capping I-35 as much as possible (roughly what reconnect austin proposes). A surface street, a boulevard really, would allow for store fronts, bike lanes, and eventually a light rail line.</p> <p>Also, it seems like you could deeply bury a 2-4 lanes that would only have a few exists, maybe even a single downtown exit that services austin, essentially a through highway.</p>

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1259	Spencer Duran	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1260	Spencer Schumacher	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1261	Stacey Vicari	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1262	Stephanie Brower	03/22/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>Austin is a unique city and has a chance to be a feather in the cap of TX, demonstrating a real blended transportation solution to a nationwide issue of traffic, crowding and lack of transportation safety. By exploring more holistic solutions to make 35 a part of the city and a transport solution instead of splitting the downtown in half DOT has an opportunity to truly lead. Please consider and explore cap &amp; stitch and other options.</p>

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1263	Stephanie Bryant	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1264	Stephanie Saulmon	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>Anyone who has lived in Austin for long enough already tries to avoid I-35 like the plague. I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1265	Stephanie Webb	03/15/21	Alt Eval Criteria Comment Form	<p>We begin with a lie about projected travel demand based on supposed economic growth. People have lost jobs and homes, so traffic will decrease. Also, none of the expansion was planned into West Austin, just East Austin. There was no evaluation of highway dismantling, just moving it lower and improving the view to increase property values and displace more of the working class. The evaluations are worthless, because they denote no real interest in anything but highways. Thus, we cannot count on TXDOT doing anything but continuing to build highways.</p>
1266	Stephanie Webb	04/02/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>Highways are racist, and everyone at TXDOT is aware of that. There is a plethora of community advocacy that already exists against it, and there are multiple books by multiple authors that repeat this information. If TXDOT feels entitled to continue bulldozing Black and Brown communities in favor of racist policies that exploit us, that is the choice TXDOT is making with expansion. No more feedback is needed, and shame on TXDOT for pretending that no one has said anything against this and other projects.</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1267	Stephen Coulston	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>What we, as a community, would like TxDOT to do now:</p> <p>Affirm that it has received the community's plan (the original from 2020, and this version - both of which are available at <a href="http://www.ourfuture35.org">www.ourfuture35.org</a>).</p> <p>Acknowledge our local history (provided below) by adding it to the Purpose and Needs statement for the I-35 Capital Express Central project.</p> <p>Include Alternatives Evaluation Criteria (provided below) that directly respond to issues we've identified so that impacts can be avoided for those whose lives, and livelihoods will be disrupted again if racial equity and justice remain ignored.</p> <p>Communicate more clearly (and continuously) to raise public awareness about which topics will be included in the upcoming Community Impacts Assessment.</p> <p>Commit to transparent conversations with Scoping Working Group representatives about restorative justice during the upcoming CapEx VOICE public conversations that TxDOT will be facilitating (starting in spring 2021).</p> <p>Provide paid opportunities for community consultants/ liaisons and compensate people for their time or outreach services.</p> <p>Repair harm by leveraging Item 67 funding to provide a full study of the loss of generational wealth due to land that was taken by TxDOT for this project (e.g. Restorative RONDO Building Equity for All Past Prosperity Study <a href="https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf">https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf</a>).</p>
1268	Stephen Duke	03/23/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1269	Stephen Graham	03/18/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I'm writing to ask that TxDOT rethink its proposals to widen I-35 through Travis County. Austin is absolutely flooded with motor vehicles, invading every available space and making the city less and less livable. It seems pretty well established by now that continually adding lanes to highways simply encourages even more car trips, producing the same or worse congestion in the end. I understand there are several alternative proposals being raised around I-35 that would improve Austin's urban fabric rather than degrade it further. Please help us move forward, not backward on this by taking those proposals seriously. These are our tax dollars at work and we'd like them spent making things better, not worse.</p> <p>Thank you, Stephen Graham</p>
1270	Stephen Hartness Graham	04/09/21	General Website Comment Form	<p>I appreciate that a great deal of work has gone into this project, but I am opposed to any widening of IH-35 through Austin, particularly at a cost of nearly \$5 billion. It seems rather well understood by now that widening highways in growth cities, even with HOV lanes, is a net negative, encouraging more non-essential traffic both on the highway and in town. It rarely has any lasting effect on congestion, but scars the city physically, drives more pollution, traffic, and crashes, encourages sprawl, and discourages other means of transportation. I realize this federal and state money is not available for municipal projects, but imagine the transformation that \$5 billion could bring to Austin's bus service, micro-mobility access, and pedestrian safety instead. Demand could likely be managed that way to the point where new IH-35 lanes would not even be necessary, while the urban fabric would be improved instead of torn further. Please don't make the situation worse.</p>
1271	Stephen McAndrews	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>The proposed plans for i35 crossings by txdot are entirely insufficient. The entire philosophy behind the expansion shows txdot is still stuck in a 1950s era idea of transportation. Austin deserves a 21st century approach, and widening i35 would harm the city.</p>

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1272	Stephennie Mulder	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1273	Steve Brokaw	04/09/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>To borrow a quote: Widening the freeway to prevent congestion is like loosening your belt to prevent obesity.</p> <p>Please consider all the available options, and take seriously the impact on equity, environment, and local planning such as mobility.</p> <p>The Houston Katy freeway shows us that traffic always increases to fill a freeway. There is no set number of lanes which is "wide enough" that it will not create more demand.</p> <p>Conversely, the Embarcadero freeway shows us traffic and flow to find alternative routes. The San Francisco Ferry building is now one of the most cherished spaces in the city, proving wrong all the predictions of doom.</p> <p>There are lots of possible options. Please don't assume that widening the freeway is the obvious or best choice.</p>
1274	Steve Krebsbach	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1275	Steve Lucas	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1276	Steven J Miller	03/18/21	Alt Eval Criteria Comment Form	<p>I-35 is a critical mobility corridor for Austin, Texas and the nation. It is also one of the most congested corridors in the state, contributing to significant cost of delay and impact to safety for corridor users. TxDOT has a duty to the state of Texas and to the residents of central Texas to improve this corridor. I support the technical process that TxDOT is currently working through to develop the best solution for this corridor for all multi-modal users.</p>

