



Documentation of Virtual Stakeholder Meeting

Project Location

Travis County

I-35 Capital Express South

CSJ: 0015-13-077, CSJ: 0016-01-113

Project Limits

SH 71/Ben White Boulevard to SH 45 Southeast

Meeting Website

Mobility35openhouse.com

Virtual Meeting Date and Time

Thursday, Dec. 3, 2020 at 9 a.m. until Friday, Dec. 18, 2020 at 11:59 p.m.

Translation Services

Spanish Translation - survey, flyer and presentation with script

Total Number of Attendees who Viewed the Virtual Meeting (approx.)

572 visitors to the web address

292 views of English YouTube Video

72 views of Spanish YouTube Video

Total Number of Comments

299

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I-35 Capital Express South Virtual Stakeholder Meeting Summary of Comments

Two hundred and ninety-nine comments came in from the Virtual Stakeholder Meeting for the I-35 Capital Express South project that was online from Dec. 3 through Dec. 18, 2020. The comments submitted on the proposed improvements were comprised of a variety of subjects including comments that related to the following topics: Bike/pedestrian access, cost, crossings, design, environment/climate change, lanes, multi-modal/transit, noise, opposition to non-tolled (free) managed lanes, safety, support for project and support for tolled lanes and traffic. Below is a summary of the comments that came in for each of those topic categories.

Bicycle/Pedestrian Access –

- Focus more attention on bicycle and pedestrian connectivity and safety
- Implement sidewalks
- Need for safe pedestrian crossings and/or bridges
- Roadways need to be more bicycle/pedestrian friendly

Cost –

- Cost/benefit analysis of HOV lanes needed

Crossings –

- Implement safe multi-modal crossings at least every half mile

Design –

- Do not segregate east/west Austin communities with high roadway elevations
- Design for appropriate urban speed limits
- Different placement for frontage roads and/or less expansion of frontage lanes
- Do not widen highway more than originally proposed
- Make I-35 underground or at grade (not above grade/elevated)

Environment/Climate Change –

- Focus on clean transportation solutions
- This project will negatively impact environment and add to carbon emissions
- Wildlife impacts

Lanes –

- Do not expand frontage road lanes
- Do not widen I-35 more than originally proposed
- Adding lanes will induce urban sprawl

Multi-Modal/Transit –

- Focus on multi-modal and transit connectivity through the region
- Non-tolled managed lanes provide better access for transit

Noise –

- Widening the highway will create more noise/noise pollution
- Construction noise will impact quality of life

Opposition to Non-Tolled (Free) Managed Lanes –

- Majority of commenters were resistant to widening highway even further with free, non-tolled managed lanes

Safety –

- Fix dangerous highways and work to eliminate traffic fatalities
- Use safe design for speed reduction and safety
- Adding lanes will make crashes worse

Support for Project –

- There were two comments that supported the project overall, as is

Support for Tolled Lanes –

- Majority of commenters felt tolled, congestion-priced managed lanes would be an effective way to improve access for transit, freight and pedestrian vehicles and improve traffic flow
- Bypass Austin by using SH45/SH 130 toll roads instead

Traffic –

- Adding lanes will not improve traffic long-term
- Focus on improving throughput of traffic

In addition, three separate letters were sent from state and local elected officials.

Nine elected state delegates submitted a joint statement expressing the importance of maximizing capacity and throughput on I-35, balanced with community impact, local mobility and connectivity. This comment included the unified agreement of these State Senators and State Representatives to consider not elevating the lanes on this section of I-35, which they believe will add to the segregation of East and West Austin communities. They also noted the significance of facilitating transit connectivity throughout the region to reduce vehicle traffic and maximize safety.

Additionally, two separate letters were sent from local City of Austin officials, with the first being signed by five officials, and the subsequent letter signed by three officials. The statements reflected in these two letters called for improved safety on the corridor for all three Capital Express projects, increased person-carrying capacity through the use of dynamic pricing for tolled lanes, prioritization of transit, removal of the I-35 physical and social barrier, compatibility with existing local plans and previous design efforts, economic costs, reduction of socioeconomic and cultural inequities in collaboration with the City to

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protect historic and cultural resources and lastly, to consider human and environmental health impacts.

Approximately 230 (77 percent) of the total comments came from duplicated “form” comments. These comments were presented with consistent, and in most cases exact language. Those comments covered the following topics:

- Safety concerns with widening I-35 and opposition to additional lanes
- Desire for multi-modal crossings and better transit access
- Opposition to free, non-tolled managed lanes, especially with the expansion
- Support for adding congestion-based managed lanes along corridor



Attachment A

Comment Matrix

Virtual Stakeholder Meeting
Comment Matrix

#	First Name	Last Name	Date Rec'd	Source	Topic	Comment
1	State Delegation Email Signed by: Sen. Sarah Eckhardt Sen. Judith Zaffirini Rep. Celia Israel Rep. John Bucy III Rep. Sheryl Cole Rep. Gina Hinojosa Rep. Donna Howard Rep. Eddie Rodriguez Rep. James Talarico		12/18/2020	Email	Design Transit Safety	<p>Thank you for your commitment to the redesign and construction of I-35. This project is long-awaited and critical for our constituents' local travel as well as for state, national, and international commerce. The key to a successful future I-35 corridor is maximizing capacity and throughput, balanced with community impact, local mobility, and connectivity.</p> <p>As we reimagine the I-35 corridor for the Austin of 2020 and beyond, we must right the wrongs of I-35 of the 1970s. The I-35 Capital Express South project proposes elevation of managed lanes (to a height greater than the upper decks north of The University of Texas (UT)) between Ben White and Slaughter Lane. This re-creates the wall we hope to remove downtown and north of UT – a wall that for decades has divided East Austin from West Austin; low-income communities from the more affluent; and, in particular, people of color from white citizens. An alternative design that unites all Austinites is needed.</p> <p>We understand that increasing capacity and improving safety in the I-35 corridor are key goals of this project. To maximize the corridor's capacity, TxDOT must intentionally facilitate transit, as moving more people in fewer vehicles is the least expensive and most effective way to maximize safe throughput in the corridor. Usage of our MoPac express lanes indicates many will choose transit over sitting in traffic or driving the toll lanes. On a related note, last month, Austin voters overwhelmingly passed the \$7.1B comprehensive transit package known as Project Connect, signaling our community's desire for increased transit connectivity through our region.</p> <p>As the project development continues, we must set high expectations for the backbone of our state's transportation network and create an I-35 that serves Austin's unique needs. This means an I-35 that is equitable, developed with transit assets top of mind, and designed to meet the technological and safety expectations of our future.</p> <p>We appreciate your attention to our concerns and urge you to adopt our recommendations.</p>
2	City of Austin Email 1 Signed by: Mayor Steve Adler City Council Member Natasha Harper-Madison City Council Member Ann Kitchen City Council Member Paige Ellis City Council Member Alison Alter		12/30/2020	Email	Design Transit Safety Support for Tolloed Lanes	<p>As elected leaders in Austin and Travis County, we are grateful to the Texas Transportation Commission (TTC) and Texas Department of Transportation (TxDOT) for including full funding for the I-35 Capital Express North, Central, and South projects in the most recently approved Unified Transportation Program (UTP). These projects represent an once-in-a-lifetime opportunity to achieve several regional and local transportation goals. We recognize that this funding could have been programmed for critical projects in other cities, and we thank you for providing Austin and Travis County with an opportunity for a safer, more efficient, and reliable I-35.</p> <p>We have collectively heard a variety of ideas, questions, and concerns from our constituents and community stakeholders regarding the Capital Express program, and provide the following comments that are applicable to all three projects.</p> <p>Improved Safety It is vital that improved safety for all users be recognized as the primary Purpose and Need for all three Capital Express projects. I-35 is among the most dangerous roadways in the state and is by far the deadliest roadway in Austin. Within the past five years, over 5,300 traffic accidents have occurred on the segments of I-35 in Austin. Austin Strategic Mobility Plan Designing for Safety Policy 5 is to minimize the safety risks of highways by working closely with transportation partners to ensure that the safety of vulnerable roadway users is a primary consideration in the design and operation of new highways and retrofits of existing highways. City of Austin taxpayers have recently committed tens of million dollars of local funds to reduce traffic deaths and serious injuries in our city, and while much progress is being made, we cannot meet our goals until safety on I-35 dramatically improves. We are heartened by the TTC's own ambitious goals to reduce deadly crashes in Texas by half by 2035 and to zero by 2050. With so much consensus regarding the need to reduce traffic fatalities, we believe the Purpose and Need statement should be revised to reflect safety as a priority.</p> <p>Increasing Person-Carrying Capacity The Austin Strategic Mobility Plan Roadway System Policy 3 is to increase the person-carrying capacity of the highway system by collaborating with TxDOT, CTRMA, CAMPO, Capital Metro, and other agencies in the region to increase the ability of the highway system to carry more people by managing new and existing capacity. We recognize that the existing highway system, including I-35, does more than just carry vehicles; it moves people. Unfortunately, the number of people it moves is not enough, as most of those vehicles are only carrying a single person. Without significantly expanding the highway system we will not be able to carry more vehicles, but we know that it is not possible to expand these regional roadways enough to adequately serve the projected demand in the limited space that exists. It is imperative that we use strategies that increase the person-carrying capacity of the highway system to move more people and not just vehicles. We believe strongly that the addition of new, non-toll managed capacity will not sufficiently accomplish this goal. The use of dynamic pricing for toll-managed lanes on North MoPac, and the resulting dramatic increase in transit use, should serve as a model for what is possible on I-35. To that end, we appreciate the assurances received from our District Engineer that the I-35 projects will not be funded with Proposition 1 or 7 funds, nor will the environmental process be conducted in a manner that precludes a later decision on the use of tolls to manage new capacity on I-35. We recommend that the Purpose and Need statement be revised to reflect increasing person-carrying capacity as a priority, and the range of alternatives to be analyzed include the use of dynamic toll managed lanes with appropriate access for managed lanes to major trip generators in downtown and central Austin.</p> <p>Prioritize and Enhance Commuter Transit In addition to considering dynamic tolling to maximize person-carrying capacity on I-35, prioritizing transit is critical to achieving local goals for I-35. Austin Strategic Mobility Plan Public Transportation System Policy 2 is to enhance commuter public transportation service by supporting commuter public transportation service from outlying neighborhoods and surrounding communities into and out of Austin activity centers utilizing managed lanes. Commuter transit service has the potential to be more productive and time-competitive by prioritizing transit on Austin's highways using flexible and managed lanes. Commuter routes are often limited due to their less frequent yet more direct "one-seat rides." However, we have seen transit ridership increase by more than 65% for routes using the express lanes on MoPac, where the speed and volume of the lanes are managed and public transit users ride toll-free. We recommend that the Purpose and Need statement be revised to reflect enhancing commuter transit as a priority, and the range of alternatives to be analyzed include designs that allow for maximum efficiency of transit, including direct connector ramps for transit and park and ride facilities, and that are fully aligned with the Project Connect System Plan, including the planned park and ride in the vicinity of Slaughter Lane.</p> <p>Removing I-35 as a Physical and Social Barrier The construction of I-35 resulted in the further isolation and segregation of communities of color on the east side of Austin. Austin Strategic Mobility Plan Equity Policy 1 is to acknowledge and learn from the negative effects of past transportation and land use decisions by recognizing that historically, communities of color, low-income communities, and people with disabilities have been most negatively impacted by transportation and land use policy and infrastructure due to barriers leading to a lack of representation and institutional power. We are heartened by early indications that TxDOT will consider design concepts which would remove I-35 as a physical and symbolic barrier by depressing main travel lanes, removing elevated sections, and reconnecting portions of Austin's surface street grid. We recommend that the Purpose and Need statement be revised to reflect removal of I-35 as a physical and social barrier as a priority, and the range of alternatives to be analyzed include designs that allow for decks to be added over depressed sections, which could serve as parks or opportunities to serve other community needs, thus further mitigating the negative effects of past transportation and land use decisions. Further, we share our community's concern with proposed new elevated sections for Capital Express South and a possible elevated scenario for Capital Express Central. We recommend the range of alternatives to be analyzed include designs that minimize the construction of any new elevated sections, as these may repeat mistakes of the past by erecting new barriers separating parts of our city, with disproportionate burdens placed upon low-income residents and communities of color.</p> <p>Again, we thank the Commission and TxDOT staff for the commitment to this program of projects. We share the goal of maximizing the safety and effectiveness of our transportation system and appreciate your consideration of these comments.</p>

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Virtual Stakeholder Meeting
Comment Matrix

#	First Name	Last Name	Date Rec'd	Source	Topic	Comment
3	City of Austin Email 2 Signed by: Mayor Steve Adler City Council Member Ann Kitchen City Council Member Paige Ellis		12/31/2020	Email	Design Transit Safety Support for Tolloed Lanes Environment Cost	<p>RE: Capital Express Program Comments</p> <p>As elected leaders in Austin and Travis County, we appreciate the Texas Transportation Commission (TTC) and Texas Department of Transportation (TxDOT) full funding for the I-35 Capital Express North, Central, and South projects in the most recently approved Unified Transportation Program (UTP). We recognize that this funding could have been programmed for critical projects in other cities, and we thank you for providing Austin and Travis County with an opportunity for a safer, more efficient, and reliable I-35 to help achieve regional and local transportation goals.</p> <p>We have collectively heard a variety of ideas, questions, and concerns from our constituents and community stakeholders regarding the Capital Express program, and provide the following comments that are applicable to all three projects.</p> <p>These comments are in addition to the letter we have also signed and sent in from the City of Austin, which provides more detail on those recommendations.</p> <p>Additional Factors Related to Meaningful Design Alternatives In addition to the recommendations cited in our letter from the City of Austin, we propose that scoping fully consider a range of alternatives that match the wide array of community needs and which address the following:</p> <ol style="list-style-type: none"> 1. Compatibility with existing local plans and goals as they impact the I-35 corridor, including: <ul style="list-style-type: none"> *Adopted Austin neighborhood plan impacting the I-35 corridor *Austin Climate Goals, including as set forth in Austin City Council Resolution 20140410-024 *City of Austin Great Streets Master Plan and Street Design Guide *COA Vision Zero Goals, Imagine Austin Comprehensive Plan, Austin Strategic Mobility Plan 2. Consideration of previous design efforts, including ULI, Reconnect Austin, and Rethink 35 proposals 3. Goals that focus on access and reducing vehicle miles traveled 4. Economic cost accounting of impacts, including deaths and serious injuries, of the current I-35 configuration and of the various fully considered alternatives 5. Furthering economic sustainability and reducing socioeconomic and cultural inequities, in collaboration with the City of Austin, by considering as part of design alternatives: <ul style="list-style-type: none"> *Opportunities for tools such as value-capture programs to harness increased revenues from I-35 improvements to help protect historic and cultural resources, and prevent displacement *Opportunities to evaluate how much land to use for mobility right-of-way and how much should be used for other uses such as affordable housing, local businesses, and public space 6. Human and environmental health impacts, especially for nearby communities, to mitigate air quality issues, flooding potential, noise, and other impacts. <p>Recommendations from Previous COA Letter:</p> <ul style="list-style-type: none"> *Improved Safety: With so much consensus regarding the need to reduce traffic fatalities, we believe the Purpose and Need statement should be revised to reflect safety as a priority. *Increasing Person-Carrying Capacity: We recommend that the Purpose and Need statement be revised to reflect increasing person-carrying capacity as a priority, and the range of alternatives to be analyzed include the use of dynamic toll managed lanes with appropriate access for managed lanes to major trip generators in downtown and central Austin. *Prioritize and Enhance Commuter Transit: We recommend that the Purpose and Need statement be revised to reflect enhancing commuter transit as a priority, and the range of alternatives to be analyzed include designs that allow for maximum efficiency of transit, including direct connector ramps for transit and park and ride facilities, and that are fully aligned with the Project Connect System Plan, including the planned park and ride in the vicinity of Slaughter Lane. *Removing I-35 as a Physical and Social Barrier: We recommend that the Purpose and Need statement be revised to reflect removal of I-35 as a physical and social barrier as a priority, and the range of alternatives to be analyzed include designs that allow for decks to be added over depressed sections, which could serve as parks or opportunities to serve other community needs, thus further mitigating the negative effects of past transportation and land use decisions. We also recommend the range of alternatives to be analyzed include designs that offer options to eliminate and to minimize the construction of any new elevated sections along Capital Express South and Central Projects <p>We thank the Commission and TxDOT staff for the commitment to this program of projects. We share the goal of maximizing the safety and effectiveness of our transportation system and appreciate your consideration of these comments.</p>
4	Adam	Greenfield	12/14/2020		Safety Multi-Modal/Transit Opposition to Non-Tolloed Managed Lanes Support for Tolloed Lanes Design Crossings	<p>I strongly oppose the proposed widening of I-35 in South Austin between Hwy 71 and Hwy 290 E. Please consider a more equitable, safe, and efficient option than what has been proposed. I ask that you go back to the community and restart the outreach and design process and integrate the Central, South, and North projects as one project. The assertion that the Central, South, and North portions are independent utilities is false and bordering on fraudulent.</p> <p>Ending traffic deaths and serious injuries must be the top concern here. You cannot widen a highway and increase safety. Please use safe urban design speeds and use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Secondly, reduce the number of lanes on the highway from what's currently on the ground and provide dedicated space to public transportation, including buses and trains. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Thirdly, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every quarter mile.</p> <p>Thank you for your time and I look forward to hearing from you about this feedback.</p>