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1277	Steven Michael Tyler	03/13/21	Virtual Public Scoping Meeting Comment Form	<p>I have lived and worked and gone to school around central I-35 since 1984 when I came to UT. I drove on it and around it many times daily at a UT shuttle bus driver. I now live just 100 feet from the main lanes in downtown Austin. It has disheartened me that I-35 is exactly the same as it was when I got here.</p> <p>Unfortunately, TXDOT's auto-centric, engineering-only approach to roadways in Texas has created some ugly, community-destroying monstrosities, including I-35 in Austin. It's time to change that, especially given that these improvements are obviously once in a lifetime.</p> <p>What the state should have done back when TX 130 and TX 45 were created was build those new roads larger, from scratch, and redesignate them as I-35, and then improve the former I-35 through downtown Austin and make it the toll road. You can still do that, and expand TX 130/45 to interstate capacities much more cheaply than doing so through downtown, and begin charging tolls and making minor improvements through Central Austin at a much lower cost. Allow the purchase of flat rate annual passes for residents (and offer low-cost or free passes for the under-resourced) and businesses to purchase, and allow anyone else that wants to go through central Austin, including trucks to pay substantial tolls for access to that in-demand and highly congested area.</p> <p>If you aren't going to do that, then by all means I embrace proposals to completely cap (or tunnel, as you wish) I-35 from Riverside Drive through Airport Blvd. Restore East Avenue, restore all street connections, and put I-35 out of sight and out of mind. Anything less is a disservice to Austin, and a continuation of TXDOT's legacy of poor urban design and destructive engineering.</p> <p>Assuming that you won't consider doing the best and most that you can do to restore destroyed connections and community (traffic is bad downtown now because of the destroyed multiple connections of the original I-35 design), then I urge you to put as much as you can in tunnels (express lanes, thru traffic, mandatory truck tunnels, etc), and have surface lanes only for local vehicle traffic. Create as many bridges (beautifully landscaped and artfully designed) as there are surface streets, have broad sidewalks, greenspaces, and safe pedestrian and bicycle crossings.</p>
1278	Steven Miller	03/26/21	Virtual Public Scoping Meeting Comment Form	<p>I-35 is a vital corridor, not only for Austin but also nationally and internationally. The existing segment of I-35 through downtown Austin does not meet the current and future traffic demands for our region, resulting in major traffic delays that affect the quality of life for all Austinites. Furthermore, the outdated design coupled with explosive population growth puts a strangle hold on commerce and results in increased costs to businesses in Central Texas and the rest of the state.</p> <p>I support TxDOT in the construction of managed lanes, improvements to the main lanes and frontage roads. I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help connect our community.</p> <p>The I-35 project will impact future generations of Central Texans for decades. I am excited about the future that TxDOT is proposing through its design and thank TxDOT for making this project a priority.</p>
1279	Steven Powell	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1280	Steven Tyler	04/02/21	Virtual Public Scoping Meeting Comment Form	<p>After additional thought, and walking around my neighborhood and thinking about options, I think you need to completely rethink what you're trying to do. There should not be a major surface highway running through downtown Austin. There never should have been.</p> <p>Therefore, my first suggestion is to redesignate Texas 130 as I-35 from Buda to Georgetown and redirect non-toll traffic there, and make any highway through central Austin the tollway. You will have more than enough room to widen Texas 130 in the traditional way to be whatever you want it to be in terms of capacity. Then make the tollway through Central Austin into a limited use highway for local traffic only. Only local trucks and deliveries, and limited exits, with main lanes tunneled and surface roads more like tollways, or at best, superstreets. Utilize traffic circles to keep traffic moving and eliminate bottlenecks, and include surface accommodations for pedestrians, bicycles and transit. While you're tunneling, include a crosstown expressway under Cesar Chavez, from 35 to Mopac with perhaps one exit at Lamar.</p> <p>As an alternative to resignation, move all non-tolled thru-traffic underground. Build as many lanes as you want in your tunnels. But on the surface, from Oltorf (last exit is Riverside) through Airport Blvd/290, build a superstreet/parkway, again, with limited traffic circles substituting for intersections, and a design intended to keep traffic flowing. Include plenty of protected pedestrian, transit, and bicycle accommodation. In fact, how about including an automated transit train/trolley that runs almost continuously and 24/7 from Oltorf to Airport Blvd, and which accommodates bicycles and pedestrians.</p> <p>There is nothing good and no improvements included in your current plans. I find that traffic is just as bad if not worse after years of construction on I-35 in South Austin. Still backed up all afternoon from 7.1 all the way to Buda. It takes me 45 minutes to get from downtown to Buda, even at 3:30 or 4 PM. I imagine you will spend 10 years rebuilding 35 and all the same problems will be there, even if it looks better. It's time to completely reimagine moving traffic through Austin in a comprehensive way.</p> <p>One way to be comprehensive is to do both things. Make the tollway free and expand it fully. Take all through traffic on 35 underground, and build a superstreet/parkway on the surface through downtown, from Oltorf to Airport. That would answer everyone's needs and objections!!!</p>
1281	Stuart Tyrrell	03/31/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1282	Susan Dias Karnovsky	03/26/21	Virtual Public Scoping Meeting Comment Form	<p>My questions are:</p> <ol style="list-style-type: none"> <li>1. Will there be a "deck park" over the I35 highway/new tunnels: like Klyde Warren Park in Dallas? If so, is this deck park already included in an initial design and budget? If not, what are the steps to take to have this option considered, approved and created?</li> <li>2. Will city officials cite eminent domain as their right to take the homes and property on Robinson Avenue between 38th 1/2 St and Edgewood Avenue?</li> <li>4. If there are no plans for a deck park, what is planned? And will these plans result in eminent domain for homes on Robinson Avenue?</li> <li>5. During construction (currently slated to start 2025 and last for 4 or 5 years,) residents on Robinson Avenue will likely endure construction problems such as pollution (dust), noise, blocked roadways, damaged roads and heavy-duty drilling work possibly causing structural vibration damage to nearby homes and property. Does the government have a construction mitigation program in place? What help will be available for residents confronting these adverse possibilities?</li> </ol> <p>Thank you for your response.</p>

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1283	Susan Egan	04/01/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am a former Austin resident who got fed up with I-35 truck and through traffic. Adding capacity to I-35 in Austin will not solve this problem. Re-routing through traffic will.</p> <p>Please consider alternatives to expanding I-35, including tolls for through-traffic, re-routing through-traffic, or prohibiting vehicles over a certain size. This might upset those ambulance-chaser lawyers :-)</p> <p>I also agree with much of the pre-written text that was here before I wrote the above.</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1284	Susan Pantell	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1285	Susan Sharp	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>There is no situation in which a simple highway expansion of I-35 will reduce traffic meaningfully or increase the quality of life in Austin.</p> <p>I write to ask that TxDOT conducts full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions rarely ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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1286	Susan Sharp	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>The community is frustrated with TxDOT for not adequately responding to the plan the community presented in December of 2020. The history section of the revised Purpose and Needs statement still does not acknowledge nor adequately reflect the longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35.</p> <p>WHAT THE COMMUNITY WOULD LIKE TxDOT TO DO NOW:</p> <p>Affirm that it has received the community's plan (the original from 2020, and this version - both of which are available at <a href="http://www.ourfuture35.org">www.ourfuture35.org</a>).</p> <p>Acknowledge our local history (provided below) by adding it to the Purpose and Needs statement for the I-35 Capital Express Central project.</p> <p>Include Alternatives Evaluation Criteria that directly respond to issues we've identified so that impacts can be avoided for those whose lives, and livelihoods will be disrupted again if racial equity and justice remain ignored.</p> <p>Communicate more clearly (and continuously) to raise public awareness about which topics will be included in the upcoming Community Impacts Assessment.</p> <p>Commit to transparent conversations with Scoping Working Group representatives about restorative justice during the upcoming CapEx VOICE public conversations that TxDOT will be facilitating (starting in spring 2021).</p> <p>Provide compensation or paid opportunities for community consultants/ liasons, as well as people's time or outreach services.</p> <p>Repair harm by leveraging Resolution 67 funding to provide a full study of the loss of generational wealth due to land that was taken, by TxDOT for this project (e.g. Restorative RONDO Building Equity for All Past Prosperity Study - see <a href="https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf">https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf</a>).</p> <p>COMMUNITY HISTORY AUTHORED BY ALBERTA PHILLIPS</p> <p>The areas along Interstate 35 corridor impacted by the TxDOT project is home to one of the largest concentration of unsheltered people in Austin, and specifically, unsheltered African Americans. It's also true that areas and neighborhoods bordering portions of the impacted area are where the largest concentration of Austin African American churches reside. Of equal importance is the large concentration of</p>
1287	SUZANNE BRYANT	03/15/21	General Website Comment Form	Please put I 35 through downtown Austin underground.
1288	Sydney Peloquin	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1289	T. Martin	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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1290	Tabitha Valdes	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1291	Tabrez Syeed	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1292	Tai Nguyen	03/13/21	Virtual Public Scoping Meeting Comment Form	<p>I think larger investments in public transportation rather than expanding I35 would be a more effective way to control traffic levels. Incentiving people to take public transport by making it a better service and more effective way of travel than personal car might be a better way to lessen traffic and lower the amount of cars on the road at the same time. More lanes seems like a short term band aid, we can probably think of something better than that right?</p>
1293	Tamara Waddell	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>We have endured enough of the division that the construction of 35 has created, please help stitch us back together!</p>

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1294	Tandera Louie	03/18/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1295	Tara Chapman	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1296	Taylor Adams	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1297	Taylor Lancaster	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1298	Taylor Powell	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>Really? Just a big ol highway expansion? Cmon - we can do better than that. I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1299	Taylor Steed	03/26/21	Alt Eval Criteria Comment Form	<p>I grew up in Austin, moved away for college and my 20s, and returned to start a company ten years ago. I have regularly driven on I-35. While I have seen many changes across Austin in the years I've lived here, unfortunately, I-35 has not changed to keep up with the rest of Austin, and traffic and congestion continue to get worse. I fully support TxDOT working toward a long-term solution for improving I-35 that accounts for future growth while making sure Austin is livable for all.</p> <p>I support TxDOT in the construction of managed lanes, improvements to the main lanes and frontage roads. I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help bridge our community. I also support developing I-35 into a roadway that is safe for vehicles, bicycles, and pedestrians and improves the quality of life for everyone in Austin, regardless of how they get around.</p> <p>This project will impact Central Texas for decades to come, and I look forward to seeing innovative solutions and long-term thinking as part of this project to improve this major artery of our city, region, state, and nation.</p> <p>Sincerely, Taylor</p>
1300	Ted Siff	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1301	Ted Siff	03/26/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>While the letter below is the standard one Walk Austin has asked advocates to send, I add my personal request to you to widen this review and make your decision based what will benefit the most human beings rather than accommodate the most single occupancy vehicles.</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p> <p>Ted Siff [REDACTED]</p>

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1302	Teresa Bowyer	03/15/21	Virtual Public Scoping Meeting Comment Form	I am in favor of Build Alternative 2, but ONLY if there is sufficient funding available for the design options of capping the area and create a public park or boulevard that would encourage recreation and alternative modes of transportation, including pedestrians, bicyclists, and public transportation. An option that prioritizes both humans and the environment is the only way I can conscientiously agree that more public funds should be put toward vehicle use. It appears that Build Alternative 2 would be the most cost effective because the dedicated and main lines would utilize more or less the same infrastructure.
1303	Terry Likens	03/12/21	Virtual Public Scoping Meeting Comment Form	I think we should make I35 1 way all lanes from the toll road on the south end of of town to the north end of the toll road. The toll roads to include MoPac should be 1 way all lanes  Essentially splitting traffic to go east or west when not on I35 but moving in one direction around the city while I35 goes one direction in all lanes.  This would cost less and be less of inconvenience to traffic. Especially in dt area. This would force cross traffic from east to west to take the 2ndary roads which although may seem strategically wrong but actually allow our secondary roads locally be set up as 1 way grids this allowing a better flow of traffic.  I've tested this out on computer simulator and it seems to make sense. #trafficjant
1304	Theresa Tafoya	April 7, 2021	Email to: My35CapEx@TxDOT.gov	I-35 Capital Express Central Project Project Team,  I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.  I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.  I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.  If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]
1305	Thomas Cook	03/17/21	Email to: My35CapEx@TxDOT.gov	I-35 Capital Express Central Project Project Team,  I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.  I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.  I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.
1306	Thomas Keese	03/30/21	Email to: My35CapEx@TxDOT.gov	I-35 Capital Express Central Project Project Team,  I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.  I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.  I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.  If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]
1307	Thomas Madisom	03/14/21	Virtual Public Scoping Meeting Comment Form	Please do not widen I35. See how that worked out for Katy freeway. It looks like a parking lot 5 hour per day. Invest in a train from Dallas to San Antonio to Houston.

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1308	Tiago Soromenho	03/19/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1309	Tiffany Rogers	03/12/21	Virtual Public Scoping Meeting Comment Form	<p>I am against the current proposal to expand the downtown portion of IH-35 by several lanes is an irresponsible idea. For decades, highway expansion has always been the practiced solution to congestion and safety, yet hours spent in cars and traffic fatalities continue to rise in response. Put simply, more lanes induce more demand. I think the best way to deal with the highway, if anything, would be to reduce the lanes or, perhaps, remove it entirely. I know your traffic simulations will tell you otherwise, but they fail to account for a change in people's behavior. While we are supposed to zipper in seamlessly, we all know many that get impatient and run to the front to get in, or that one angry person that has waited in traffic and won't let ANYONE in. People would simply change their mode of transportation, especially with the increasing public transportation in Austin. Highway removal has been practiced in cities all over the world and they are always successful. The benefits of such an action far outweigh any temporary inconvenience and people would be better off this way. For the approximately 20 percent of downtown traffic that is just passing through, the toll on SH-130 (originally meant to divert the traffic anyways) could be flipped to IH-35 for an easy bypass. This solution is by far the cheapest, even if some retrofitting needs to be done to satisfy the trucker's union's concerns about higher speeds. Not to mention, increasing lanes (and thus traffic) will only harm the environment. We just lived through the result of climate change with our harsh winter storm in February - reducing lanes or removal would only help our environment. Realistically, there is no good reason to move forward with the current proposal unless your goal is to increase suffering for all involved.</p>
1310	Tim Beauerkemper	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>Move I-35 onto 130. Move Business I-35 onto 183. Reclaim and restore East Avenue</p>
1311	Tim Diller	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1312	Tim McCarthy	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1313	Tim Padden	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1314	Tim Pellowski	04/05/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1315	Timaeus Martinez	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>Specifically, the existing situation, which the proposed expansion would do nothing to address, creates an immense barrier between peoples' residences and their nearest places of employment or shopping/entertainment (including parks and green spaces) rendering them accessible only by car or unreasonably long and dangerous walking/biking routes (frequently more than a mile and often lacking sidewalks and protection/signals at crossing points). As a result, a sizable portion of our regional pedestrian fatalities occur when carless [meaning without a car, not that I misspelled "careless"] people avoid these long detours and attempt to cross the highway directly between their origin and destination. Widening the highway would increase the risk of such decisions, while doing nothing to address the reason they're being made - so not reducing their likelihood.</p>
1316	Timothy Bray	03/25/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1317	Timothy C Taylor	03/24/21	General Website Comment Form	<p>I have lived in Austin since 1982, and worked downtown for most of the last 39 years. I have driven I-35 hundreds (more?) of times. I have seen many changes in Austin, some good, some bad, but unfortunately Interstate 35 has not changed to keep up with the rest of Austin and Central Texas, and traffic and congestion continue to get worse and worse. I fully support TxDOT working toward a long-term solution for improving I-35 that accounts for future growth while making sure Austin is livable and drivable for all.</p> <p>I support TxDOT in the construction of managed lanes and improvements to the main lanes and frontage roads.</p> <p>I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help bridge our community. I also support developing the I-35 corridor into a roadway that is safe for vehicles, bicycles, and pedestrians and improves the quality of life for everyone in Austin, regardless of how they get around, but not at the expense of improving vehicular mobility.</p> <p>This project will have a huge impact on Austin and Central Texas for generations, and I hope innovative solutions and improved technologies can help solve the massive gridlock of Interstate 35 in Austin.</p>
1318	Timothy McClelland	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1319	Timothy McCool	03/23/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1320	Timothy Webb	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1321	Timothy Zenchenko	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>Speaking from first-hand experience with Boston's Big Dig (burying the 93 artery through the downtown area), a project like that is very costly, but completely worth every penny, given how it beautifies the city and improves it for future generations.</p>

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1322	Tina Barrett	04/05/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1323	Todd Gerlach	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1324	Todd Reimers	03/24/21	General Website Comment Form	<p>I have lived in Austin for the past 50 years, and I have regularly driven on I-35. While I have seen many changes across Austin in the years I've lived here, unfortunately, I-35 has not changed to keep up with the rest of Austin, and traffic and congestion continue to get worse. I fully support TxDOT working toward a long-term solution for improving I-35 that accounts for future growth while making sure Austin is livable for all.</p> <p>I support TxDOT in the construction of managed lanes, improvements to the main lanes and frontage roads. I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help bridge our community. I also support developing I-35 into a roadway that is safe for vehicles, bicycles, and pedestrians and improves the quality of life for everyone in Austin, regardless of how they get around.</p> <p>This project will impact Central Texas for decades to come, and I look forward to seeing innovative solutions and long-term thinking as part of this project to improve this major artery of our city, region, state, and nation.</p>