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Comment Matrix**

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5	Adam	Hite	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
6	Addie	Walker	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
7	Adrienne	Peterson	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
8	Alan	Coovert	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
9	Alice	Nelson	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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10	Amanda	Kennedy	12/16/2020	Email	Bicycle/Pedestrian Access Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>Hello— one of the things I love most about Austin is its walkability and the ability to bike across the city.</p> <p>Rather than widening I-35 let's focus on improved public transportation, walk and bike routes.</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
11	Andrew	Glazener	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
12	Andrew	Harrod	12/18/2020	Email	Bicycle/Pedestrian Access Multi-Modal Transit Environment	<p>I did not see a time listed for when comments would no longer be accepted for today, so I inferred it was midnight. When I clicked on the link for the meeting, it was no longer available. I ask that you please add our comment to everyone else's who has commented during this period.</p> <p>My name is Andrew Harrod and I am writing this on behalf of the board for Save Barton Creek Association. We like that one of your program's goals/objectives is to enhance bicycle, pedestrian and transit options. Focusing on active transportation networks will be critical for the feasibility of other means of travel, when there is room specifically left for rail/bike/paths to be added later. As you keep in mind the diverse transportation needs of a changing city, we would like you to look to the City of Austin Urban Trails Master Plan. We would like to see maximum protections at creek crossings with pedestrian access to the streams. These protections should be paramount during construction over Williamson, Onion, and Slaughter Creeks, but also during the design phase, where you should focus on features that limit flooding and excess urban runoff.</p>
13	Andrew	Sinnott	12/15/2020	Email	Multi-Transit Options Safety No new non-managed lanes Crossings	<p>Please consider all forms of transportation (walking, biking, e-scooters, mass transit, and cars) as you evaluate redesigning I-35 in Austin. Just as diversity is beneficial in nature, schooling, corporate culture, etc., I believe diversity of transportation modes would be beneficial in a city of over one million people.</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
14	Andy	Jones	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. In other word, build it and they will fill it. Just look at Houston.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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15	Angela	Dion	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
16	Anne	Kinsey	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
17	Annette	Morales	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
18	Anonymous		12/7/2020	Online Comment Form	Support for Project	I look forward to all the road projects to improve travel time in and out of Austin area.
19	Anthony	Whiting	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
20	Ashley	Burke-Muraida	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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21	Austin	Talbert	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed	<p>I am concerned about expanding all parts of 35 in Austin, especially a proposal that is now even wider than what was proposed last year for South Austin.</p> <p>I agree with Governor Abbott when he says the days of massive freeway expansions is over, and I know we as Texans can find better, safer and more efficient solutions to help more Texans get around safely and efficiently.</p> <p>On safety side, let me defer to the engaged folks at farm and city and their suggestions:</p> <p>"First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds."</p> <p>But the biggest thing here is we need to look at options and solutions that are not paying to add additional non-manages lanes to this part of 35, much less any part of our urban freeway corridors.</p> <p>We need to start thinking about true alternatives to building, bigger, wider and less safe freeways through the middle of growing urban areas, and understand that while there will always be a place for freeways, it doesn't have to be in the heart of and separating every mile of an entire metro area.</p> <p>If we continue the practice of increasing capacity and thus demand for freeways in the cores of our urban areas, we must find ways to make it safe for all users, and find better ways to keep these from being dangerous dividers that degrade the connections of the very cities they are supposed to be serving.</p> <p>As an Austin resident who knows we can do better for all, I thank you for taking the time to hear and include my comments.</p>
22	Barbara	Mahler	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
23	Ben	Thoma	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
24	Brad	Wimberly	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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25	Brandon	Hartshorn	12/15/2020	Email	Bicycle and Transit Infrastructure Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>Adding lanes to the highway won't fix our transportation problem. Many other cities have tried and utterly failed. Austin should be the type of city that learns from other's mistakes. Your constituency has spoken. Give us dedicated bicycle infrastructure and significantly better bus & train infrastructure!</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
26	Brandon	Mulder	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
27	Brandy	Savarese	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
28	Brendan	Wittstruck	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
29	Brian	Nunnery	12/17/2020	Email	Safety Traffic Innovation Lanes Environment	<p>I'm concerned about the proposal to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>The concept of induced demand - that building more lanes creates more traffic - is widely known, and has been studied since the 1960s. Expanding freeways not only fails to alleviate traffic (making it a worthless investment) - it essentially induces urban sprawl, which we know damages the environment and our regional economy.</p> <p>There are many ways for solve for transportation needs in a way that increases equity and supports sustainable growth - you just need to think bigger than the traditional approaches we've taken in the past (more lanes, more cars, more lanes, more cars // expand, sprawl, expand, sprawl).</p> <p>These are not the solutions equipped to lead us through challenging future decades, and as leaders, your reputation will be more appreciated by supporting bigger, broader solutions.</p> <p>Remember: the best solutions are the hardest. The most complex solutions have the most impact.</p> <p>If you're listening to TxDOT tell you to do the same thing they've always done - you're going to be having this same conversation again, in 2030.</p> <p>I urge you to break the cycle.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
30	Brian	Seales	12/4/2020	Online Comment Form	Support for Tolled Lanes	<p>I'd prefer an express/toll rather than HOV, or somehow both. Especially though downtown.</p>

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32	Brigitte	Edey	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
33	Cade	Ritter	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
34	Calandra	Lindstadt	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
35	Carl	Michel	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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36	Carl	Michel	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
37	Caroline	Wright	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
38	Carolyn	Dyer	12/18/2020	Email	Traffic Crossings	<p>I, Carolyn Dyer, serve on the Onion Creek HOA Board and my responsibility is Traffic Control for our neighborhood. I have had a number of people calling wanting to know how this project will affect Onion Creek Parkway overpass. With all the different housing developments taking place on both sides of I-35 to the south of Onion Creek people are worried about the increase of traffic on the N & S service roads. Anytime there is a wreck between Buda and Slaughter Lane it becomes extremely difficult to get out or into the Onion Creek neighborhood.</p> <p>Are there any plans to expand the Onion Creek Parkway overpass by adding more lanes, traffic signal system, turn arounds etc.?</p> <p>I would very much appreciate your sharing any information you might have with me.</p>
39	Cassidy	Shea	12/19/2020	Email	Safety Multi-modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>Austin does not need more lanes on I-35! I'm extremely concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
40	Cecily	Foote	12/18/2020	Email	Safety Environment Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am completely alarmed, confused and concerned about the proposals to expand the freeway in South Austin, even wider than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>As a transportation professional, I know very well that widening highways DOES NOT WORK to solve congestion issues and in fact often has the opposite impact, inducing demand and exacerbating travel times. On top of that, I-35 is already one of the DEADLIEST highways in the nation and widening it will only deepen safety threats to residents and visitors. And that doesn't even include emissions and climate concerns, which we need to be aggressively addressing. Transportation is one of the top sources of greenhouse gas emissions as well as a host of other environmental pollutants like micro plastics from tires. Our climate is rapidly deteriorating and we need to be amending our city to encourage non-vehicle modes of travel such as biking, walking, micromobility, and transit. These other modes also support physical activity and social connection, which are both critically declining in people's lives across the country. This is a non-negotiable if we want to have a livable city in the future.</p> <p>I was born and raised in Austin and I just moved back from the Bay Area, where I went to Stanford and then worked in sustainability and transportation. I planned to move back before the pandemic, eager to re-root and invest my whole self into a public service career focused on improving mobility for this city that raised me. If the DOT proceeds with this widening, frankly I'm not sure I can stay here after all.</p> <p>I also endorse everything my colleagues have written below, so I'll leave that in the text.</p> <p>Thank for reading and please, please, please consider this with the utmost gravity.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at</p>

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41	Charles	Arnone	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>Let me start with - I live 5 blocks east of I35, and my law office is 10 blocks west of I35. I am opposed to any widening of it.</p> <p>If you completely cover it, or route it outside of Austin, I would be supportive. Anything less I will help fight.</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
42	Chase	Coffield	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
43	Chirag	J	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
44	Chris	Riley	12/16/2020	Email	Opposition to non-tolled Managed Lanes Safety Environment	<p>Please do not add any non-managed lanes to this corridor. The terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed.</p> <p>Our focus should be on ending traffic deaths, reducing carbon emissions, and mending our cities. The proposal you're considering will only exacerbate the deadly problems we're facing.</p>
45	Christina	Minich	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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47	Christopher	Norton	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
48	Clarke	Heidrick	12/18/2020	Email	Design Transit Support for Tolled and Free Managed Lanes	<p>My name is Clarke Heidrick. My interest in this project if through my service as Chair of the Transportation Committee of Austin Area Research Organization. While AARO has vigorously supported the entire IH35 project , this email is my own view and not that of AARO or my law firm.</p> <p>The project overall is very necessary , and the key value is maximizing throughput.</p> <p>Elevating the managed lanes from Ben White to almost Slaughter Lane re-creates the wall we hope to remove in both downtown and north of UT . Please look for options to eliminate these elevated lanes. Please consider lowering them and price this as an option.</p> <p>Transit priority or direct access ramps are essential to maximizing ridership, overall throughput and managing congestion.</p> <p>Though we are presently in a non-tolled environment, and I support the project on that basis, I would be just as supportive were the proposal to be changed at some point to provide for tolled managed lanes with dynamic pricing. Tolling might enable TxDOT to consider reducing the managed lanes on the South portion (or at least eliminate the elevated lanes) and enable other projects that had to be sacrificed to make the numbers work in a non tolled way.</p> <p>Thanks very much for opening this up to the public and for providing an opportunity to comment.</p>
49	Colby	Simpson	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
50	Colin	Ingarfield	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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52	Cynthia	Wong	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
53	Dan	Cheetham	12/3/2020	Online Comment Form	Noise	<p>As a resident of Travis Heights I am extremely concerned that I do NOT see reduced noise pollution as a critical goal in this project. Any potential scenarios should be evaluated with this consideration as the current noise levels are extreme and negatively impact quality of life for our central Austin neighborhood. I would like to be able to speak to someone on the design team about these concerns that myself and all of my neighbors share. Please respond to let me know how to engage in dialogue about this important issue.</p>
54	Dana	Dreinhofer	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
55	Darcy	Phillips	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. PLEASE CONSIDER A MORE EQUITABLE, SAFE, EFFICIENT OPTION THAN WHAT HAS BEEN CURRENTLY PROPOSED.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
56	David	Falk	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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57	David	Grabbs	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
58	David	Page	12/19/2020	Email	Opposition to Added Lanes	<p>I'm disgusted by your plan to further expand the I-35 dinosaur trail through South Austin. Are Houston and Dallas jealous that Austin is not a paved-over hellscape like they are? Has any TXDOT highway expansion ever actually solved a transit problem? (hint: no they just encourage more single occupancy vehicle transit and exurb development, and are clogged again within a few years).</p>
59	David	Wilson	12/18/2020	Email	Support for Tolled Lanes Design	<p>I use I35 daily as I live in Onion Creek</p> <p>I35 should become a toll road and 130 should be free. That way all through traffic would go around the city.</p> <p>To widen I35 would cause years of disruption!</p> <p>Please do whatever is necessary to implement this suggestion.</p> <p>Thank you for your consideration</p>
60	Dean	Palm	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
61	Debra	Steidel	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
62	Diana	Esteves	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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63	Diana	Gerson	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
64	Doug	Ballee	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
65	Doug	Dyer	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
66	Drake	Hampton	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
67	Drew	De Los Santos	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
68	Ed	Ireson	12/15/2020	Online Comment Form	Opposition to Added Lanes Support for Tolled Lanes	We should not spend hundreds of millions expanding I-35. Instead, we should be directing through traffic to bypass Austin by tolling I-35 and making alternatives free.

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69	Eddie	McKenna	12/15/2020	Email	Design Safety Opposition to Adding Lanes	<p>Please consider alternative proposals to improve the freeway, anything that avoids adding lanes.</p> <p>Designating High-Occupancy Vehicle (HOV) lanes, for example, would cost far less in tax money, freeing it up for other uses, and result in far better traveler mobility options.</p> <p>Please also consider proposals that incentivize use of 130, instead of 135, for travelers and commercial vehicles that do not want to access these areas of town and just want to get past them.</p> <p>Please also prioritize safe, non-vehicular crossing options.</p> <p>Again, the main message of this feedback is that adding lanes would only bring new negative impacts. Recommended further reading: https://www.houstonchronicle.com/local/gray-matters/article/Why-TxDOT-s-upcoming-project-won-t-reduce-12287710.php</p> <p>Thank you for considering this feedback!</p>
70	Elaine	Betterton	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
71	Elizabeth	Eliot	12/15/2020	Online Comment Form	Opposition to Added Lanes Design	<p>Further widening the highway between downtown and east Austin is the last thing that we need. I-35 already splits the historically segregated East Austin from the Urban Core and prevents both cultural hubs of downtown and the east side.</p>
72	Elsie	Aton	12/15/2020	Email	Traffic Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I live 6 blocks from I-35. I see it every day. I hear it every day. I cross it every day to go to and from work. I do not believe adding more lanes can possibly solve the current issues we face. I also have lived in Dallas and seen the plans to widen 75/Central Expressway fail to solve the connections issues there. More lanes does not solve traffic; it never can.</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
73	Emily	Hampton	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
74	Emily	Kaye	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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75	Eric	Galloway	12/18/2020	Email	Opposition to Adding Lanes Design Bicycle/Pedestrian Access	<p>Highway widening is always a bad idea because of induced demand. Every time a freeway is expanded all it succeeds in doing is very quickly adding more cars without reducing traffic. And the OPPOSITE holds true too - removing lanes improves traffic! We should have a long term plan of removing our downtown highways or at least putting them underground like in downtown Boston. I know the waste of resources with the big dig in Boston was obscene. But I also know, at the end, it produced a beautiful greenway and a highway-free downtown. It's now gorgeous and it brought neighborhoods together. People naturally like downtowns that are pedestrian and bike friendly. No pedestrian or cyclists likes anything about highways . . . not going under them, not crossing them, certainly not getting on them.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
76	Eric	Kaufman	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
77	Eryn	Yetts-Teeling	12/17/2020	Email	Traffic Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I lived in Austin for many years, and am deeply concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>Traffic and the subsequent traffic issues has grown exponentially recently, and this is not the solution.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
78	Faith	Reed	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
79	Felicity	Maxwell	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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80	George	Eco	12/4/2020	Online Comment Form	Design Transit Opposition to Added Lanes	<p>Momentum seems to be gaining ground to divert many traffic and lanes onto a loop system at 290/71 intersection. This feedback should mean that the south portion of the project should have substantial design change at that intersection with 35 so that traffic can loop.</p> <p>Tunneled express/local lanes should start at the 290/71 intersection with 35 going north with a combination of local limited access points and limited access express lanes.</p> <p>Then a boulevard style road and partnership with CapMetro should start at that intersection of 290/71 to install a park and ride and rapid rail or bus service along the boulevard through downtown and terminate at the other end of the loop 290/71 highway.</p> <p>TxDot's current 35 south designs do not allow solve the transit issues facing Austin and must take into consideration induced demand by continuing to add new lanes. These designs should be edited to show the need to drastically loop traffic around downtown via the 290/71 loop as well as adopt a terminal for transition to boulevard style starting at 290/71. CapMetro would be grateful to collaborate on the surface boulevard portion of project while txdot can create new 6 lane tunnel highway with entry starting at 290/71 intersection and access points at oltorf, downtown, ut, airport and return to surface at northern terminus at 35N & 290/71.</p> <p>To recap: 1)Divert portion of 35 traffic to a loop 290/71 (non Austin bound traffic) 2)Build 6-8 lane limited entry tunnel along 35 starting at 290/71; this will continue through Austin downtown to northern terminus where it would combine with 290/71 loop once again. 3) build boulevard style surface road in partnership with local transit authorities. This should include transit transfer center and park and ride at 35 and 290/71 intersection. Collaborate with CapMetro on mass transit services to run along new boulevard.</p> <p>Please do this to actually solve traffic rather than just kick the can down the road by pouring more concrete that will need excessive maintenance and expansions into perpetuity!</p> <p>Thank you! George</p>
81	Grace	DeLucia	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. As a bike commuter, this expansion would make the city even more inaccessible and dangerous to me and everyone not in a car.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. What's more, further separating the city will contribute to modern day segregation, harming communities that are on the "wrong side" of the highway.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
82	Gregory	Keefer	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
83	Gwen	Jewiss	12/16/2020	Online Comment Form	Noise Support for Tolled Lanes	<p>What is being planned regarding noise abatement? The traffic from 35 already penetrates well into the adjacent neighborhoods & will be much worse with the addition of elevated lanes.</p> <p>I would welcome your email reply.</p> <p>Also- Having tolls on 130 & 183 only increases the truck traffic on 35, as the companies do not typically reimburse drivers for tolls. If through trucks were tolled for 35 usages, we'd all be better off!</p>
84	Heyden	Walker	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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85	Hillary	Bilheimer	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings Noise Environment	<p>I live close to I-35. I can hear it from my living room on any given day. I use it to travel north and south. I can not emphasize enough how much I hate it. It's an eyesore. It's dangerous. It's loud and pollutes the air. It divides our city. It does not, under any circumstances, need to be made bigger. I spent a chunk of my life living in metro Atlanta. That is a city that thought it could widen its way out of all its highway woes. It does not work. They spent decades widening and would have to widen more when the initial projects were finished because the real issues were not being addressed. Widening does not work. It's an antiquated idea that people use when the real solution seems like too much work. Please don't do this to our city. Make an investment in the future.</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
86	Holly	Brewster	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
87	Humberto	Leandro	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
88	Isabella	Vick	12/15/2020	Email	Opposition to non-tolled Managed Lanes Design Safety Crossings	<p>Please not add any additional non-managed lanes to this corridor. Adding lanes does not improve the traffic situation!</p> <p>Plus, this makes the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p>
89	Isabella	Vick	12/15/2020	Online Comment Form	Opposition to Added Lanes Traffic Bicycle/Pedestrian Access Safety	<p>Hi TxDOT!</p> <p>I am writing to oppose the expansion of I35 in the south part of the Capital Expressway. Expanding highways does not help with traffic! Please work with Reconnect Austin to follow their suggested guidelines. If I35 absolutely must be expanded, please do so in a way that keeps Project Connect, bike mobility, and pedestrian safety in mind. Thank you.</p>
90	Jacob	Barrett	12/8/2020	Online Comment Form	Frontage Roads Traffic	<p>I support the managed lane installation but not the expansion of the frontage roads to three lanes. The third lane will introduce unneeded merging from other drivers and will increase congestion and be a detriment to safety outcomes. Please only keep the frontage roads at two lanes.</p>
91	James	Douglas	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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93	James	Howison	12/17/2020	Online Comment Form	Expand Comment Period Design Noise Safety Bicycle/Pedestrian Access	<p>First, the comment period is too short, it takes time to make people aware of plans and to organize feedback. This short period feels pro-forma and insincere.</p> <p>Second, elevated roads divide the community further, creating wasted space underneath that apparently no one has the responsibility to manage. Elevated roads are both ugly and loud. Studies should include detecting how much further they spread pollution and noise (including noise as the section joints are traversed).</p> <p>Safe and navigable intersections and local roadways and paths should undergo real engineering effort. In consultations I have attended before there are zero figures on how intersections work for pedestrians, including the elderly and disabled, especially during hot summers. You engineer the road design, but simply assume that cars stop at cross walks; those things should be tested. If they don't work due to behaviors of drivers, then they don't meet the specs of the project and cannot satisfy the requirements of the project.</p>
94	James	Lentz	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than the scheme proposed just a year ago. This does not seem to reflect public input. Please consider a more equitable, safe, efficient option than what has been currently proposed. The best option for Austin would be the removal of the blighted freeway and the restoration of the East Boulevard and park land destroyed by its construction. Failing that, TxDOT still has the chance to change course toward something that will better serve Texans.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please work closely with engineers in the Active Transportation and Street Design Division of ATD for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are deeply flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at every intersection. People die every year crossing I-35 on foot, and TxDOT, as the creator of the conditions leading people to take that risk, is responsible for those deaths.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
95	James	Tompkins	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
96	Jamey	Swope	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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97	Jane	Norwood	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
98	Janet	Bezner	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
99	Jared	Beu	12/18/2020	Email	Traffic Safety Design Opposition to Added Lanes Noise Multi-modal/Transit	<p>While I'm glad to see a serious interest and effort to alleviate congestion and safety issues on I-35, I have substantial concerns over the long-term viability of this project.</p> <p>It appears we are removing the disastrous deck-split from North-Central and just moving it South. Given the historic and current negative ramifications both for thru-traffic, decreased E-W neighborhood connectivity, and damage to the urban/social fabric, the possibility of a new split in a rapidly developing and densifying part of town lacks hindsight and leaves open the need for a future massive redevelopment of the highway. The project as proposed offers no additional E-W connections to help lessen the imposition of the highway on neighborhoods, and hence will not help residents in the area who are not using the highway. While the goal of the interstate is to move long-distance traffic, the redevelopment should also include the needs of travelers in the immediate vicinity who are impacted by the roadway, even if they don't rely on it directly.</p> <p>It seems prudent that TxDOT would consider ways to lessen the local impacts of large roadways following improvement. The considerations downtown for a depressed roadway to accommodate a future cap is an effort in this direction, but no efforts seem to have been made South as the road is expanding both out and up. The project as proposed creates further barriers for local connectivity while inducing greater demand with more traffic on the interstate and adding unmitigated noise pollution from the new upper deck. Upon completion, traffic and safety will undoubtedly be improved for a short time, but every historic highway expansion has demonstrated induced demand. If this is to be an ultimate fix for I-35, the solution needs to make it safer for current drivers while providing alternatives for future drivers that don't harm or hinder local communities. The solution as proposed seems to be a recipe for more and worse traffic on a much larger and imposing roadway that permanently divides communities.</p> <p>I would encourage more conversation with the city and CapMetro in pursuit of full-mobility solutions instead of expensive fixes that will be outdated before completion and (while improving safety) do not improve mobility.</p> <p>Take care and thanks for considering my comments!</p>
100	Jared	Beu	12/19/2020	Email	Traffic Safety Design Opposition to Added Lanes Noise Multi-modal/Transit	<p>While I'm glad to see a serious interest and effort to alleviate congestion and safety issues on I-35, I have substantial concerns over the long-term viability of this project.</p> <p>It appears we are removing the disastrous deck-split from North-Central and just moving it South. Given the historic and current negative ramifications both for thru-traffic, decreased E-W neighborhood connectivity, and damage to the urban/social fabric, the possibility of a new split in a rapidly developing and densifying part of town lacks hindsight and leaves open the need for a future massive redevelopment of the highway. The project as proposed offers no additional E-W connections to help lessen the imposition of the highway on neighborhoods, and hence will not help residents in the area who are not using the highway. While the goal of the interstate is to move long-distance traffic, the redevelopment should also include the needs of travelers in the immediate vicinity who are impacted by the roadway, even if they don't rely on it directly.</p> <p>It seems prudent that TxDOT would consider ways to lessen the local impacts of large roadways following improvement. The considerations downtown for a depressed roadway to accommodate a future cap is an effort in this direction, but no efforts seem to have been made South as the road is expanding both out and up. The project as proposed creates further barriers for local connectivity while inducing greater demand with more traffic on the interstate and adding unmitigated noise pollution from the new upper deck. Upon completion, traffic and safety will undoubtedly be improved for a short time, but every historic highway expansion has demonstrated induced demand. If this is to be an ultimate fix for I-35, the solution needs to make it safer for current drivers while providing alternatives for future drivers that don't harm or hinder local communities. The solution as proposed seems to be a recipe for more and worse traffic on a much larger and imposing roadway that permanently divides communities.</p> <p>I would encourage more conversation with the city and CapMetro in pursuit of full-mobility solutions instead of expensive fixes that will be outdated before completion and (while improving safety) do not improve mobility.</p> <p>Take care and thanks for considering my comments!</p>
101	Jason	Hoffman	12/15/2020	Email	Traffic Design Innovation	<p>Instead of flattening our city for the sake of ever more cars and parking, why don't we bring people to the city by legalizing density and focusing on moving people in stead of cars. It's well known that this type of expansion only exacerbates traffic. What kind of future do we want for Austin? One for cars? Or one for people? Judging by our growing sprawl, it seems we're heading toward the latter.</p> <p>Expanding I-35 is a 1950s era solution to a 1950s era problem. The US's economic competitors, knowing the value of cities and mobility, are taking different approaches that put our transportation circus to shame.</p> <p>Instead of listening to cronies like Bruce Bugg and the TXDOT board, who simply want to enrich their developer friends, let's build our transportation infra based on fiscal responsibility and the expertise of the urban planning/mobility community.</p>

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102	Jay	Blazek Crossley	12/18/2020	Email	Design Safety Crossings Multi-modal/Transit Bicycle/Pedestrian Access Opposition to Non-Tolled Managed Lanes Environment Noise	<p>Hi, Please accept these comments.</p> <p>Thank you so much for your contributions to the effort to fix the broken I-35 corridor and for the opportunity to submit public comment on the substantially changed proposals for this section of I-35. My comments below are critical of many elements of the proposal and I believe that substantial changes in design are still needed, but I am aware that a lot of people have done a lot of good work to get this project to where it is today. I appreciate your service to the people of Texas and hope that my comments help improve this project.</p> <p>Too many people die on I-35 main lanes and frontage roads in Austin.</p> <p>Too many people suffer serious injuries just trying to get back home from HEB or taking their kid to school and using I-35 in Austin.</p> <p>Too many people die trying to get across the freeway on foot where there is no safe way to travel East to West for miles, in the middle of one of the fastest growing cities in the nation.</p> <p>The problem of traffic crashes is by far a bigger problem than the perceived problem of congestion or the desire to slightly reduce long-distance travel time.</p> <p>The correct number of people who should die on the newly rebuilt I-35 is zero. I don't want any member of my family to die on I-35. I don't want any member of your family to die on I-35. The Texas Transportation Commission adopted Minute Order 115481 on May 30, 2019, adopting a goal of ending traffic deaths statewide by 2050 and cutting traffic deaths in half by 2035. That minute order instructs the TXDOT Austin District to "develop and implement strategies required to reduce the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050." This is the main point of your work.</p> <p>I don't think that the current proposal gets us to where we need to be on the road to zero.</p> <p>I sent the following questions to TXDOT Austin staff on December 4th, the second day of this virtual open house, hoping to use any responses to help me participate effectively in this public process. I received no responses to any of the explicit safety questions, but will note after listing these questions some responses to some helpful dialogue about the freeway design.</p> <p>I still would like to have answers to these questions. I still believe that the concepts I present should be used to improve this project.</p> <p>1. How was the FHWA guidance on Self Enforcing Roadways and USLIMITS2 used in the proposed design of the entire facility? If they were not used, is there still time to consider how the project could be improved through this guidance?</p> <p>FHWA Self Enforcing Roadways: https://www.fhwa.dot.gov/publications/research/safety/17098/005.cfm USLIMITS2: https://safety.fhwa.dot.gov/uslimits/</p> <p>2. What FHWA proven safety countermeasures have been considered for this project? What FHWA proven safety countermeasures will be used in this project and how? If they were not used, is there still time to consider how the project could be improved through this guidance?</p> <p>https://safety.fhwa.dot.gov/provencountermeasures/</p> <p>3. Was there an attempt to ensure safe pedestrian crossing at least every 1/2 mile? Did this result in the addition of any planned crossings? What factors were used to choose to include safe crossing at least every 1/2 mile or not? If there was not such a process, is there still time to consider how to achieve this goal of a safe pedestrian crossing every 1/2 mile?</p> <p>To be clear, a safe, multimodal street using modern urban design guidelines and 30 mph design speed is the ideal way to provide safe pedestrian crossings, but the worst case scenario should be to provide pedestrian bridges or tunnels every 1/2 mile.</p> <p>4. Did TXDOT consider using City of Austin street design guidelines for all elements of the project that are not controlled access freeways? Did TXDOT consider using NACTO guidelines for all elements of the project that are not controlled access freeways? Did TXDOT consider using the most recent edition – which I believe to be the 2018 17th edition – of the AASHTO Green Book street design guidelines for all elements of the project? For all of these questions, is there documentation of why or why not and to what extent City of Austin street design guidelines, NACTO guidelines, or the most recent AASHTO guidance will be used in the final design?</p> <p>5. What are the proposed design speeds to be used for each element of the project? Will design speed be based upon target speed based upon context sensitive determination of the appropriate operating speed for a multimodal, urban environment such as this?</p> <p>6. Will all pedestrian crossings of slip lanes be raised crossings? If not, why? Similarly, but separately, have raised pedestrian crossings been considered for all crosswalks in the project? If not, why?</p> <p>Second email focused on the proposal to add significant greater capacity than previously proposed in 2019:</p>