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1325	Tom Moriarity	03/26/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing as a former Austin resident and University of Texas at Austin graduate who continues to love the city. As a Texas native, I am old enough to remember the boulevard that preceded I-35, as well as the later 'double decking' attempt to mitigate traffic volumes as annual totals only increased. In the 50+ years since its initial construction, I-35 has split the city racially, limited economic development opportunities and detached downtown Austin from the east site neighborhoods. After five decades in service, it is time to re-think how a traffic arterial cuts through Austin; the traditional highway planning approach of addressing increasing volumes with greater road capacity has not worked. It has NOT solved traffic volumes (and has generally increased volumes, not reduced them), has caused environmental and air quality damage to the area and has not provided opportunities for a more equitable, better-connected central area.</p> <p>The creative solutions suggested by the ULI Cap &amp; Stitch and Reconnect Austin concepts are all better options than traditional road expansion ideas under consideration by TxDOT. As a land use economist with national and international experience (as well as in Austin), it is clear to me and others that the 'cap and bury' design alternatives offer a unique and nationally innovative economic opportunity to reshape the city. Unlike traditional road widening expansion, this approach will generate huge ad valorem tax increments to the City that can help defray the capital investment costs, while also making Austin a better city.</p> <p>By seriously examining these alternatives to road-widening, TxDOT can provide a nationally significant model for optimizing both interstate transportation networks and the benefits of proven urban-design principles that focus on people, not predominantly through-traffic alone. This is a once-in-a-lifetime chance to create a "both/and" solution, one that will generate billions in new property tax revenues and other indirect economic activity in ways that a traditional road-widening project can never accomplish. Please use your planning resources, special powers and financing mechanisms to expand the options and create an "Austin-based" solution for the 21st Century.</p> <p>Austin is the nation's strongest real estate market at this point in 2021, strong in large part because of its special character and culture. TxDOT should take the lead in adopting a visionary plan that is worthy of Austin's future.</p> <p>Tom Moriarity, Managing Principal Retail &amp; Development Strategies LLC</p>
1326	Tom Samuels	04/02/21	Virtual Public Scoping Meeting Comment Form	<p>TxDOT should not be investing billions of dollars to add more lanes to the highway. It is well known that adding lanes to highways does not reduce traffic. It is also well known that highways significantly reduce quality of life and property value on both sides, and, as is the case here, often divide areas of cities. TxDOT should instead invest money burying what is currently there and expanding mass transit. It would be a shame for TxDOT to spend billions to build something that the next generation will have to spend a lot of money tearing down.</p>
1327	Tom Wald	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>The Red Line Parkway Initiative is adding its support to Walk Austin's campaign. The I-35 CapEx Central project will have a tremendous impact on Central Austin, including those traveling to, from, and along the Red Line Parkway. We believe that TxDOT should work cooperatively with the local community to find solutions, or it puts its project at risk.</p> <p>We ask that TxDOT conduct a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>We're concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>We want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this letter campaign, you can contact Walk Austin Board President Adam Greenfield at [REDACTED]. You can also contact Tom Wald of Red Line Parkway Initiative for more on how the I-35 project and the Red Line Parkway can work together.</p> <p>Thank you for your attention to this matter and for your service to the community.</p>

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1328	Tom Wald	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1329	Tommy Butler	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1330	Tommy Kosarek	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1331	Tothadha Siddeswarappa	03/12/21	Email to: CapExCentral@TxDOT.gov	<p>Hello TX Dot,</p> <p>I think, it's simple... and less expensive as don't need tearing something a lot to solve the problem reasonable!</p> <p>Solution: Extending the existing 2-lane elevated I-35 for through traffic and 2-lane lower ground level I-35 for local and downtown access (not the service road) as similar to existing near around Fiesta grocery market (add the email later exactly the street details additional email) until south side of the Austin, say until oltraf lane or I-71 something.</p> <p>Regards, Siddesh</p>
1332	Tracy Bratton	03/12/21	Alt Eval Criteria Comment Form	<p>"Local Enhancements" should not be part of the criteria for spending FEDERAL and STATE tax dollars on INTERSTATE highways. The fools that lead City of Austin are trying to get funds that enhance REAL ESTATE values to a few wealth land owners adjacent to these corridors. Besides, Austin will turn these in to homeless camps.</p> <p>Capping a highway for constructing parks is a BAD idea.</p>
1333	Tracy Bratton	03/12/21	Virtual Public Scoping Meeting Comment Form	<p>"Local Enhancements" should not be part of the criteria for spending FEDERAL and STATE tax dollars on INTERSTATE highways. The fools that lead City of Austin are trying to get funds that enhance REAL ESTATE values to a few wealth land owners adjacent to these corridors. Besides, Austin will turn these in to homeless camps.</p> <p>Capping a highway for constructing parks is a BAD idea.</p>

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1334	Tracy Buie	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1335	Tracy Wuster	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1336	Travis Isaacson	03/29/21	Virtual Public Scoping Meeting Comment Form	<p>IH 35 is a vital corridor for mobility in our region. The existing segment of IH 35 through downtown Austin is a major bottleneck, which causes daily traffic delays, negatively affecting the economy of the region and the lives of Central Texans.</p> <p>I support TxDOT in the construction of managed lanes, improvements to the main lanes and frontage roads. I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help connect our community.</p>
1337	Tressie Landry	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>It takes me 20 minutes just to get on I35 and I work 3 blocks from it. And now, 3-4 new buildings are going up next to my building, adding hundreds more cars. Please add some kind of over Austin overpass or something that allows downtown traffic to get on to I35 without it taking, what may soon be, an hour just to drive 3 blocks. Or maybe a dedicated lane for entering traffic for some distance that will prevent the back ups. It isn't just about congestion on the actual interstate, it's also about the traffic to get on the interstate.</p>
1338	Trevor Hackett	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1339	Trish Niswander	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1340	Trish Niswander	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1341	Tristan Heinen	03/11/21	Alt Eval Criteria Comment Form	<p>The section on "improved east west access" is lacking improving the number of E-W connections. Right now, especially south of the river, the crossings are too far apart. Part of the improved connectivity metrics should include # of added crossings. Additionally, not all crossings are created equal. Crossings with curb protected bicycle lanes and 8-10' wide sidewalks should score higher than the standard 6' sidewalk and paint only "bike lane". Not all crossings need to accommodate cars either.</p> <p>Additionally this misses the role of the frontage roads in linking people to the few crossings that currently exist. The frontage roads need to be safe for people walking and on bicycles, and the rankings should rate higher frontage roads that are 2 lanes only, lower design speed, and have curb protected bicycle lanes and wide sidewalks.</p>
1342	Troy Spicer	03/13/21	Virtual Public Scoping Meeting Comment Form	<p>Add noise mitigation (sound barrier walls) to parts of the freeway that is at grade level and adjacent to residential neighborhoods.</p> <p>eg. 46th-56th streets</p>
1343	Turner Kerr	03/15/21	Alt Eval Criteria Comment Form	<p>TxDOT road to zero is mentioned, but additional criteria specifically relating to pedestrian/bike safety at intersections and crossings should be recognized. Further, the pedestrian crossing at Lady Bird Lake should be considered for safety, lighting, and usability in connection with Riverside Drive and the Butler Hike &amp; Bike Trail. In its current state, the pedestrian paths at the bridge over the lake feel unsafe and unpleasant for citizens and visitors.</p> <p>Additional criteria for transit station/stop access to future Project Connect should be included in addition to basic coordination with crossings.</p>
1344	Turner Kerr	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>

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1345	Tyler Markham	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I do not support additional frontage road lanes—there should be a max of two. If this corridor is to accommodate a cap, the environment must be one in which people can hear themselves think. We need more safe crossings. Please do not build anything without increasing the number of crossings.</p>
1346	Tyler Markham	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I drive on, walk around, and bike under I-35 many times each week. We have the opportunity to make it much safer for all users. Please prioritize human safety over cars. You'll literally save people's lives.</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p>
1347	Tymon Khamsi	04/10/21	Virtual Public Scoping Meeting Comment Form	<p>Austin is in a housing crisis: widening I-35 will displace people and businesses. History shows us that road widening is a temporary solution. Instead of investing money into that, we should invest in transit.</p>
1348	Unji Udeshi	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1349	Unji Udeshi	03/17/21	Virtual Public Scoping Meeting Comment Form	<p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>Other points: Design North Star: Design options should integrate the community's full range of needs, including air quality, noise, climate change, road safety, mobility options, economic vitality, equity, and compatibility with local plans and goals such as the Austin Strategic Mobility Plan. Central Austin residents would like seamless and safe east/west passage from east neighborhoods Such as Cherrywood into West neighborhoods such as the University of Texas I want to see a wide range of design options including Reconnect Austin (burying and capping I-35 with a boulevard), Rethink35 (removing and replacing I-35 with a boulevard), cap and stitch (sinking, stitching, and capping I-35 with community spaces) as proposed by the Urban Land Institute, and future designs arising from the OurFuture35 coalition - receive full analysis, equal to that of a highway expansion design. The urban boulevard and direct access transit designs are mentioned but we don't have enough information to assess them Problems with Alt Designs being considered: I am concerned TxDOT is only considering highway expansions in design alternatives. I question whether adding this many new lanes—and cars—is appropriate and why TxDOT is not providing any other alternatives. Highway expansions do not ease congestion, they encourage more driving. The new elevation diagrams show only a maximum of one new crossing (5th Street) in Alts 2 and 3 and actually show a net decrease in crossings (Holly St.) in Alt 1; this does not align with the COA goal of having crossings no farther than 1/2 mile apart and does not support the east-west connectivity goal of the project. The elevations for Alts 2 and 3 still show elevated portions of highway in the central segment which Central Austin residents strongly oppose Extend Comment Period for More Participation: TxDOT must extend the Federally-required comment periods (30 days is a minimum requirement) but say they are doing Working Group meetings starting April 9th. I'm still concerned that not extending the formal comment periods does not allow for the proper amount of Federal oversight on this.</p>