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						<p>I noticed right away that the drawings presented yesterday are significantly different than those presented to the public in 2019, specifically in terms of adding additional feeder lanes and "free" main lanes. I will be unequivocally articulating opposition to adding any additional non-managed lane capacity to any of the South, Central, or North corridors, and expect there is broad community support for that concept.</p> <p>Can I have access to any documentation explaining and presenting the reasoning for this decision to propose this additional capacity between the 2019 and 2020 proposals presented to the public?</p> <p>Also, is there analysis of how these changes might impact operating speeds, severe traffic crashes, induced demand, community and environmental justice impacts, and various environmental factors, such as noise and air pollution and greenhouse gas emissions? And can I see any such analysis?</p> <p>The response that I did receive was enlightening. The value engineering process showed that it collector distributor type lanes (I'm not sure if I am getting that term right, but the kind of thing you find at the intersection of I-10 / 610 / 290 in Houston) could really help reduce congestion around the major intersections. Also, I was told in my personal meeting with TXDOT Austin staff that the reason to add an additional frontage road lane to 3 lanes was just to ensure consistency throughout the project.</p> <p>I strongly support the use of smart design that the collector distributor type lanes can provide. I support the idea that consistency of frontage and main lanes can improve safety.</p> <p>Please make this project have no more than two frontage lanes in each direction, but make them consistent, while also making them designed with design speeds for a mixed use, multimodal, dense urban setting.</p> <p>Please improve the flow of traffic through this area with managed lanes and collector distributor type lanes, but do not add non-managed lane capacity. If collector distributor lanes will achieve better flow, replace existing poorly functioning "free lanes" with those.</p> <p>Please please reconsider the horrible idea of rebuilding this freeway without ensuring safe, pedestrian crossing at the very least every half mile.</p> <p>Please optimize this entire project for transit, I propose using the amazing thinking happening at TXDOT Houston in the REAL project on how we should envision all freeways as having a network of connected managed lanes that include dedicated lanes that go exactly to the most dense activity centers.</p> <p>Please change all rhetoric on this project to reflect the reality that traffic deaths are a much larger problem than congestion or speed of travel.</p> <p>Please do not use the term "fast lane" to refer to the left hand lane of the main lanes.</p> <p>Please do not prioritize speed of travel above 45mph for any element of this project. Achieving consistent 45 mph flow for the managed lanes and main lanes of this project would be a significant improvement in access. Any speeds above that have no public benefit.</p> <p>Thanks for all that you do to improve the quality of life for the people of the Austin region.</p>
103	Jay	Crossley	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
104	Jeni	Lyon	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
105	Jenn	Inaustin	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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106	Jennifer	Johnston	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
107	Jeremiah	Belanger	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
108	Jesse	Attas	12/21/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
109	Jesse	Bernal	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
110	Jill	Bailey	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. I live right off of I-35.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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112	Jim	Ross	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
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114	Jim	Schwartz	12/9/2020	Email	Traffic Design Bike/Ped Multi-Modal/Transit Lanes Support for Tolled Lanes	<p>The section of Interstate 35 from State Highway 71 to State Highway 45 Southeast needs improvement to encourage the flow of traffic.</p> <p>Much of the traffic on the South section of Interstate 35 in Austin is local traffic from drivers wanting to avoid City of Austin streets such as Congress Avenue and South First Street.</p> <p>Synchronizing the stop lights with the flow of traffic during rush hours for people commuting into the city in the morning and out of the city in the evening along City of Austin streets such as Congress Ave. and South First St will improve traffic flow and reduce the impact of traffic on the South section of Interstate 35 in Austin.</p> <p>An unfinished thoroughfare that begins North of the Colorado River near downtown Austin is S Pleasant Valley Rd. - Burleson Rd. - Todd Ln. - S Pleasant Valley Rd. - Nuckles Crossing Rd. - Old Lockhart Rd. - Bradshaw Rd. and reaches South to State Highway 45 Southeast will ease congestion from local traffic on Interstate 35. This thoroughfare, when finished, can house additional bike lanes, removing the need to install bike lanes along an interstate highway, and provide additional North-South vehicular traffic to reduce congestion.</p> <p>Frontage road are inconsistent throughout the City of Austin, add to the congestion of Interstate 35, and create a hazard in the Interstate 35 main lane's traffic flow.</p> <p>Three lanes of frontage road should be provided in each direction of the North and South bound frontage road with the ability to engage in the intersections with, at least, two continual lanes passing through. The following are advantages of having three lanes on the frontage road: a left hand lane can be safely be used for merging onto Interstate 35, a middle lane can be used for local through traffic, and the right lane can safely be used for right hand turns into driveways and local streets. As a result of these conditions, less braking and accelerating will reduce the environmental impact of frontage road travel; reduce long-term economics impacts by reducing wear and tear on the vehicle and reducing fuel consumption; and, most importantly, significantly reduce the number of accidents on the frontage road; example: Southbound Interstate 35 Frontage Rd between William Cannon Dr. and Slaughter Ln.</p> <p>Space is necessary for traffic to accumulate on the frontage road for left hand turning traffic at intersections without constricting U-turn traffic. This will reduce braking, accelerating, and idle time which reduces the environmental and economic impact of traveling on the road; example: Southbound Interstate 35 Frontage Rd at William Cannon Dr.</p> <p>Space is required to allow right hand turning traffic to continually flow and leave the frontage road to enter city streets and parking lots. Again, this will reduce braking, accelerating, and idle time which reduces the environmental and economic impact of traveling on the road; example: Northbound and Southbound Interstate 35 Frontage Rd at William Cannon Dr.</p> <p>Several areas along the Northbound and Southbound lanes of Interstate 35 are bottlenecked, or areas of unintended reduced traffic flow, caused by braking traffic and need to be addressed in order to maintain safe, consistent, traffic flow through the Interstate 35 corridor.</p>

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						<p>Ascents and descents along the Interstate 35 corridor cause traffic flow to slow down and speed up and the fluctuations in the motion of the travelling body causes disruptions in the flow of traffic following it, known also as the accordion effect; example Interstate 35 between William Cannon Dr and Slaughter Ln. It begins when a driver gets too close to the person in front of them and taps their brakes. Cars behind the first have to tap their brakes, cars behind them have hit their brakes a little bit harder, and so on that causes the accordion effect. The accordion effect can be mitigated by reducing the amount of undulations in the roadway, balancing the ascents and descents for traffic, and allowing traffic to maintain a safe and consistent traffic flow through the Interstate 35 corridor.</p> <p>-On-ramp merging /lane reductions also create bottlenecks in traffic for several different and, often, compounding reasons: the merging traffic onto the main of Interstate 35 often have an angled approach that reduces their ability to use the driver's side view mirror to merge into traffic causing a slower merge and main lane traffic to break as an example at Northbound Interstate 35 Frontage Rd at Slaughter Ln; the merging traffic often does not have the ability to safely match the rate of main lane traffic speed prior to merging causing main lane traffic to break as an example at Southbound Interstate 35 Frontage Rd at William Cannon Dr; and creates an excessive amount of traffic in the right hand main lane due to people preparing to exit the main lane where the merging traffic is entering as an example at Northbound Interstate 35 Frontage Rd at Slaughter Ln. The need to address the merging lanes is imperative as the constriction in the right-hand main lane also affects traffic flow in the center main lane traffic flow. By adding a continuous merging lane for traffic to enter and exit the main lanes of Interstate 35, the bottlenecks caused by the merging will be reduced significantly.</p> <p>Elevated vehicular traffic lanes are ineffective for long-term growth.</p> <p>-The current right of way of Interstate 35 from State Highway 71 to State Highway 45 Southeast has enough capacity to install two additional lanes in each direction without building an elevated section.</p> <p>-The cost of building the suggested elevated section of roadway will consume an disproportionate amount of the overall project budget.</p> <p>-The suggested elevated section of Interstate 35 is not necessary at the proposed location because the existing right-of-way is large enough to add the two managed lanes in each direction. However, the need for two additional managed lanes in each direction can be reduced to one managed lane in each direction if the above comments are considered and implemented in any number of ways.</p> <p>Light Rail Integration and looking ahead</p> <p>-An elevated section of light rail right-of-way should be provided between the Northbound and Southbound main lanes of Interstate 35 to allow for development of high capacity, high speed rail system. The addition of light rail in the Interstate 35 corridor will reduce long term congestion between burgeoning cities in Central Texas and reduce environmental impacts of future light rail by incorporating the railway into the existing right of way of Interstate 35, Texas' most traveled interstate.</p> <p>I certainly appreciate the ability to provide feedback on Interstate 35 as I travel it daily from Onion Creek Blvd to State Highway 71 and through to the city center. I am willing to elaborate on any portion of my comments as I study traffic patterns and flow rate.</p>
115	Joey	Trimyer	12/15/2020	Email	Traffic Opposition to Adding Lanes	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>A large percentage of I35 traffic is composed of through traffic, including large trucks. Wouldn't a better solution include diverting that traffic to a widened SH130? Keeping through traffic out of downtown would be a great step toward eliminating congestion and improving the quality of life of Austin's citizens.</p> <p>The bottom line is that we need to think about solutions that don't involve massive expansion projects that create years of construction and the frustration that comes with it and seem doomed from the beginning. One only needs to look to the Katy freeway expansion to understand the concerns of many Austinites.</p> <p>Thank you for your time and attention. As a 30+ year resident of Austin I look forward to hearing a new, better proposal to fix I35 without making the situation worse.</p>
116	John	Eagan	12/7/2020	Online Comment Form	Design Bicycle/Pedestrian Access Crossings	<p>How many times will TxDOT continue with the same failing policies and approaches to highway management before they realize this is not working? Making a 20 lane highway will not work!</p> <p>If you must move forward with this plan that will utterly fail to fix congestion, at least do the bare minimum from an equity perspective: reconnect east and west sides for pedestrians! We need additional safe pedestrian crossings. We should never have to walk or bike more than a half mile to get to a safe crossing. It's ridiculous that TxDOT does not acknowledge this with safe design and more crossings. You're just repeating mistakes for the past 60 years!</p>
117	John	Berry	12/19/2020	Email	Traffic Opposition to Added Lanes Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>My personal opinion is that all through traffic should be diverted to Texas 130 rather than go through Austin at all. This would be healthier for both the population and the city itself, and will also make access to the new Tesla Factory and other new businesses in that area much easier for the workforce.</p> <p>I further believe that if you increase the capacity of part of I-35 you will eventually be forced to increase the capacity of the whole route, at enormous expense. It has been shown over and over again that if you build a highway, the vehicles will come, so that you never get ahead of congestion.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USUMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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119	John	Stansell	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
120	John	Worley	12/15/2020	Online Comment Form	Opposition to Added Lanes Multi-modal/Transit Support for Tolled Lanes	<p>If you add new lanes, they'll fill up in no time. You'll spend billions and get very little relief. How about adding a rail line on each side of I-35 instead? Or expanding 130, making it free, and turning I-35 into a toll road with tolls collected where 130 connects to I-35 north and south? Or do both?</p>
121	Jonathan	Gros	12/3/2020	Online Comment Form	Opposition to Added Lanes	<p>Please don't build this. This will only further segregate southeast Austin.</p>
122	Jonathan	Gros	12/15/2020	Email	Safety Bicycle/Pedestrian Access Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>Our culture's obsession with the automobile and unchecked reverence to it is killing us, our loved one and our children and we don't care. We say we care, but when it comes time to make real change and decisions, we don't care. For god's sake we need non-profit organizations to advocate to adults in leadership positions to provide safe routes for people (kids) on bikes and those who walk. Thank about that. My god what have we done? And if for some reason you dare to care, you are automatically labelled as some outsider radical or anti-car, A connection that is such a damning incitement on our failure as a society.</p> <ul style="list-style-type: none"> • Want your kid to bike to school – Anti-car • Want your senior mother to walk to the store – Anti-car <p>And these narratives are fueled by people in council who thrive on divisiveness. We have decided that the speedy movement of vehicular traffic is all that matters. This has been shown time and time again in our policies, our infrastructure, the narrative at city councils and the constant politicization of all movement outside of the car. Then it happens, a life is ripped away from us and we hear the same old rhetoric about thoughts and prayers around this horrible "accident" well these aren't accidents, these are results. These horrifying murders are the result of years of willful negligence. Years of voting down motions to make things safer. Years of opposing human centric design, years of politicizing all movement outside the car, years of limited regulation on vehicles, years of failed enforcement, years of a culture of rush and speed and years of unquestioned allegiance to the automobile. These aren't accidents, these are results created by a broken and failed system that preys on the most vulnerable on our roads. But despite all these massive obstacles, our cities still have a choice to make things better, but they continually choose not to. Our city could've chosen life, but they chose cars. We need to make change now on our streets, no matter what the cost. As so many families have found out what the cost of not making real change is and it's incalculable and unimaginable, they've paid the ultimate irreplaceable price. It's on you city councilors and others in leadership, you know who you are. The safety of our children, your children and our collective community is 100% in your decisions. These aren't accidents these are the results of our willful negligence.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
123	Jordan	Janes	12/18/2020	Online Comment Form	Opposition to Added Lanes Multi-Modal/Transit	<p>I think widening I-35 will be a detriment to the city of Austin. The city has long been overdependent on mobility via car, and spending hundreds of millions of dollars on I-35 will not result in the change Austin needs. Austin need multi-modal transportation, and should invest in getting more cars off of the road, instead of spending millions to add a few lanes.</p>
124	Jorge	Dewey	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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126	Josh	Miksch	12/3/2020	Online Comment Form	Support for Tolled Lanes Design	<p>I welcome the addition of managed lanes to the I-35 south corridor, however, the addition of upper level decks from SH-71 down to Slaughter seems to be a step in the wrong direction. If IH-35 through central Austin between MLK and Airport Blvd. has taught us anything, it is that building a freeway even higher creates numerous issues for the surrounding areas. How will the upper level decks cross the Stassney and William Cannon intersections? Would they go up and over the newly re-built overpasses, which would cause the new upper level decks to rise well above the grade of the adjacent frontage roads in areas where the current main lanes are depressed below grade?</p>
127	Joshua	Devries	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
128	Joshua	Rudow	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
129	JuanRaymon	Rubio	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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130	Kate	Mason-Murphy	12/15/2020	Email	Climate Change Opposition to Adding Lanes Environment Bicycle/Pedestrian Access	<p>It is so obvious to me that the Texas' short-sighted commitment to the almighty automobile and the infrastructure that supports it is flawed at the root assumption that we will be driving single occupant vehicles in the future. We won't.</p> <p>Sure the State GOP "wants it to be so" so the power structure around the energy industry maintains the status quo.</p> <p>The planet be damned! That is the first and MOST OBVIOUS reason why TxDot should not invest in expanded road systems in our cities.</p> <p>Second, the overt and systemic RACISM that a barrier like the one proposed on 1-35 cannot continue, let alone EXPAND.</p> <p>With more and more and more and more impervious cover in and around "flash flood alley", who do you think will flood out? Where do you think this water is going to go? It won't be the wealthy. It will be communities who struggle disproportionately already, those with low income residents, poor schools, poor parks, missing sidewalks, lack of public transit and high flood risk.</p> <p>I still have faith that leaders in the great state of Texas will PRIORITIZE the great people of Texas, no matter where they live, the language they speak or the color of their skin.</p> <p>That prioritization need to happen NOW! If TxDot would focus on making life "great" for the most marginalized populations, EVERYONE wins.</p> <p>Walk-ability, Bike-ability and CLEAN public transit should be the focus. Not cars! How many years have we gone without a traffic fatality on the roads YOUR DEPARTMENT built? Almost 20 years!!!</p> <p>So Exxon Mobil's profits are more important than the lives of Texans? If we continue to make crappy infrastructure choices, we will exacerbate our climate justice problems. More importantly, we will miss this opportunity to PIVOT for the greater good while maintaining a high level of economic success.</p> <p>Continuing to "prop up" a failing, polluting, degrading and destructive industry will be our ultimate downfall.</p> <p>This is a "duh" moment. Why can't you see that?</p>
131	Katharine	Sucher	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
132	Katherine	Schroeder	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
133	Kathryn	Johansen	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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134	Kelsey	Balaban	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassable, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
135	Kelsey	Huse	12/19/2020	Email	Safety Lanes Noise Multi Modal/Transit Environment	<p>I have some serious concerns about widening I-35. It's already dangerous enough and I avoid driving it as much as I can. Widening the highway to increase the lanes is a short-sighted solution. Will we keep adding lanes forever? Let's invest in public transportation, trains, safe options like biking, walking, etc. Instead of adding more concrete which will cause more accidents, pollution, and noise.</p>
136	Ken	Booser	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassable, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
137	Ken	Jacob	12/18/2020	Online Comment Form	Access Transit	<p>1. Please devote attention to the rapid development all along IH-35 South with special attention to FM1604 where a major traffic problem already exists due to major development of multi-family housing from Slaughter south to SH-130. This applies especially to all exit and on ramps from Slaughter Creek Overpass to beyond SH-130 and will be affected by both northbound & southbound traffic.</p> <p>2. We also ask that you work closely with CAP Metro in early development of plan for proposed Park & Ride at Southpark Meadows.</p> <p>We at South Austin Neighborhood Alliance (SANA) are familiar with the area and prepared to help in any way we can.</p>
138	Kim	Meyer	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassable, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
139	Kimberly	Levinson	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassable, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
140	Kimberly	Levinson	12/18/2020	Email	Opposition to Adding Lanes Design Transit	<p>This whole project is deeply ill-conceived. Adding this many lanes, and destroying the east-west connectivity and the walkability of Austin just when car usage is likely to drop, as more people work from home and new transit options arise, is utterly short-sighted. Please go back to the drawing board and cut this by at least a third.</p> <p>- Vice President, Downtown Austin Neighborhood Association</p>

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141	Kimberly	Smith	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
142	Kristi	Roen	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
143	Larry	Murphy	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
144	Laura	Cottam Sajbel	12/15/2020	Email	Innovation Safety Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Multi-Modal/Transit Crossings	<p>As this city just passed two huge, expensive transportation bonds to lessen car traffic, please set aside the idea that we need an obscene Katy Freeway running through Austin. Give these forward-thinking mass transit ideas a chance to work and bring the city together, rather than creating I wider, louder, more pollutive 20-lane highway that will only enable MORE cars on the road. Start thinking smart.</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. In the past, this freeway created a nearly unbridgeable divide between races and between levels of economic income. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Better yet, lean on public transportation and implement more innovative approaches to resolving the problems the highway already causes.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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145	Laura	Cuervo	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings Bicycle/Pedestrian Access	<p>I would like to start off with wishing everyone a happy holidays. I know these emails are coming to y'all at a busy time.</p> <p>I am unhappy with the new proposals to build an wider freeway in South Austin than what was proposed last year. I beg y'all to consider a more equitable, safe, efficient option than what is being discussed right now. The city of Austin and other Urbanists have proposed many great plans that would keep Austin better connected and reduce traffic that don't include widening the freeway, which has been proven to actually increase traffic.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. I currently live right off and to the east of I-35, and while I love biking, it is too dangerous for me to bike into the city by crossing 35 like I would love to do. Freeways have always been created as a form of segregating two sides of the city, and we cannot continue to allow it to do so. When I want to bike ride in central Austin or anywhere on the west side of I-35, I have to drive my bike to the west side, adding to the traffic and taking up valued parking space. We could drastically reduce our traffic in Austin if I-35 would be updated to be friendlier to pedestrians, bikers, and other forms of transportation besides driving.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
146	Laura	Freeman	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
147	Laura	Morrison Pibel	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
148	Laurie	Doran	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
149	Leah	Mesches	12/3/2020	Online Comment Form	Noise	<p>As a resident of Travis Heights I am extremely concerned about increased noise pollution in this project. The current noise levels are extreme and we can hear traffic all day and night. It sounds like the potential elevated lane would make noise even worse.</p>

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150	Leila	Melhem	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Time and again we see lanes added to roads, and then cars fill up those extra lanes until we're back where we started, just with more lanes.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
151	Leo	Anderson	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Fourth, our air quality will continue to deteriorate. We need to reduce traffic and use other modes to transport goods and people.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
152	Linda	Fields	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p> <p>I am a long-time Austin resident and value this city's history, culture and livability. Please do what you can to preserve Austin!</p>
153	Lora	Menter	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>Hello there and thank you for your work! I am writing about the proposed widening of Highway 35 in South Austin (where I live). Please, please, please (!) don't widen the road and just build more and more highway. I truly don't think it's what we need as a community. Also, as a resident who largely bikes and walks to get around, I would love to see I-35 become more friendly to my family and me as we move around the city. I support and amplify the thoughtful, community-focused recommendations of Farm&City, The Downtown Austin Alliance, and Our Future 35. Some of their points are as follows:</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Let's build something truly innovative and forward-thinking together! We can do it! Thank you for your time.</p>
154	Lyman	Labry	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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155	Madeline	Acri	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
156	Marjorie	Hartwell	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am deeply concerned about the new proposals to build an even larger freeway in South Austin than was proposed just one year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
157	Mary Lou	Bell	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am a long time resident of South Austin and I implore you not to approve this horrendous widening of I35.</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
158	Mary	Pustejovsky	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
159	Mateo	Scoggins	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin. Please consider a more equitable public engagement process that may result in a more robust project for the Austin community.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multi-modal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
160	Matthew	Bey	12/15/2020	Online Comment Form	Transit	Is there room in the elevated section or along the median, for a light rail line, like they have in Chicago?

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161	Matthew	Hauser	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
162	Mehdi	Mohades	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
163	Michael	Moritz	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings Innovation	<p>I am a Houstonian, but I am in South Austin a fair bit, and I know this highway well.</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. We need a safer and more equitable solution. Subsidizing automobile dependency has to end in this state. I-35 is a symbol of our racist, city dividing past and it must be reconfigured in a way that elevates all people of all backgrounds and neighborhoods.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. The Texas Transportation Commission (governing board of TXDOT) has agreed to reducing the number of roadway fatalities by 50% by 2035, and entirely by 2050. These promises must be the primary driver of new highway design. We need more robust local and regional transit, prioritization of neighborhood connecting pedestrian and bicycle infrastructure, and reduced speed limits.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Highways are ugly, hot, and no one actually enjoys driving on them. Let's build a road that people will enjoy using while riding transit.</p> <p>I-35 can be a model for a new way of thinking with urban freeways. Please value people and the sustainable ways we move. TXDOT engineers have to realize single occupancy vehicles are horrendously inefficient uses of energy and space. Design a highway that makes efficient transportation options (bike and transit) the priority. Thank you.</p>
164	Michael	Smith	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
165	Michelle	Betz	12/17/2020	Online Comment Form	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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166	Mihnea	Dumitrescu	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
167	Monika	Mulder	12/16/2020	Email	Opposition to Adding Lanes Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago.</p> <p>Please review research on widening roads which shows that traffic only increases, this is not the way this city should be thinking we need more mobility and travel options to move traffic in different roadways so they don't all clog up the same roads.</p> <p>Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
168	Morgan	Witthoft	12/18/2020	Online Comment Form	Opposition to Added Lanes	<p>NO WIDENING PLEASE</p> <p>All research shows that widening NEVER helps with congestion. Ever.</p> <p>All prior experience with cities all over the USA shows the same. WIDENING DOES NOT HELP.</p> <p>A huge mess, destruction of land, massive expense, no benefit. Don't do it.</p>
169	Nancy	Binford	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>We have seen that it doesn't help manage flow in my former home Houston. The traffic has not been helped by the widening of I-10.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
170	Nathan	Stevens	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
171	Nevin	Durish	12/15/2020	Online Comment Form	Design Design Alternatives	<p>Cramming more lanes to push more traffic through the center of downtown is not the answer to Austin's traffic problems. No project alternatives were presented in the materials provided, contrary to the spirit of NEPA, so the public cannot properly evaluate the proposed work and compare it to other options. Having through-traffic bypass the heart of central Austin by expanding access to SH 45 and SH 130 is clearly a better alternative for the city rather than making south Austin an even greater expanse of concrete and stopped traffic.</p>

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172	NIKI	R	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>What can you be thinking? Or do you at all? We here just endured years of construction. I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
173	Noah	Maze	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
174	Parker	Blackiston	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
175	Patricia	White	12/7/2020	Online Comment Form	Design Crossings Bicycle/Pedestrian Access	<p>It is ridiculous that after all the talk from TxDOT over the years about reconnecting the east and west sides of IH 35, this once-in-a-lifetime project comes around and does nothing to make this reconnection happen. This project NEEDS additional pedestrian crossings of the highway. Without them, this is just a continuation of the equity problems that IH 35 created.</p> <p>There are numerous locations where a pedestrian crossing would be essential for helping those of us who can't afford cars reach nearby destinations. Teri Road is one such street that is cut off by IH 35, but there are many more. Please, accommodate additional pedestrian bridges. We will be discussing this as an item on our agenda at the next Friends of Riverside Neighborhood Association meeting. We intend to create a letter from the NA opposing this project if it can't do the bare minimum for pedestrian connectivity.</p>
176	Paul	Gottuso	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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178	Paul	Woodruff	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p> <p>I am a long-time Austin resident and value this city's history, culture and livability. Please do what you can to preserve Austin!</p>
179	Paula	Cox	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
180	Peter	Beck	12/17/2020	Email	Traffic Opposition to Adding Lanes Design	<p>I am writing to oppose the current plan for dramatically expanding I35 south of Austin. This is going to dramatically worsen traffic and make it more dangerous over the extended period of construction and then when it is finally completed, there will so many more cars on the road, that it will not make a difference in reducing congestion. Unless you think the 16 lane Katy Freeway has eliminated congestion, it's clear to everyone that adding more lanes just adds more cars and does not solve congestion problems.</p> <p>Secondly, please reconsider the proposed elevated lanes. The elevated lanes are being taken down going through downtown Austin, why would they be considered a good idea here?</p> <p>It's time to spend money on highway alternatives instead of endless expansion and endless congestion.</p>
181	Peter	Blum	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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183	Phillip	Thompson	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
184	Phyllis	Owens	12/17/2020	Online Comment Form	Design Traffic	<p>What annoys me is that there are 2 HOV lanes in each directions where only cars and trucks with 2 or more passengers can drive. As I travel through Dallas it always annoys me how often the HOV lanes are empty, and that is only one lane in each direction.</p> <p>I believe a much better approach would be to have only the one HOV lane in each direction, then add 1 lane to the general traffic lanes and RESTRICT trucks to that one extra lane. All of the IH35 truck traffic adds a huge load to IH35 through Austin.</p>
185	Pix	Howell	12/15/2020	Online Comment Form	Design General	<p>The proposed improvements will only satisfy traffic needs for the short term. Without a robust western loop from IH35 to US183 to IH35 north, IH35 alone can never be built big enough. Without a cooperative economic development model or shared tax base agreement between Austin and surrounding jurisdictions, there will always be an overwhelmed hub traffic dilemma.</p>
186	Priya	Patel	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
187	Rachel	Carneglia	12/15/2020	Online Comment Form	Opposition to Added Lanes Design Transit Bicycle/Pedestrian Access	<p>I really don't think adding even more lanes to I-35 is the solution, especially through downtown, or on this southern segment. We've seen what adding more lanes did in Houston. Going underground, finding more options for public transportation, and more options for truly walk/bikeable transportation should be a higher priority. The current proposed 10ft pathway next to even more high speed lanes seems dangerous at best.</p>
188	Rachael	Cook	12/18/2020	Email	Opposition to Adding Lanes Environment Design Increasing Comment Period	<p>This proposal to expand I-35 to more lanes ignores so many known facts about highway expansions falling well short of their intended "improvement" of transportation. This expansion is simply wrong.</p> <p>Even I learned over a decade ago while studying Urban Planning at UT Austin that instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times.</p> <p>I ask that the health impacts, especially for nearby poorer communities, be considered through a Health Impact Assessment. Health impacts should include air and water quality, flooding, climate change impacts, noise, and vehicle-related deaths and injuries.</p> <p>I-35's past, present, and potential future equity impacts must be studied and mitigated through an Equity Assessment. Goals should include closing socioeconomic gaps between communities, building local wealth through tools such as value capture from improvements, protecting cultural resources, stopping displacement and creating affordable options to allow displaced residents to return, and building equitable transit-oriented development along and near I-35.</p> <p>Addressing personal daily needs and reducing Vehicle Miles Traveled, instead of vehicle speed goals, should be included in the I-35 purpose and need statement. This will mean working with the City of Austin to allow destinations closer to home through better zoning; reconnecting dead end streets and equally facilitating east-west/north-south travel; mitigating traffic spillover onto nearby streets; potentially reducing the highway's width to maximize equitable, socially, economically, and environmentally-beneficial land use; and helping more people to work from home.</p> <p>Through the I-35 conversation, TxDOT should help achieve the goals outlined in local plans, including the Austin Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin Strategic Housing Blueprint, the Austin Climate Equity Plan and Austin climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans.</p> <p>TxDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the UL's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Finally, I ask that ALL future comment periods for this project last for 90 days or more to allow people and organizations sufficient time for well-considered public comments.</p>