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1350	Unji Udeshi	03/16/21	Email to: CapExCentral@TxDOT.gov	<p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>Other points:</p> <p>Extend Comment Period for More Participation: TxDOT must extend the Federally-required comment periods (30 days is a minimum requirement) but say they are doing Working Group meetings starting April 9th. I'm still concerned that not extending the formal comment periods does not allow for the proper amount of Federal oversight on this.</p> <p>Problems with Alt Designs being considered:</p> <p>I am concerned TXDOT is only considering highway expansions in design alternatives. I question whether adding this many new lanes—and cars—is appropriate and why TxDOT is not providing any other alternatives. Highway expansions do not ease congestion, they encourage more driving.</p> <p>The new elevation diagrams show only a maximum of one new crossing (5th Street) in Alts 2 and 3 and actually show a net decrease in crossings (Holly St.) in Alt 1; this does not align with the COA goal of having crossings no farther than 1/2 mile apart and does not support the east-west connectivity goal of the project.</p> <p>The elevations for Alts 2 and 3 still show elevated portions of highway in the central segment which Central Austin residents strongly oppose</p> <p>Design North Star:</p> <p>Design options should integrate the community's full range of needs, including air quality, noise, climate change, road safety, mobility options, economic vitality, equity, and compatibility with local plans and goals such as the Austin Strategic Mobility Plan.</p> <p>Central Austin residents would like seamless and safe east/west passage from east neighborhoods Such as Cherrywood into West neighborhoods such as the University of Texas</p> <p>I want to see a wide range of design options including Reconnect Austin (burying and capping I-35 with a boulevard), Rethink35 (removing and replacing I-35 with a boulevard), cap and stitch (sinking, stitching, and capping I-35 with community spaces) as proposed by the Urban Land Institute, and future designs arising from the OurFuture35 coalition - receive full analysis, equal to that of a highway expansion design.</p> <p>The urban boulevard and direct access transit designs are mentioned but we don't have enough information to assess them</p>
1351	Unji Udeshi	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>Other points:</p> <p>Extend Comment Period for More Participation: TxDOT must extend the Federally-required comment periods (30 days is a minimum requirement) but say they are doing Working Group meetings starting April 9th. I'm still concerned that not extending the formal comment periods does not allow for the proper amount of Federal oversight on this.</p> <p>Problems with Alt Designs being considered:</p> <p>I am concerned TXDOT is only considering highway expansions in design alternatives. I question whether adding this many new lanes—and cars—is appropriate and why TxDOT is not providing any other alternatives. Highway expansions do not ease congestion, they encourage more driving.</p> <p>The new elevation diagrams show only a maximum of one new crossing (5th Street) in Alts 2 and 3 and actually show a net decrease in crossings (Holly St.) in Alt 1; this does not align with the COA goal of having crossings no farther than 1/2 mile apart and does not support the east-west connectivity goal of the project.</p> <p>The elevations for Alts 2 and 3 still show elevated portions of highway in the central segment which Central Austin residents strongly oppose</p> <p>Design North Star:</p> <p>Design options should integrate the community's full range of needs, including air quality, noise, climate change, road safety, mobility options, economic vitality, equity, and compatibility with local plans and goals such as the Austin Strategic Mobility Plan.</p> <p>Central Austin residents would like seamless and safe east/west passage from east neighborhoods Such as Cherrywood into West neighborhoods such as the University of Texas</p> <p>I want to see a wide range of design options including Reconnect Austin (burying and capping I-35 with a boulevard), Rethink35 (removing and replacing I-35 with a boulevard), cap and stitch (sinking, stitching, and capping I-35 with community spaces) as proposed by the Urban Land Institute, and future designs arising from the OurFuture35 coalition - receive full analysis, equal to that of a highway expansion design.</p> <p>The urban boulevard and direct access transit designs are mentioned but we don't have enough information to assess them</p>

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1352	Uttara Ramakrishnan	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1353	Uttara Ramakrishnan	03/16/21	Virtual Public Scoping Meeting Comment Form	We need a better alternative!
1354	Vanessa Hemingway	04/09/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1355	Vanessa Martin	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1356	Varsha Gudla	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1357	Veronica Castro de Barrera	03/24/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1358	Vicky Edwards	04/06/21	Email to: CapExCentral@TxDOT.gov	Please upgrade IH 35 through Austin. ASAP. Thank you so much!
1359	Vicky Edwards	04/06/21	Email to: My35CapEx@TxDOT.gov	Please upgrade IH 35 through Austin. ASAP. Thank you so much!
1360	Victor Alcantar	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1361	Victor Martinez	03/31/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1362	Victoria Camp	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1363	Victoria Goodman	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1364	Victoria Taylor	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1365	Victoria Vollo	04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1366	Victoria Yun	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1367	Vince Cobalis	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>The community is frustrated with TxDOT for not adequately responding to the plan the community presented in December of 2020. The history section of the revised Purpose and Needs statement still does not acknowledge nor adequately reflect the longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35.</p> <p>WHAT THE COMMUNITY WOULD LIKE TxDOT TO DO NOW:</p> <p>Affirm that it has received the community's plan (the original from 2020, and this version - both of which are available at <a href="http://www.ourfuture35.org">www.ourfuture35.org</a>).</p> <p>Acknowledge our local history (provided below) by adding it to the Purpose and Needs statement for the I-35 Capital Express Central project.</p> <p>Include Alternatives Evaluation Criteria (provided below) that directly respond to issues we've identified so that impacts can be avoided for those whose lives, and livelihoods will be disrupted again if racial equity and justice remain ignored.</p> <p>Communicate more clearly (and continuously) to raise public awareness about which topics will be included in the upcoming Community Impacts Assessment.</p> <p>Commit to transparent conversations with Scoping Working Group representatives about restorative justice during the upcoming CapEx VOICE public conversations that TxDOT will be facilitating (starting in spring 2021).</p> <p>Provide paid opportunities for community consultants/ liaisons and compensate people for their time or outreach services.</p> <p>Repair harm by leveraging Item 67 funding to provide a full study of the loss of generational wealth due to land that was taken by TxDOT for this project (e.g. Restorative Rondo Building Equity for All Past Prosperity Study <a href="https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf">https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf</a>).</p> <p>COMMUNITY HISTORY AUTHORED BY ALBERTA PHILLIPS</p>
1368	Vincent Sigur	03/22/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1369	Virginia E. Rigsbee	03/30/21	Virtual Public Scoping Meeting Comment Form	<p>Austin wasn't in my planning before 2021. I am now moving to the Central Texas area on the i-35 corridor. This news of potential roadway changes will be paramount in my life going forward as a commuter.</p>