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						I thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.
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190	Reid	Echols	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
191	Rob	Parsons	12/3/2020	Online Comment Form	Design	Please develop an option for managed lanes to be at grade or below grade. Above grade options may be cheaper but it creates just the kind of barrier that is now having to be removed in the central 35 section.
192	Robby	Robinson	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
193	Robert	Crump	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
194	Robert	Gilliland	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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196	Rose	Glinka	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
197	Ross	Smith	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
198	Ryan	Contino	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
199	Samantha	Ráez	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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200	Samuel	Comer	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
201	Sandy	Hentges Guzman	12/19/2020	Email	Support for Project Design Safety Support for Tolled Lanes Multi-Modal/Transit	I'm writing in support of the Capital Express South project that is much needed, locally as well as for state, national and international commerce. However, I'm very concerned with the proposal to elevate the managed lanes south of Ben White. Key to a successful future I-35 corridor is the maximization of capacity and throughput, balanced with community impact, local mobility and connectivity. Elevating the managed lanes (and to a height greater than the upper decks north of UT no less) from Ben White to almost Slaughter Lane re-creates in South Austin the wall we hope to remove both downtown and north of UT - a wall that has divided East Austin from West Austin, low-income communities from the more affluent and, in particular, people of color from white citizens. This is alarming. Please see the attached poverty map and Race Map that show the current segregated picture along the segment proposed for elevating the managed lanes. While undesirable to have to modify the bridges TxDOT just constructed at William Cannon and Stassney, please provide the community an alternative that would do that to accommodate the managed lanes at grade with the main lanes or lower, including the elimination of the intersection bypass lanes. While the intersection bypass lane is an added operational enhancement, that enhancement poor repayment for the visual divide the elevated lanes will create. Increasing capacity and improving safety in the I-35 corridor are key goals of this project. The proposed direct-access entrance and exits between the frontage roads and the managed lanes is an excellent design detail that will increase safety and efficiency. To maximize capacity in the corridor, TxDOT must intentionally work to facilitate transit - moving more people in fewer vehicles is the least expensive and most effective way to maximize throughput in the corridor. As seen on the MoPac Express (page 2), many people will choose transit over sitting in traffic or driving the toll lanes themselves. In Houston, TxDOT has built a direct connection from a managed lane to a transit park-n-ride. While other funds may have been brought to the table to support that connection, it is more than reasonable for the Department of Transportation, focused on increasing capacity, to fund such a connection itself. A 2013 TTI study focused on determining what it would take to address the anticipated, untenable congestion levels in the I-35 Corridor study found the following (Executive Summary pg 7): "To address these issues, the hybrid approach assumed the following aggressive strategies: •Adding and managing capacity similar to Scenario 2 [variable priced managed lanes]. •Shifting 40% of region-wide work commuter trips to work-at-home jobs. •Reducing university commuter trips by 30% region-wide, assuming, for instance, technology options replace the in-class experience. •Reducing retail shopping trips by 10% region-wide, for example being replaced by online shopping. •Shifting trips to off-peak periods. •Increasing HOV, transit, and non-motorized usage each by 25%, decreasing auto vehicle usage." Variable priced toll lanes may be unpopular among some, but they are necessary to facilitate the final bullet above by providing single occupancy drivers a competitive alternative in the form of reliable trip times for transit. Transit should have access to the system at no cost given the increased capacity buses add to the system. While TxDOT is in a "non-tolled environment" from a policy perspective, I urge the department to ensure no decisions on this project would preclude the transformation of the managed lanes to variable tolled managed lanes in the future.
202	Sarah	Arvey	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

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203	Sarah	Simpson	12/15/2020	Online Comment Form	Design Opposition Added Lanes Cost Traffic	<p>The cross sections currently proposed for this project sadly demonstrate once again TXDOT's inability to integrate current sustainable transportation knowledge and solutions into this department's projects. As presented today, this undertaking will be just one more failed highway expansion project that will recklessly expend taxpayer dollars and come up short in actually addressing the objectives for the project, namely congestion management and priority access for transit.</p> <p>I urge you to reassess the project based on current knowledge and sustainable transportation principles and instead of progressing the alternatives as presented, please integrate the following:</p> <ul style="list-style-type: none"> - Do not add any lanes to the existing condition as this additional capacity will only lead to increased traffic and VMT - Do not elevate lanes as this is an unnecessary and costly undertaking that represent irresponsible use of funds - Convert existing lanes to managed HOV lanes as needed - Start prioritizing moving humans not vehicles - Review the Congestion Con Report: https://t4america.org/maps-tools/congestion-con/ <p>One of the primary objectives of this project is to manage congestion, however, the proposed cross sections will only surely result in increased congestion and perpetuate the unsustainable cycle of build / exceed / build that DOTs have trapped American cities in. Over the past several decades, research has and continues to increasingly prove that more lanes fails to deliver long-term solutions and generally equates to more traffic - to the tune of billions of dollars. This is an incredibly irresponsible use of taxpayer dollars and will lead to exponential misuse of funds if similar solutions are proposed for other stretches of I-35 in central Texas. For this particular project, funds dedicated to lane expansion and elevated lanes must be reinvested in solutions that prioritize the movement of people, not cars themselves.</p> <p>In closing, please abandon the current proposal. Do not increase the number of vehicular lanes; abandon the elevated lanes; convert existing lanes to managed HOV lanes; and commit to moving people not cars. Don't perpetuate old solutions that waste taxpayer dollars to the sole benefit of concrete contractors. Listen to the research and stop chasing congestion.</p>
204	Scott	Salmon	12/15/2020	Email	Traffic Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I've been living in Austin, and before that Houston, long enough to see that widening highways does not seem to make traffic better. Traffic just expands to fill the space available. We need other options, not just a wider highway.</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
205	Scott	Biggs	12/17/2020	Online Comment Form	General Cost	<p>What studies show that HOV improves traffic? And if there is improvement, how much improvement? Where is the data on cost/benefit analysis of HOV lanes (including the negative benefit of reduced traffic flow during construction)?</p>
206	Scott	Lelievre	12/8/2020	Online Comment Form	General Design	<p>This section of road has been under construction for YEARS! When is it going to stop? Why not let the latest improvements sit for a bit before tearing up the road and gnarling traffic again instantly?</p> <p>Why does the center of austin have to bear the brunt of north/south traffic through the state? It is just dividing the city. Make improvements to 45/130 to move traffic out of the heart of the city.</p>
207	Sean	Compton	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
208	Sean	Pollard	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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209	Shayne	Calhoun	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
210	Sinclair	Black	12/15/2020	Email	Design Increase Comment Period	<p>Probably the most effective tactic employed by all DOT's is a policy known as the "Sunk Cost theory". If you start two projects at a distance from each other the argument then becomes, "well we spent all that money and now we have to connect the projects". Of course, that's exactly what TxDOT is doing with their three-part I-35 rebuild. Since there is little opposition north of Central Austin or south, TxDOT purposes to move as fast as possible on both ends to justify the central segment project.</p> <p>TxDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Finally, I ask that ALL future comment periods for this project last for 90 days or more to allow people and organizations sufficient time for well-considered public comments.</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
211	Sindair	Black	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
212	Sofia	Shapiro	12/10/2020	Online Comment Form	Design Bicycle/Pedestrian Access Opposition to Added Lanes	<p>Hi, My name is Sofia. I live in Austin, Texas use I-35 frequently, and I am writing in regards to the Capital Express Central project. I-35 was a structure placed strategically at its inception to segregate the East and West sides of the city. It has since made pedestrian and bike connection from one side of the city to the other dangerous, hostile, or just impossible at most points, while also devaluing property on the east side and contributing to the current gentrification crisis.</p> <p>The best plan for the Austin community would be to put I-35 underground in a tunnel, as many other growing cities have like Dallas and Boston. This would allow for park land on top and for the return of pedestrian accessibility to the otherwise unusable land.</p> <p>Furthermore, it has been mathematically modeled and proven time and time again, that adding lanes to a highway eases congestion for a small amount of time, but fills back up to comparable levels of congestion in almost no time. The concept is called Induced Demand. So this is simply not an acceptable solution for our communities. (https://www.wired.com/2014/06/www-traffic-induced-demand/)</p> <p>Please make a plan to put I-35 underground and make the land more accessible to pedestrians and bikers once again, while working to reduce the original impacts of this highway's racist design.</p> <p>Thank you!</p>
213	Sophia	Fleshman	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
214	Star	Salzman	12/18/2020	Email	Opposition to Added Lanes Safety Environment Multi-Modal/Transit Support for Tolled Lanes	<p>The new proposal to expand I-35 is a serious step in the wrong direction for South Austin. The city does not need more expanded roads that make it even more difficult to get around safely on foot or by bus. We already have a serious problem with traffic accidents and deaths that this expansion would only worsen. That is not even considering the impact on the environment, and the likelihood that it would lead to even more traffic long-term. We need to build a city that prioritizes transit, walkability, community, safety and environmental sustainability. We need to discourage driving, and implement congestion pricing lanes, not simply make it easier for giant trucks to blow through our city at 90 mph.</p> <p>Thank you for your consideration.</p>

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215	Stephanie	Molnar	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings Traffic	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. This is not only important for people but for WILDLIFE. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Appropriate wildlife crossings, such as the kind being implemented in San Antonio, are also important.</p> <p>COVID-19 is going to permanently impact traffic, as more people understand the feasibility and effectiveness of work-from-home situations. Please do not make dire mistakes during this time as we seek to understand how virtual work will impact traffic patterns. "Improvements" may not even be needed at this time.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
216	Stephen	Cooley	12/16/2020	Email	Support for project Noise	<p>First off happy with the approach and results in the changes to I35 south...</p> <p>My wife and I live at 700 Corral lane (78745) and are approx 60ft from the frontage road.(small storage facility between us and the frontage road... we purchased knowing about the sound levels, but to have an acre we were willing to make the trade..</p> <p>We have patiently waited for this past 3-5 years of construction to be completed...(sorry not 100% which year it started) the noise level during construction has been fine at times and horrific at times... there was a hammering few weeks at night that shook all of our windows and now they are laying pavement which the drive asphalt truck beeps every 7-10 seconds. Also while we are sleeping...</p> <p>My concern isn't only the construction so much in the next 3-5 years it's the new noise levels in our home and yard from the raised platform you are planning on building... traffic wise it makes sense, but as a tax paying resident this would put us at 5-10 years of construction noise and a lifetime of added Decibel levels in and around our home...</p> <p>We are one of the only homes this close to I-35 and is there any options available ??</p> <p>Sound wall on our property line ?? This way the storage facility isn't blocked?? Again if you look at the map I'm not asking for sound walls down 35. (Would disrupt businesses too much) but this home and neighborhood has been here since 50's and our home is effected the most...</p> <p>Thank you for reading, looking for some help...?? Would love a sound wall for Christmas!!!</p>
217	Stephen	Gonzalez	12/18/2020	Online Comment Form	Noise	<p>As someone living in Hyde Park in Austin, within half a mile of the proposed construction, what/ how will TxDOT develop guidelines for work hours, noise levels, etc.? This construction is sure to hamper quality of life for the surrounding neighborhoods and it is imperative that TxDOT have a very clear dialogue on these impacts with the families that are going to bear the brunt of the inconvenience.</p>
218	Stephen	Graham	12/16/2020	Email	Opposition to Adding Lanes Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am deeply worried about proposals to force an even more massive freeway into South Austin than has been discussed previously. As you doubtless know, highway widening has never helped resolve any congestion in Austin. On the contrary, it has added more congestion by inducing demand, and discouraging all forms of movement but private, single-occupancy cars. And it wastes massive amounts of our tax dollars.</p> <p>Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
219	Steve	Lucas	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
220	Steve	Prather	12/15/2020	Email	Traffic Cost	<p>This proposal will turn I-35 in Austin into the Katy Freeway. Also a similar project was done on I-75/85 in Atlanta (expansion to 18 lanes) and within one year it was completely filled up with bumper to bumper traffic. It will stimulate further development and sprawl in this corridor. This plan is a costly mistake.</p> <p>Look at other alternatives that make sense!</p>

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222	Susan	Pinsonneault	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
223	Thomas	Ates	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
224	Tiffany	Duening	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
225	Tim	Dombeck	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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226	Tim	Loudermilk	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
227	Tom	Wald	12/18/2020	Email	Bike/Ped Crossings Design Safety Multi-Modal/Transit Environment/Climate Change	<p>The following are my comments for the I-35 Capital Express South Project. https://capexsouth.mobility35openhouse.com/</p> <ol style="list-style-type: none"> From SH 71 to Onion Creek, there should be a pedestrian and bicycle crossing of I-35 every half-mile or less. Between Onion Creek and FM 1327, the project should plan for at least two additional bicycle and pedestrian crossings as development progresses and pedestrian and bicycle activity increase, to be constructed as part of a future project. The proposed shared-use paths will be a great addition to the corridor. These should be on both sides of the highway and should extend the entire length of the corridor to cover any missing gaps. Bridges over the creeks should include shared-use path connections under the I-35 bridges on both the north and south sides of each creek. (E.g. Williamson Creek, Slaughter Creek, Onion Creek.) These additional shared-use paths should connect with the already proposed shared-use paths and existing shared-use paths along the corridor. Ending traffic deaths and serious injuries needs to be among the top concerns in this project. For any managed lanes and controlled access lanes, please use safe urban design speeds appropriate for a dense urban freeway setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Make the Project compatible with existing local plans. The public has already approved plans by the City of Austin and other local government entities, such as the Austin Strategic Mobility Plan (ASMP) and the voter-approved Project Connect. TxDOT should help accomplish those plans. The project needs to be reevaluated in the context of the November 2020 passage of Austin Propositions A and B, which will result in substantial build out of the transit, pedestrian, and bicycling networks. These networks are projected to dramatically shift future, potential automobile trips to other travel modes. This project needs to consider the environmental impacts, including climate change impacts. Those climate change impacts will affect people locally and globally, and those impacts need to be mitigated in an amount much greater than the pedestrian, bicycle, and transit components that have already been included in the project. The elevated lanes should not be included in the project. These will create several problems: <ol style="list-style-type: none"> The additional lanes will induce demand, as noted elsewhere. The elevated structure will spread noise pollution farther and louder. The elevated structure will preclude any potential pedestrian and bicycle bridges over I-35 that would help create crossings every half-mile or less. The elevated structure will create a further physical divide in an urban environment. Do not add any additional motor vehicle lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. If this project is truly a project of independent utility, then it is important to consider this I-35 South project in the context that the I-35 Capital Express Central project may propose a reduction or no change to the number of lanes for the I-35 Central corridor. If this project adds lanes, then it should not be considered a congestion relief project, as it is likely to have no long term effect on congestion or it will increase congestion, due to the increased demand resulting from those new lanes. This is a well-established result, known as "induced demand". If there is merit to adding lanes, then those merits should be based on other grounds, e.g. quantifiable economic benefit. From the numbers provided in the meeting materials, it appears that the projected 2030 No-Build travel times do not account for the case that the roadway is not expanded (as stated), but rather the case where the roadway is indeed expanded, thus increasing demand for the roadway (which is what the traffic modeling is based on), but then paradoxically that the roadway is not actually expanded.
228	Travis	Hyzak	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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230	Tyler	Markham	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. The future is not larger highways. Even Greg Abbott has said as much.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
231	Tyler	Markham	12/18/2020	Online Comment Form	Opposition to Added Lanes Safety	<p>Please do not expand the number of frontage roads or the number of general lanes. We don't need more sprawl in South Austin. We need more connections across I-35 to improve mobility Austin residents. We need sidewalks. We need barriers to stop pedestrians from trying to cross 35. We need safety, not more lanes.</p>
232	Tyler	Markham	12/18/2020	Online Comment Form	Design	<p>Please place the frontage roads on top of the buried portion of I-35 from Lady Bird Lake to Dean Keaton. This is a once-in-a generation chance to reconnect Austin, improve the livability of downtown, and create tremendous economic value.</p>
233	Van	Wilson	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
234	Victoria	Taylor	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin. Please consider a more equitable public engagement process that may result in a more robust project for the Austin community.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multi-modal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
235	Willa	Staats	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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237	William	McClure	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
238	Xavier	Apostol	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
239	Zach	Allen	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
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278	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>We all see the TXDoT messaging to "end the steak" of daily traffic fatalities on Texas roads. If that slogan is anything but a joke to you, you'll stop forcing through projects like this that expand highways through major cities with no consideration of pedestrians and cyclists. You know this project will increase vehicle-related deaths and reduce the ability of Austinites to move through their own city, so please do the sensible thing and stop this project.</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
279	Unknown		12/15/2020	Email	Opposition to Adding Lanes Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I do not support the proposed lane expansion. Simply read the book The Power Broker to see how this fails. We have enough lanes, although they are not maintained professionally. Focus on that. Make the existing road safer. And get more people to use I-45 loop.</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
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298	Unknown		12/20/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
299	Unknown		12/21/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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Attachment B

Notices

Contents

1. I-35 Capital Express South Flyer – English
2. I-35 Capital Express South Flyer – Spanish
3. Flyer Distribution List
4. Media News Release
5. Website Screenshots (TxDOT & I-35 Capital Express South websites)
6. Emails
7. E-Newsletter Article
8. Other Media Coverage
9. Social Media Postings

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Flyers



I-35 CAPITAL EXPRESS SOUTH PROJECT VIRTUAL STAKEHOLDER MEETING

Join us for a virtual stakeholder meeting to learn more about the I-35 Capital Express South project in Travis County. From Thursday, Dec. 3 through Friday, Dec. 18, a pre-recorded video presentation, maps, drawings and other project information will be available at Mobility35openhouse.com. The virtual stakeholder meeting allows the public the opportunity to view updated materials and provide comments on the project.

The purpose of the I-35 Capital Express South project is to improve safety and mobility for all users of I-35, while minimizing the need for additional right of way, community and environmental impacts and to provide reliable travel times for vehicles using the non-tolled managed lanes. The proposed improvements include:

- Adding non-tolled managed lanes in each direction.
- Improving bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings.
- Improving safety and mobility.

Dec. 3 - 18, 2020

Mobility35openhouse.com



We would like to hear from you about the latest design of the project. Public feedback on the project can be submitted via online survey, email, voicemail or mail.

Survey: www.surveymonkey.com/r/CapitalExpressSouth

Email: my35capex@txdot.gov

Voicemail: (512) 501-5451

Mail: Matthew Cho, P.E., TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426

For general questions about the proposed project, call Matthew Cho, P.E. at (512) 832-7210 during regular business hours.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 9, 2019, and executed by FHWA and TxDOT.

DRAFT



PROYECTO I-35 CAPITAL EXPRESS SUR

Reunión Virtual de Partes Interesadas

Reúnase con nosotros para una reunión virtual de partes interesadas para conocer más sobre el Proyecto I-35 Capital Express Sur en el Condado de Travis. Desde el jueves, 3 de diciembre hasta el viernes, 18 de diciembre, estará disponible una presentación de video pregrabada, mapas, dibujos y otra información sobre el proyecto en Mobility35openhouse.com. La reunión virtual de partes interesadas ofrece al público la oportunidad de revisar los materiales actualizados y proporcionar comentarios sobre el proyecto.

El propósito del proyecto I-35 Capital Express Sur es mejorar la seguridad y movilidad para todos los usuarios de I-35, mientras se minimiza la necesidad de utilizar servidumbre de tránsito adicional, impactar a la comunidad o al ambiente y que se proporcionen tiempos de viaje confiables para los vehículos que utilizan los carriles administrados sin peaje. Las mejoras propuestas incluyen:

- Agregar carriles administrados sin peaje en cada dirección.
- Mejorar las comodidades para bicicletas y peatones a lo largo de las vías de servicio de I-35 y en los cruces este/oeste.
- Mejorar la seguridad y movilidad.

Del 3 al 18
de diciembre, 2020
Mobility35openhouse.com



Queremos sus comentarios sobre el diseño más reciente del proyecto. Los comentarios sobre el proyecto se pueden enviar a través de una encuesta en línea, correo electrónico, mensaje de voz o correo postal.

Encuesta: www.surveymonkey.com/r/CapitalExpressSouthESP

Correo electrónico: my35capex@txdot.gov

Mensaje de voz: (512) 501-5451

Correo postal: Matthew Cho, P.E., TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426

Para preguntas generales sobre el proyecto propuesto, llame al Matthew Cho, P.E. al (512) 832-7210 durante el horario regular de oficina.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

DRAFT

Capital Express South Flyer Distribution List

Posted both English and Spanish

- Caliber Collision - 11210 S IH 35 Frontage Rd, Austin, TX 78748 (11/25)
- Capital Chevrolet - 6200 S IH 35 Frontage Rd, Austin, TX 78745 (11/25)
- Circle K - 1601 E St Elmo Rd, Austin, TX 78744 (11/25)
- Don Darios Cantina - 8801 S IH 35 Frontage Rd, Austin, TX 78744 (11/25)
- Dove Springs Recreation Center - 5801 Ainez Dr, Austin, TX 78744 (11/25)
- Firestone Auto Care - 6412 S IH 35 Frontage Rd, Austin, TX 78745 (11/25)
- Gatti Town - 9900, I-35, Austin, TX 78748 (11/25)
- Golds Gym - 801 E William Cannon Dr, Austin, TX 78745 (11/25)
- The Home Depot - 8801 S, I-35, Austin, TX 78744 (11/25)
- IRS - 1821 Directors Blvd, Austin, TX 78744 (11/25)
- Lowes Home Improvement - 5510 S IH 35 Frontage Rd, Austin, TX 78745 (11/24)
- The Range at Austin - 8301 S IH 35 Frontage Rd, Austin, TX 78744 (11/25)
- St. Elmo Brewing Co. - 440 E St Elmo Rd G-2, Austin, TX 78745 (11/24)

Posted English Flyer

- The Austin Winery - 440 E St Elmo Rd A1, Austin, TX 78745 (11/24)
- AutoNation Toyota – 4800 S IH 35 Frontage Rd, Austin, TX 78745 (11/24)

Schools (Working with them to get distributed electronically due to COVID-19 restrictions)

- Harmony School of Excellence - 2100 E St Elmo Rd, Austin, TX 78744
- KIPP Austin Public Schools South Campus - 5107 I-35, Austin, TX 78744
- Uphaus Early Childhood Center - 5200 Freidrich Ln, Austin, TX 78744
- Rodriguez Elementary School - 4400 Franklin Park Dr, Austin, TX 78744
- Pleasant Hill Elementary School - 6405 Circle S Rd, Austin, TX 78745
- Josephine Houston Elementary School - 5409 Ponciana Dr, Austin, TX 78744
- Wayside: REAL Learning Academy - 6405 S IH 35 Frontage Rd, Austin, TX 78744
- Valor Public Schools - 220 Foremost Dr, Austin, TX 78745
- Akins High School - 10701 S 1st St, Austin, TX 78748

DRAFT

Not permitted to post to the Public, but took Flyers to Post for Employees

Audi South Austin - 4738 S IH 35 Frontage Rd, Austin, TX 78745 (11/24)

Golden Corral - 7300 S IH 35 Frontage Rd, Austin, TX 78745 (11/25)

Specs - 9900 S IH 35 Frontage Rd, Austin, TX 78748 (English only) (11/25)

Took flyers but needed to get permission from Owner or GM

Academy - 801 E William Cannon Dr, Austin, TX 78745 (11/25)

Burlington - 6715 S IH 35 Frontage Rd, Austin, TX 78744 (11/25)

Concentra Urgent Care - 10001 S IH 35 Frontage Rd Suite 300, Austin, TX 78747 (11/25)

Discount Tire - 1607 Nelms Dr, Austin, TX 78744 (11/25)

Goodwill - 9111 S 1st St, Austin, TX 78748 (11/25)

Hampton Inn Austin/Airport Area South - 4141 Governors Row, Austin, TX 78744 (11/25)

HEB - 6607 S IH 35 Frontage Rd, Austin, TX 78744 (11/25)

IHOP - 8801 S IH 35 Frontage Rd, Austin, TX 78744 (11/25)

Maxwell Ford - 4800 S IH 35 Frontage Rd, Austin, TX 78745 (11/24)

Omni Austin Southpark - 4140 Governors Row, Austin, TX 78744 (11/25)

Onion Creek Volkswagon - 10812 S IH 35 Frontage Rd, Austin, TX 78748 (11/25)

Onnit Gym - 4401 Freidrich Ln #301, Austin, TX 78744 (11/25)

Roger Beasley Mazda – 4506 S IH 35 Frontage Rd, Austin, TX 78745 (11/24)

South Point Dodge/Chrysler/Jeep/Ram - 5000 S IH 35 Frontage Rd, Austin, TX 78745 (11/24)

South Point Hyundai – 4610 S IH 35 Frontage Rd, Austin, TX 78745 (11/24)

Walmart Supercenter - 710 E Ben White Blvd, Austin, TX 78704 (11/25)

Need to go through their Corporate Office for Permission

FedEx Office and Print Center - 600 E Ben White Blvd, Austin, TX 78704 (11/25)

Fiesta Mart - 5510 I-35 # South, Austin, TX 78745 (11/24)

Salvation Army - 4216 S Congress Ave, Austin, TX 78745 (11/24)

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NOT POSTED

Closed to the Public or Entry by Appointment Only – NO FLYER POSTED

Manchaca Road Branch Library - 5500 Manchaca Rd, Austin, TX 78745 (11/24)

Integrity Trade Services LLC - 11111 S IH 35 Frontage Rd #100, Austin, TX 78747 (11/25)

Texas Dept. of Public Safety - 6425 S IH 35 Frontage Rd #180, Austin, TX 78744 (11/25)

Will Not Post

CarMax - 4400 S IH 35 Frontage Rd, Austin, TX 78745 (11/24)

Chuck E Cheese - 9811 S, I-35, Austin, TX 78744 (11/25)

Glen Bell Service Center - 3907 S Industrial Dr, Austin, TX 78744 (11/25)

Kia of South Austin - 5306 S IH 35 Frontage Rd, Austin, TX 78745 (11/24)

Sams Club - 9900 S IH 35 Frontage Rd, Austin, TX 78748 (11/25)

Industrial Business Complex

Southtech Business Center - 2101 E St Elmo Rd, Austin, TX 78744 (11/24)

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Media News Release

DRAFT

NEWS RELEASE



AUSTIN DISTRICT
Diann Hodges
(O) (512) 832-7027

TxDOT SEEKS INPUT ON THE I-35 CAPITAL EXPRESS SOUTH PROJECT

Proposed improvements include new elevated managed lanes and corridor upgrades



Dec. 1, 2020

AUSTIN – The Texas Department of Transportation is hosting a virtual stakeholder meeting to gather input on proposed improvements on I-35 from SH 71/Ben White Boulevard to SH 45 Southeast.

The \$300 million improvement project, known as the I-35 Capital Express South project, proposes adding two non-tolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project also includes various operational and safety enhancements that would reconstruct bridges, eliminate five mainlane merges and improve east/west connections over or under I-35.

The virtual stakeholder meeting will provide an update on the project design since the last public open house held in October 2019. Design changes include:

- Elevating managed lanes between SH 71/Ben White Boulevard and Slaughter Lane.
- Constructing a southbound I-35 intersection bypass lane at Stassney Lane and William Cannon Drive. Adding 2.5 miles of auxiliary lanes for entering and exiting traffic.
- Constructing braided northbound entrance and exit ramps at Slaughter Lane.
- Widening the northbound and southbound I-35 frontage roads to three lanes south of Slaughter Lane.
-

The virtual stakeholder meeting will be made available on mobility35openhouse.com beginning Thursday, Dec. 3 through Friday, Dec. 18, 2020. Input on the project can be submitted via online survey, email, voicemail or mail.

- Survey: www.surveymonkey.com/r/CapitalExpressSouth
- Email: my35capex@txdot.gov
- Voicemail: (512) 501-5451
- Mail: Matthew Cho, P.E., TxDOT Austin District, P.O. 15426, Austin, TX 78761-5426

For inquiries, contact Diann.Hodges@txdot.gov or (512) 284-1425.

###

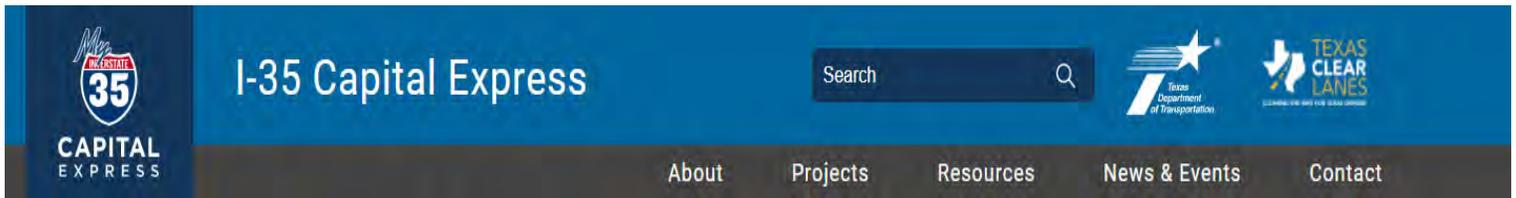
The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, maritime, rail and public transportation across the state.

Connecting You with Texas

www.txdot.gov | [TxDOT on Facebook](#) | [TxDOT on Twitter](#)

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Website Screenshots



NEWS & EVENTS

[Articles & News Releases](#)

[Events](#)

[Sign Up for Program News & Updates](#)

I-35 Capital Express South Virtual Stakeholder Meeting

Event Details

Date: Dec 3, 2020 to Dec 18, 2020

Time: 9 a.m. - 8 p.m.

Project: I-35 Capital Express South

Location:

www.mobility35openhouse.com

When:

Thursday, Dec. 3, 2020, at 9 a.m. through Friday, Dec. 18, 2020.

Purpose:

The purpose of the virtual stakeholder meeting is to gather input on proposed improvements on I-35 from SH 71/Ben White Boulevard to SH 45 Southeast.

Description:

The [I-35 Capital Express South](#) project proposes adding two non-tolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project also includes various operational and safety enhancements that would reconstruct bridges, eliminate five mainlane merges and improve east/west connections over or under I-35.

The virtual stakeholder meeting will provide an update on the project design since the last public open house held in October 2019. Design changes include:

DRAFT

I-35 Capital Express Website Screenshot - Page 2

- Elevating managed lanes between SH 71/Ben White Boulevard and Slaughter Lane.
- Constructing a southbound I-35 intersection bypass lane at Stassney Lane and William Cannon Drive.
- Adding 2.5 miles of auxiliary lanes for entering and exiting traffic.
- Constructing braided northbound entrance and exit ramps at Slaughter Lane
- Widening the northbound and southbound I-35 frontage roads to three lanes south of Slaughter Lane.

Input on the project can be submitted via online survey, email, voicemail or mail.

- Survey: www.surveymonkey.com/r/CapitalExpressSouth
- Email: my35capex@txdot.gov
- Voicemail: (512) 501-5451
- Mail: Matthew Cho, P.E., TxDOT Austin District, P.O. 15426, Austin, TX 78761-5426

Downloads:

- [I-35 Capital Express South fact sheet](#) (English)
- [I-35 Capital Express South fact sheet](#) (Español)
- [I-35 Capital Express South Virtual Stakeholder Meeting presentation](#) (English) – Dec. 3-Dec. 18, 2020
- [I-35 Capital Express South Virtual Stakeholder Meeting presentation](#) (Español) – Dec. 3-Dec. 18, 2020
- [I-35 Capital Express South Virtual Stakeholder Meeting video](#) (English) – Dec. 3-Dec. 18, 2020
- [I-35 Capital Express South Virtual Stakeholder Meeting video](#) (Español) – Dec. 3-Dec. 18, 2020
- [Typical Section 1](#) – Dec. 3-Dec. 18, 2020
- [Typical Section 2](#) – Dec. 3-Dec. 18, 2020

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TxDOT Seeks Input on the I-35 Capital Express South Project

[Texas Department of Transportation](#) > [Inside TxDOT](#) > [Media Center](#) > [Local News](#) > [Austin](#)

Contact: Diann Hodges

Phone: (512) 832-7027

Date: Dec. 1, 2020

AUSTIN – The Texas Department of Transportation is hosting a virtual stakeholder meeting to gather input on proposed improvements on I-35 from SH 71/Ben White Boulevard to SH 45 Southeast.