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1370	W Gaines Bagby	03/24/21	General Website Comment Form	IH 35 through Austin has become one of the most dangerous places to travel in the US. If history is any guide, Austin's population will double again in the next 20 years. It's time to add lanes in all dimensions to IH 35 through the gut of Austin for the benefit of all citizens and forms of transit.
1371	Wade Cooper	04/09/21	Virtual Public Scoping Meeting Comment Form	<ol style="list-style-type: none"> <li>1. Managed lanes should be tolled and dynamically priced to keep traffic moving.</li> <li>2. Every opportunity to optimize the project for transit usage and connectivity, should be taken. The success of this project will largely depend on the volume of transit it carries and the speed with which transit gets to destinations in the area including downtown.</li> <li>3. Similarly, the plan should optimize the ability to have high-capacity transit running to San Antonio in the near future.</li> <li>4. The deck over the main lanes is crucial to the success of the project and tolling the managed lanes could be used to fund its construction.</li> </ol>
1372	Wade Cooper	04/09/21	Virtual Public Scoping Meeting Comment Form	<ol style="list-style-type: none"> <li>1. Managed lanes should be tolled and dynamically priced to keep traffic moving.</li> <li>2. Every opportunity to optimize the project for transit usage and connectivity, should be taken. The success of this project will largely depend on the volume of transit it carries and the speed with which transit gets to destinations in the area including downtown.</li> <li>3. Similarly, the plan should optimize the ability to have high-capacity transit running to San Antonio in the near future.</li> <li>4. The deck over the main lanes is crucial to the success of the project and tolling the managed lanes could be used to fund its construction.</li> </ol>
1373	Wade Holmes	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p>
1374	Waterloo Greenway	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>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.</p> <p>The I-35 Central Project is one of the most important pieces of infrastructure that could enhance the lives of Central Texans for generations. Local enhancements including caps and crossings at the highway street level can create more connected communities with enhanced circulation, improved east-west connectivity, and environmental benefits.</p> <p>We continue advocating for mitigating the disproportionate racial and economic impacts caused historically by I-35, while prioritizing safe local access and connectivity, minimizing the footprint of the main thoroughfare by pursuing tunneling where possible, creating more dependable and consistent routes for transit, and co-designing the future of I-35 with our community.</p> <p>We encourage continued coordination with adjacent planning efforts underway, including the Palm District, Innovation District, Red River Cultural District, 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> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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 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.</li> </ul> <p>In addition, we are supportive of the eleven additional criteria recommended by our partners at the Downtown Austin Alliance, for how alternatives to the current design should be analyzed, which correlate to the 2018 Downtown Vision which was created through the active participation of over 3,000 Austinites.</p> <ul style="list-style-type: none"> <li>• Increases percentage of trips by non-car methods (50/50 mode split)</li> <li>• Provides safe crossings every quarter-mile (including ULI recommended "stitch" crossings over right of way)</li> <li>• Provides protected bicycle and pedestrian routes</li> <li>• Provides direct connector ramps for Project Connect transit and park/ride facilities</li> <li>• Reduces the number of lanes on local frontage roads</li> <li>• Lowers design speeds on local frontage roads</li> <li>• Designed to maximize walkable street frontage (continuous sidewalks, enhanced vegetative cover/ shade, or other options that compliment building façades facing onto the interstate)</li> <li>• Tightens turn radii at local intersections (design for the most vulnerable, rather than largest possible vehicle)</li> <li>• Manages access to driveways along local frontage roads</li> </ul>
1375	Wendy Clark	04/09/21	Virtual Public Scoping Meeting Comment Form	I am concerned that the plans as presented do not allow for adequate pedestrian and bicycle access, and continue to prioritize cars over other modes of transportation. We need adequate, dedicated, separate bike and pedestrian lanes, and these need to be ADA compliant. Transportation isn't just about cars/trucks.

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1376	Whitney McElwain	04/01/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1377	Whitney Williams	03/11/21	Virtual Public Scoping Meeting Comment Form	<p>As a voter, I always assumed road construction projects funded by bond issuance were generally well-considered and served the public interest. Over the years, TxDOT has disabused me of that notion, most recently by overly complex construction to remove or cripple exits at Oltorf. But please bear with me, as this comment is more than a grievance, and might inform the upcoming project.</p> <p>I cannot imagine anyone to whom diverting southbound traffic onto Woodland was not patently offensive, and visual inspection of the condition of the new northbound exit will demonstrate it's folly, which would have been obvious before construction to anyone who had travelled through the area. I recall voting for that projects' funding, and the ballot language implied that the money would be used to improve the more terrifying access ramps along I-35 rather than for the blockade and removal of vital infrastructure pursuant to a theory of transportation by which making the roadways unusable reduces traffic.</p> <p>Like many, I was not born in Austin but will die on the Lower Deck. The fact that all proposed solutions to this problem involve construction of more lowered roadways through the same right-of-way with equal or expanded capacity is as ridiculous as was the idea that through traffic would choose to pay a toll to use SH-130. Making no mention of the flood-control implications of digging an enormous trench at or below the level of the lake fails to inspire confidence. Did we achieve greater success success in a narrow right-of-way by lowering 35 or by elevating 183?</p> <p>Clearly, a solution for I-35 has to involve one car being above/below another car in some fashion. That might mean using the entire surface as access road with all main lanes lowered, but the footprint of the main lanes has to widen one way or another. Perhaps, for example, main lanes should be directly below access roads with all ramps being left exits? In any case, please be extremely skeptical of any plan that fails to achieve four adjacent main lanes in each direction. It would be better to preserve the existing problem than to replace it with another problem at great expense.</p> <p>Thank you for indulging my rant. In the end, any proposal that restores the Oltorf exists will serve my personal interests. Even so, experience teaches me that someone, somewhere may suffer a preposterous non-improvement.</p>
1378	Will Branch	04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1379	Will Conley	03/30/21	Virtual Public Scoping Meeting Comment Form	<p>I-35 is a vital corridor, not only for Austin but also nationally and internationally. The existing segment of I-35 through downtown Austin does not meet the current and future traffic demands for our region, resulting in major traffic delays that affect the quality of life for all Austinites. Furthermore, the outdated design coupled with explosive population growth puts a strangle hold on commerce and results in increased costs to businesses in Central Texas and the rest of the state.</p> <p>I support TxDOT in the construction of managed lanes, improvements to the main lanes and frontage roads. I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help connect our community.</p> <p>The I-35 project will impact future generations of Central Texans for decades. I am excited about the future that TxDOT is proposing through its design and thank TxDOT for making this project a priority.</p>

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1380	Will Godwin	03/16/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a WIDE range of design alternatives, not just minor variations on a major highway expansion.</p> <p>Major highway expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>The Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal should get full evaluation and consideration in crafting a project that will bring a safer, more vibrant, and beautiful clean-air Austin.</p>
1381	Willard Fields	04/09/21	Virtual Public Scoping Meeting Comment Form	I don't support the current proposal. The region needs more safe connections East/west. The best way to do this is to cap i35 through central Austin. This creates a safer, more equitable city. Also, New lanes should only be added if they are tolled. The current proposal simply induces demand and spreads out the city more and generates more GHG emissions. The current proposal is not what the Austin region needs.
1382	William Boll	03/13/21	Email to: CapExCentral@TxDOT.gov	Put it underground with rail.
1383	William E Alexander	03/11/21	Virtual Public Scoping Meeting Comment Form	While the argument for having managed lanes tunneled between Airport and Cesar Chavez seems apparent to me, I don't understand why it would make sense between Riverside and Oltorf. I would like to see a study of a hybrid alternative which maintains the tunneled Airport-Cesar Chavez portions from Alternative 1, while eliminating the tunneled managed lanes from Riverside to Oltorf, as found in Alternative 2.
1384	William Forbes	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1385	William Herndon	03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1386	William Keenan	03/26/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1387	William Knox	03/15/21	Virtual Public Scoping Meeting Comment Form	<p>I deeply hope the following goals/constraints can be implemented:</p> <p>(1) A toll is added with discounts for low-income individuals/families, creating a much-needed disincentive for people to drive through the middle of Austin when they do not plan to stop there; relatedly, tolls for alternative routes that do not go through Central Austin should be reduced.</p> <p>(2) Walls or other noise-reducing barriers are added to preserve and even improve calm and quiet in nearby residential areas.</p> <p>(3) Make hike and bike trails that cross the interstate plentiful, attractive, quick, and safe. Capping the interstate would be a great way to do this and the noise reduction mentioned above.</p> <p>(4) Design to allow the planting of trees and other foliage along the interstate. Much of the rest of the US thinks Texas is ugly because our interstate system is so barren and they've spent most of their TX time on the interstates. Trees are the most straightforward solution.</p> <p>Thank you for reading my hopes for this project!</p>
1388	William Maxwell	03/31/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1389	William McConnell Bobo	04/09/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>

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1390	William Schwartz	03/29/21	Virtual Public Scoping Meeting Comment Form	<p>The Austin City Council has absolutely zero credentials to provide design input on any highway let alone Interstate 35 which is regarded as one of the worst congestions in the entire United States.</p> <p>The City of Austin needs a design developed by the best minds on earth in order to move Interstate 35 past the critical transportation issue that it has become.</p> <p>In large part, the reason the City of Austin is in the predicament with Interstate 35 in the first place is because local authorities took design liberties that were entirely out of their area of expertise.</p> <p>The current proposed solution is shortsighted. The City of Austin needs to focus on a solution for the transportation needs of the city for the next one hundred or two hundred years.</p> <p>The City of Austin deserve better than the feel-good, while-we-are-at-it proposals that the City Council is pushing: adding bike lanes is simply an antiquated response to an epic issue; slowing traffic on the frontage road is the problem, not the solution. Austin needs a design that is focused on a capitol, city center design.</p>
1391	Wilson	04/01/21	General Website Comment Form	<p>I have lived in Austin for the past 4 years, and I regularly drive on I-35. While I have seen many changes across Austin in the years I've lived here, unfortunately, I-35 has not changed to keep up with the rest of Austin, and traffic and congestion continue to get worse. I fully support TxDOT working toward a long-term solution for improving I-35 that accounts for future growth while making sure Austin is livable for all. I support TxDOT in the construction of managed lanes, improvements to the main lanes, and frontage roads. I support the proposed project alternatives, including lowering the main lanes through downtown Austin and enhancing the east and west crossings above I-35 to help bridge our community. I also support developing I-35 into a roadway that is safe for vehicles, bicycles, and pedestrians and improves the quality of life for everyone in Austin, regardless of how they get around.</p> <p>This project will impact Central Texas for decades to come, and I look forward to seeing innovative solutions and long-term thinking as part of this project to improve this major artery of our city, region, state, and nation.</p>
1392	Yeji Kang	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Adam Greenfield, Walk Austin board president, at [REDACTED]</p>
1393	Zach Carter	04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield [REDACTED]</p>
1394	Zach Davis Stone	04/09/21	Email to: CapExCentral@TxDOT.gov	<p>As someone who lives in an apartment complex on the I 35 frontage road (between Woodward and Oltorf), I am trying to understand if the recently redone areas of I 35 will be under construction again, or if we will all lose our homes.</p> <p>More details, please. Where will these new lanes exist?</p>
1395	Zach Davis Stone	03/11/21	Virtual Public Scoping Meeting Comment Form	<p>It is vital that TXDOT does not over run previously completed projects, such as what has been done between Ben White Blvd and Oltorf St.</p>
1396	Zach Davis Stone	04/09/21	Email to: CapExCentral@txdot.gov	<p>As someone who lives in an apartment complex on the I 35 frontage road (between Woodward and Oltorf), I am trying to understand if the recently redone areas of I 35 will be under construction again, or if we will all lose our homes.</p> <p>More details, please. Where will these new lanes exist?</p>

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1397	Zachary Allen	03/17/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>There are so many great alternatives to just expanding a road. I love driving. I have a sports car and would never want the ability to get around by car to be taken away. However, there are so many people that are forced to drive and given the opportunity at having an alternative means of transportation or a more walkable city is a huge win for them. Austin is a gem in the state of Texas and I would love for us to be an example of projects that are considerate of everyone.</p> <p>Please reconsider this. Although an expansion does need to happen because 35's current structure is outdated. However, there are other ways to accomplish this expansion while still offering more to people who are not driving. With that in mind:</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1398	Zachary Faddis	04/02/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p>
1399	Zachary Tucker	03/11/21	General Website Comment Form	<p>The primary issue as it relates to I-35 congestion is in the lack of an East-West corridor, as I-35 serves double duty as HWY 290. Acknowledging the delusion surrounding the feasibility of the suggested projects and the ramifications of closing I-35 for construction, we are decades late in any fix for that highway. Altering the one of the decks such that it has no exits downtown might alleviate some congestion, however the city still desperately needs an East-West throughway.</p>
1400	Zackary Kelsay	03/11/21	Virtual Public Scoping Meeting Comment Form	<p>I drive this route every week going to san Antonio. Removing or adding lanes is not going to change the traffic in the day time hours especially at rush hours. They have a bypass already that lets people going threw austin that is not being used because of the cost of traveling the bypass. The tolls are outrageous and it makes no sense for me what so ever because alot of the traffic is truck traffic that is only passing threw to go down south or coming back up. If the bypass was open that would in my opinion eliminate almost half of the traffic in austin. Why not open the bypass first to see what happens and then look at the situation. They are always doing work on 35 and it takes the tx department twice as long to complete a project than any other state that i travel threw and usually they are not solving any problems with traffic other than adding lanes for people to hold up more traffic because of the lack of driving rules. You always have these idiots running 60 in the passing lane instead of being in the left lane like there suppose to. People in texas cant drive and everyone is always on there phone no matter where you go. Someone needs to create a way to disable phones while they are traveling by car unless you stop and that within itself would save thousands of lives and help traffic dramatically</p>
1401	Zaragoza A Guerra	04/06/21	Virtual Public Scoping Meeting Comment Form	<p>I like Build Alternative 1 over Alternatives 2 and 3, mostly because Alternative 1 seems to place most of the highway underground throughout most of Central Austin.</p> <p>I think it's important that the highway be capped to cut down on the negative visual and audio impacts upon downtown. It would be nice to have a park covering the highway or a tree lined boulevard, and that the frontage roads not seem like the typical, unsightly (and impenetrable) frontage roads one normally sees along a highway.</p> <p>It's also important that bikes and pedestrians be able to safely use and cross that space, too. Protected bike lanes, sidewalks, and trees, as such, are paramount. This is a highway that runs right smack in the middle of our city. As such, connectivity is important as well as the ability of the citizens of Austin to enjoy use of that space. I understand this is an Interstate and part of the goal is to provide transport through the city. But because of its location, this highway must also accommodate the city (and citizenry) it runs through. It shouldn't be viewed simply as an interstate; it needs to become a local amenity, too.</p>

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1402	Zeke Zieschang	03/30/21	Email to: My35CapEx@TxDOT.gov	To Whom it May Concern,  I would like to voice my support for the I-35 Capital Express Central Project. This section of I-35 is one of the most congested segments of I-35 in the country. The existing roadway experiences constant delays during daylight hours with extreme delays during morning and evening rush hours creating a negative impact on all businesses in the area. This congestion causes increased accidents which is a safety concern. The increased capacity and redesign proposed by the CapEx Central project will provide the much needed relief from these delays and improve safety and productivity. I look forward to TxDOT's expedited procurement and construction of this vital project.
1403	Zia Lyle	03/14/21	Virtual Public Scoping Meeting Comment Form	I do not think TxDOT should simply add additional lanes to this section of I-35. I understand the need to improve safety in this segment and I fully support any plans that increase bike and pedestrian facilities. I do not think simply expanding the highway will improve traffic problems in this city. I have live both East and West of I-35 and am struck by how much the highway serves to divide the city. I would hope TxDOT would instead consider project alternatives such as rail/transit that remove cars off the roads and removes the barrier aspect of the highway
1404	Zoe Jentzen	04/06/21	Email to: My35CapEx@TxDOT.gov	I-35 Capital Express Central Project Project Team,  I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.  I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.  I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.  If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]
1405	Zoe Walgren	04/08/21	Email to: My35CapEx@TxDOT.gov	I-35 Capital Express Central Project Project Team,  I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.  I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.  I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.  If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]

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1406	Zohaib Qadri	04/09/21	Virtual Public Scoping Meeting Comment Form	<p>The community is frustrated with TxDOT for not adequately responding to the plan the community presented in December of 2020. The history section of the revised Purpose and Needs statement still does not acknowledge nor adequately reflect the longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35.</p> <p><b>WHAT THE COMMUNITY WOULD LIKE TxDOT TO DO NOW:</b></p> <p>Affirm that it has received the community's plan (the original from 2020, and this version - both of which are available at <a href="http://www.ourfuture35.org">www.ourfuture35.org</a>).</p> <p>Acknowledge our local history (provided below) by adding it to the Purpose and Needs statement for the I-35 Capital Express Central project.</p> <p>Include Alternatives Evaluation Criteria (provided below) that directly respond to issues we've identified so that impacts can be avoided for those whose lives, and livelihoods will be disrupted again if racial equity and justice remain ignored.</p> <p>Communicate more clearly (and continuously) to raise public awareness about which topics will be included in the upcoming Community Impacts Assessment.</p> <p>Commit to transparent conversations with Scoping Working Group representatives about restorative justice during the upcoming CapEx VOICE public conversations that TxDOT will be facilitating (starting in spring 2021).</p> <p>Provide paid opportunities for community consultants/ liaisons and compensate people for their time or outreach services.</p> <p>Repair harm by leveraging Item 67 funding to provide a full study of the loss of generational wealth due to land that was taken by TxDOT for this project (e.g. Restorative RONDO Building Equity for All Past Prosperity Study <a href="https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf">https://reconnectrondo.com/wp-content/uploads/2021/01/Rondo-Past-Prosperity-Study.pdf</a>).</p> <p><b>COMMUNITY HISTORY AUTHORED BY ALBERTA PHILLIPS</b></p> <p>The areas along Interstate 35 corridor impacted by the TXDOT project is home to one of the largest concentration of unsheltered people in Austin, and specifically, unsheltered African Americans. It's also true that areas and neighborhoods bordering portions of the impacted area are where the largest concentration of Austin African American churches reside. Of equal importance is the large concentration of Hispanic/Latino neighborhoods and businesses. Even as the area is rapidly gentrifying, the area remains a central point — the heartbeat — for Black and Hispanic residents across the city. What happens with that stretch of I-35 will greatly impact Communities of Color. We are deeply concerned about whether the project would speed up the massive displacement of Communities of Color out of the city. If that happens, then a project that is being sold and heralded as a way to lessen segregation and eliminate a racial barrier, will actually do the opposite. That is why TXDOT must work with African American and Latino community leaders, religious leaders, civil rights organizations, ECHO and nonprofits engaged in stabilizing the community and addressing displacement challenges.</p> <p>Consider Austin's painful history. Following emancipation, city, counties and the state passed vagrancy ordinances and laws, which outlawed loitering — essentially standing on the street — aimed at generating free Black labor through the prison system to work on projects across the state, including the building of the Capitol, which was done mostly with Black prison labor.</p> <p>Following the abolishment of slavery in 1865, Black freedman communities, which were settled by ex-slaves were spread across Austin in neighborhoods, such as Clarksville, Wheatville, Pleasant Hill, Kincheonville, and Masontown. In all, there were 13 such freedmen communities, many in neighborhoods that now are high-priced and predominantly white. Austin's 1928 Master Plan was the first forced removal of Black and Mexican American people from neighborhoods west of then East Avenue (which became I-35) and Republic Square.</p> <p>City policies, including redlining, urban renewal and racist zoning laws (restrictive covenants) — along with the Austin Independent School District's racialized boundaries to keep schools segregated — ensured</p>
1407		03/29/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>

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1409		03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>
1410		03/30/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I am writing today in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>

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1411		04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>
1412		04/06/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>
1413		04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>

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1415		04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>
1416		04/07/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>

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1418		04/08/21	Email to: My35CapEx@TxDOT.gov	<p>I-35 Capital Express Central Project Project Team,</p> <p>I write in support of Walk Austin's campaign to ask that TxDOT conducts a full engineering, transportation, economic, environmental, and quality of life review of a wide range of design alternatives, including Reconnect Austin, Rethink35, and the Urban Land Institute's cap and stitch proposal in analyzing the future of I-35 through Austin as part of the I-35 Capital Express Central Project. This review, under the National Environmental Policy Act, should include full analysis and clearance of all community alternatives.</p> <p>I'm concerned that the design alternatives for I-35 presented so far are only minor variations on a major highway expansion. We know from examples like the expansion of the Katy Freeway in Houston that highway expansions almost never ease congestion because they encourage more people to drive. Instead, an expansion will make I-35's impacts on the community - including pollution, noise, and crashes - even worse.</p> <p>I want this project to deliver a safer, more environmentally-sustainable, economically-sustainable, and beautiful Austin. Please afford this project a full public process to allow all community alternative designs for I-35 thorough reviews.</p> <p>If you want more information on this request, please contact Walk Austin Board President Adam Greenfield at [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>
1419		03/14/21	Virtual Public Scoping Meeting Comment Form	<p>Adding one more lane will not solve the root of the problem. It will only provide a (very) short-term solution to a macro problem. You need to think beyond cars and roads - what will provide efficient and safe transportation to the most people at once. An expanded road is not that!! Plus, with population growth at highs unlike before, we would have to keep expanding roads ad infinitum unless we focus on solutions that will be better in the long term and keep people where they need to be.</p>
1420		03/18/21	Virtual Public Scoping Meeting Comment Form	<p>One of the build alternatives reduces the number of east-west crossings (removes super useful Holly St crossing), while the other two build alternatives just maintain the status quo. This makes it pretty disingenuous to say you are improving east-west connectivity. We need more than just wide sidewalks! We want streets opened up, especially 5th St, 2nd St, Wilshire/41st St, Concordia Ave, Reinli St, Camino La Costa/Huntland Dr, and Blackson Ave (in that priority order). I understand some ramps would have to be sacrificed or shortened to make those connections, but that is the community's priority, not tons of on/off ramps that tear apart the city. Also, add enhanced connections for the Butler Trail (across I-35 and along it to cross the lake) to the evaluation criteria.</p>
1421		03/30/21	Virtual Public Scoping Meeting Comment Form	<p>Massive Investment for Short 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 for more than 60 years. Hence the need to rebuild it before it falls, a very real concern of the DOT. The underground freeway proposed by Reconnect Austin could last 400 years especially if it is sunken, capped, and constructed by poured-in-place concrete. In this case, the freeway is no longer compromised by vibration and weather, two of the forces that shorten the lifespan of precast concrete elements.</p>
1422		04/06/21	Virtual Public Scoping Meeting Comment Form	<p>Are you going to make the Pedestrian and Bike lanes toll pathways also? They need to be paid for somehow, so the users should pay for them. Tax by the foot, or minute for use of the bike and pedestrian areas is appropriate.</p>
1423		04/06/21	Virtual Public Scoping Meeting Comment Form	<p>Land Use: Compact, Connected, and Robust</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, the medical district, and the University of Texas and by combining access roads into a civilized urban boulevard, creating a human scale, walkable, mixed-use PARKWAY Austin would enjoy several billion dollars of an 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. That tax base could provide for all forms of community enhancement: parks, playgrounds, schools, and great streets.</p>

No.	Commenter Name	Date Received	Source	Comment
1424		03/15/21	Voicemail	Hi there. My comment is that I'm wondering if you guys need to spend so much money to expand 35. Most of the traffic that is plugging, clogging the roadway is probably just passing through Austin, like many of the large semi-trucks, so I'm wondering if you could instead route it around the city for people who aren't going in and I know some other cities do that. I know 130 is tolled and that's probably why most people don't take it and it's kind of empty, but it seems like it would be cheaper to route it around the city somehow using 130 than not. And just paying a fee for at least the semi-trucks to get them off of 35. So that's just my feedback. Thanks.
1425		03/16/21	Voicemail	Hello, I'm a Cherrywood resident in East Austin right along I-35, and I'm calling about the Capital Central Texas highway expansion project. I'm concerned TxDOT is not, is only considering highway expansions and design alternatives. My question is whether adding this many new lanes and cars is appropriate and why TxDOT is not providing any alternatives. Highway expansions do not ease congestion, they encourage more driving. Central Austin residents would like seamless and safe east-west passage from our neighborhood into The University of Texas, so both alongside I-35, we'd like to be able to cross back and forth. Right now, I-35 is a huge barrier. The elevations for alts two and three still show elevated portions of highway in the central segment which Central Austin residents strongly oppose. Design options should integrate the community's full range of needs, including air quality, noise, climate change, road safety, mobility options economic vitality, equity and compatibility local plans and goals such as the Austin Strategic Mobility Plan. I'd like to see a wider range of design options, including Reconnect Austin, Rethink Austin, cap and stitch, as well as other community options proposed by the Urban Land Institute and future designs arriving from Our Future 35 Coalition. The urban boulevard and direct access transit designs that are mentioned in the alternative design don't include enough information to assess them. The new elevation diagrams show only a maximum of one new crossing street in alts two and three actually show a net decrease in crossings, Holly Street, in alt one. This is not aligned with goal of having crossings a half mile apart not support the east-west connectivity goal of the project. Lastly, TxDOT much extend the federally require- [MESSAGE CUT OFF]
1426		04/02/21	Voicemail	Hi, the simple solution will be, similar to the elevated road which is there already in some part of I-35 near the [inaudible] Same thing can be extended to the 71. It easily can be [inaudible] traffic can be relieved, and an easy solution also. Thank you.
1427		04/06/21	Voicemail	Hello. I definitely concur with getting an upgrade on the I-35 through Austin. It is horrible. Every time we go to San Antonio it definitely delays our trip, and it's a little scary. My name is Amalia. Thank you.