The \$300 million improvement project, known as the I-35 Capital Express South project, proposes adding two non-tolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project also includes various operational and safety enhancements that would reconstruct bridges, eliminate five mainlane merges and improve east/west connections over or under I-35.

The virtual stakeholder meeting will provide an update on the project design since the last public open house held in October 2019. Design changes include:

- Elevating managed lanes between SH 71/Ben White Boulevard and Slaughter Lane.
- Constructing a southbound I-35 intersection bypass lane at Stassney Lane and William Cannon Drive.
- Adding 2.5 miles of auxiliary lanes for entering and exiting traffic.
- Constructing braided northbound entrance and exit ramps at Slaughter Lane.
- Widening the northbound and southbound I-35 frontage roads to three lanes south of Slaughter Lane.

The virtual stakeholder meeting will be made available on mobility35openhouse.com beginning Thursday, Dec. 3 through Friday, Dec. 18, 2020. Input on the project can be submitted via online survey, email, voicemail or mail.

- [Survey](#)
- [Email](#)
- Voicemail: (512) 501-5451
- Mail: Matthew Cho, P.E., TxDOT Austin District, P.O. 15426, Austin, TX 78761-5426

###

The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, maritime, rail, and public transportation across the state. Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods. Find out more at TxDOT.gov. "Like" us on [Facebook](#) and follow us on [Twitter](#).

DRAFT

Emails

(Sent to the Mobility35
project contact list emails)

DRAFT

[View this email in your browser](#)



I-35 CAPITAL EXPRESS SOUTH VIRTUAL STAKEHOLDER MEETING

You are receiving this notification because you are part of the Mobility35 distribution list.

This proposed project is located in Travis County.

TxDOT is hosting a virtual stakeholder meeting to review proposed project updates to the I-35 Capital Express South project. Please join us to review the materials.



DRAFT

WHEN:

Thursday, Dec. 3 to Friday, Dec. 18, 2020

Please visit our virtual meeting website at www.mobility35openhouse.com between Dec. 3 – Dec. 18, 2020, to submit comments and complete a survey to provide feedback.

The following improvements are proposed to improve safety and mobility, including:

- Elevated managed lanes between SH 71/Ben White Boulevard and Slaughter Lane.
- Constructing a southbound I-35 intersection bypass lane at Stassney Lane and William Cannon Drive.
- Adding 2.5 miles of auxiliary lanes for entering and exiting traffic.
- Constructing braided northbound entrance and exit ramps at Slaughter Lane
- Widening the northbound and southbound I-35 frontage roads to three lanes south of Slaughter Lane.



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Austin, TX 78753
Contact Us | (512) 366-3229

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You are receiving this email because you opted in at our website my35construction.org

Our mailing address is:

-
7901 N I-35
Austin, TX 78753
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[View this email in your browser](#)



I-35 CAPITAL EXPRESS SOUTH VIRTUAL STAKEHOLDER MEETING

You are receiving this notification because you are part of the Mobility35 distribution list.

This proposed project is located in Travis County.

TxDOT is currently hosting a virtual stakeholder meeting to review proposed improvements to I-35 Capital Express South project. Please join us for an opportunity to review the updated materials and provide comments.

WHEN:

Thursday, Dec. 3 to Friday, Dec. 18, 2020

WHERE:

www.mobility35openhouse.com



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7901 N I-35
Austin, TX 78753
Contact Us | (512) 366-3229

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You are receiving this email because you opted in at our website my35construction.org

Our mailing address is:

7901 N I-35
Austin, TX 78753

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[View this email in your browser](#)



I-35 CAPITAL EXPRESS SOUTH VIRTUAL STAKEHOLDER MEETING

You are receiving this notification because you are part of the Mobility35 distribution list.

This proposed project is located in Travis County.

Today is the last day to provide comments and input on the I-35 Capital Express South project. Please visit our virtual stakeholder update meeting at www.mobility35openhouse.com. There, you will find all materials related to the proposed project, and an opportunity to provide input on the proposed improvements to I-35.

We look forward to hearing from you.



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Austin, TX 78753
Contact Us | (512) 366-3229

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You are receiving this email because you opted in at our website my35construction.org

Our mailing address is:

-
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Austin, TX 78753
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DRAFT

E-newsletter Article

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Austin Mobility News: Dec. 7, 2020

Your weekly news update from Austin Transportation



In this week's edition:

- **Construction complete at North Lamar Boulevard/Payton Gin Road**
- **Three weeks remain to review draft Transportation Criteria Manual**
- **Join the 2020 Mobility Games, stay active, win prizes**
- **Austin Transportation updates Vision Zero Viewer and related tools**
- **Give feedback on I-35 central segment and Capital Express south improvements**
- **Calendar Corner: Dec. 7 - 13, 2020**

Construction complete at North Lamar Boulevard/Payton Gin Road

DRAFT



Austin Transportation completed the construction of safety and mobility improvements at the North Lamar Boulevard/Payton Gin Road intersection. This **2016 Mobility Bond** Intersection Safety/Vision Zero project is designed to reduce the number of crashes at this location and to increase safety for all road users, including people riding bikes and walking in the area.

[View pictures of the completed intersection.](#)

Changes at **North Lamar Boulevard/Payton Gin Road** include new shared-use paths for people walking and riding bikes, new high-visibility crosswalks, traffic signal upgrades, and a new median on North Lamar Boulevard near the intersection.

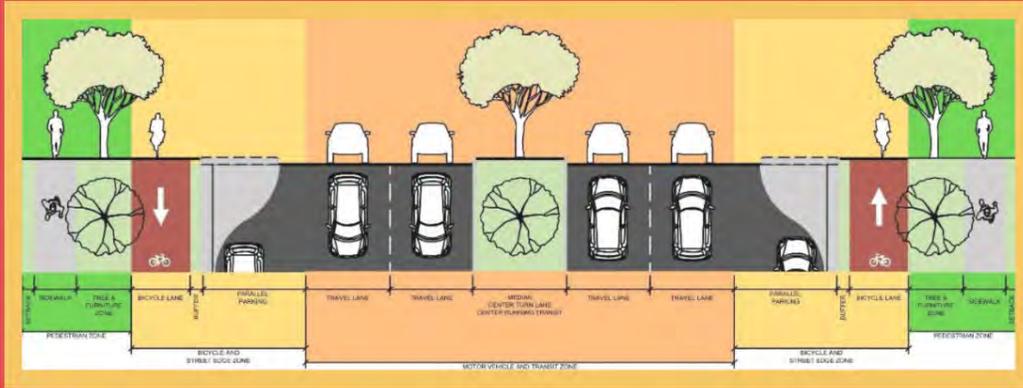
This project is the seventh **Intersection Safety/Vision Zero project** ATD has completed with 2016 Mobility Bond funding. The 2016 Mobility Bond dedicates \$15 million to fatality reduction strategies for projects listed on the **Top Crash Location Intersection Priorities Improvement List**.

For information about other upcoming 2016 Mobility Bond Intersection Safety/Vision Zero projects, visit **[AustinTexas.gov/2016BondIntersections](https://www.austintexas.gov/2016BondIntersections)**.

Three weeks remain to review draft Transportation Criteria Manual

DRAFT

Transportation Criteria Manual Rewrite



bit.ly/ATXLDC Share your feedback by December 31!

The City of Austin is seeking review and comments from the public on a new draft **Transportation Criteria Manual**. The TCM defines the rules, requirements, and technical guidelines for building mobility infrastructure in Austin. **Austin Transportation** staff have worked closely with City departments, partner agencies, and design professionals for the past two years to update and modernize Austin's TCM.

The **proposed TCM rewrite** is intended to better align the goals set forth in the **Austin Strategic Mobility Plan** and create consistent guidelines for engineering and **street design** decisions regarding:

- Pedestrian zones
- Bikeways and urban trails
- Transit
- Driveways
- Parking + loading
- Temporary traffic control

View the draft TCM and share your feedback at SpeakUpAustin.org by **December 31**.

Join the 2020 Mobility Games, stay active, win prizes

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THE 2020 MOBILITY GAMES



*Get outside,
get active,
and win prizes!*

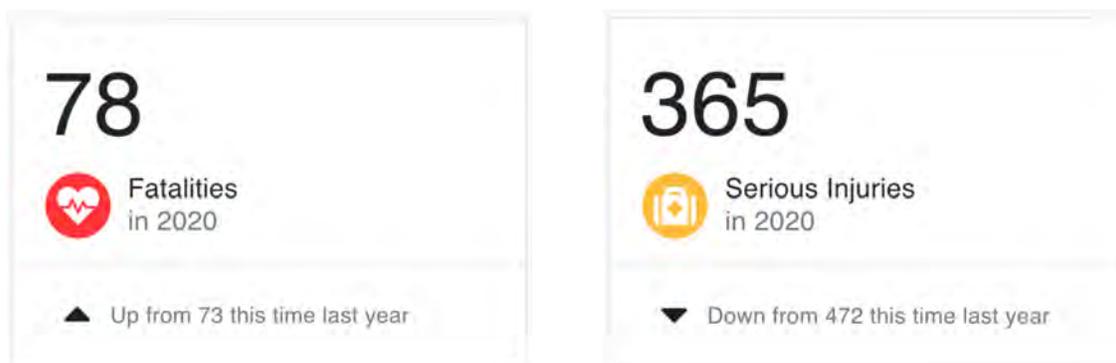


Movability has announced the launch of its first **Mobility Games**. This month long contest will offer all Austinites a chance to win prizes by replacing vehicle trips with active mobility between December 1 and 31, 2020.

Participants can log into **myCommuteSolutions**, either individually or as a team, and record their miles walking, biking or using micro-mobility modes of transportation such as scooters and mopeds. Participants who log their miles and post to social media using the hashtag #MobilityGames20 will be entered to win Amazon gift cards up to \$400.

Movability is a transportation management association (TMA) that works with a variety of employers around Central Texas to help them develop customized mobility policies, learn more about mobility options, network with service providers and other employers to learn best commuting practices, and implement existing mobility policies and plans.

Austin Transportation updates Vision Zero Viewer and related tools



There were 11 traffic fatalities and 48 serious injuries in October, contributing to the current 2020 totals of 78 fatalities and 365 serious injuries.

Austin Transportation updates the **Vision Zero Viewer** with the most up-to-date traffic crash insights every month, and data for October 2020 is now available. Traffic fatalities were higher this **DRAFT**

year than the average October for the past five years, keeping 2020 totals on a slightly higher pace than 2019. However, 100 fewer people have suffered serious injuries from traffic crashes through October 2020 compared to this point last year.

The Vision Zero Viewer provides interactive visualizations for where, when, and how crashes resulting in fatalities and serious injuries occur. Visitors can gather key insights related to modes, demographics, and time of day, compare trends by month and year, and view an interactive map of where crashes have occurred.

Austin Transportation is also working in other ways to make safety efforts more accessible, transparent, and interactive for the public. In 2020, the team released two additional web tools:

- The [speed limit changes map](#), an interactive map that shows block by block speed limit changes approved by Austin City Council to reduce excessive speeds on several types of streets citywide, and
- The [high-injury roadways map](#), an interactive map that shows segments of roadways in Austin where the highest number of crashes resulting in fatalities and serious injuries occur.

These tools provide the public with resources to lean in and collaborate with the City on its Vision Zero goal of eliminating traffic deaths by 2025. By knowing where and when crashes occur, and where things are changing in the city, community members can make more informed safety choices like driving a little slower and being more alert in areas where more crashes occur. Austin Transportation will continue to make these safety resources available and easy for the public to use.

Give feedback on I-35 central segment and Capital Express south improvements



Above is a detailed video about the I-35 environmental study, proposed project, scoping process, coordination plan, purpose and need for the project, environmental

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constraints, range of alternatives and how to provide feedback

The **Texas Department of Transportation** has extended the window for comments on the I-35 central segment to December 31, 2020 to give the public additional time to give feedback.

I-35 Capital Express Central Project- The I-35 central segment project would improve pedestrian and bicycle crossings along the central segment and add two non-tolled high-occupancy vehicle managed lanes in each direction on I-35 from US 290 East to SH 71/Ben White Boulevard. In addition, the project would add flyovers at I-35 and US 290 East, reconstruct bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits.

The virtual open house is open and the public can **review and provide comments** on the I-35 project purpose and need, as well as a range of alternatives.

I-35 Capital Express South Project- TxDOT is also hosting a virtual stakeholder meeting from Thursday, Dec. 3 to Friday, Dec. 18, 2020 for members of the public to review proposed project updates to the **I-35 Capital Express South project** and give feedback.

This project would implement safety and mobility features, including:

- Elevated managed lanes between SH 71/Ben White Boulevard and Slaughter Lane.
- Constructing a southbound I-35 intersection bypass lane at Stassney Lane and William Cannon Drive.
- Adding 2.5 miles of auxiliary lanes for entering and exiting traffic.
- Constructing braided northbound entrance and exit ramps at Slaughter Lane.
- Widening the northbound and southbound I-35 frontage roads to three lanes south of Slaughter Lane.

Community members who need assistance to participate in the virtual public meetings, including interpretation or translation services, should contact Nic Barbera at (512) 766-3472. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.

For more information on the I-35 Capital Express Central project and to submit feedback, visit the **I-35 Capital Express Central Open House**. For more information on the I-35 Capital Express South project and to submit feedback, visit the **I-35 Capital Express South Open House**.

Calendar Corner: Dec. 7 - 13, 2020

Pedestrian Advisory Council

The **Pedestrian Advisory Council** (PAC) will meet via videoconference to discuss TxDOT's **I-35 Capital Express Central Project Virtual Public Scoping Meeting** and the City of Austin's **Transportation Criteria Manual update**. **View the agenda**.

- **Date:** Monday, Dec. 7, 2020
- **Time:** 6 p.m.
- **Link to view:** bit.ly/PAC1207

Urban Transportation Commission

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The **Urban Transportation Commission** (UTC) will meet via videoconference to discuss TxDOT's **I-35 Capital Express Central Project Virtual Public Scoping Meeting** and the City of Austin's **Transportation Criteria Manual update**. [View the agenda.](#)

- **Date:** Tuesday, Dec. 8, 2020
- **Time:** 5:30 p.m.
- **Link to view:** [ATXN Live](#)

Smart Trips LIVE: Blue Genie Art Bazaar

Join this *Smart Trips LIVE* broadcast to hear about the artists attending this year's **Blue Genie Art Bazaar** event and how you can get your holiday shopping done in a safe and socially-distant way.

- **Date:** Friday, Dec. 11, 2020
- **Time:** 5:30 p.m.
- **Link to view:** [Facebook](#) or [YouTube](#)

About the City of Austin Transportation Department

The City of Austin Transportation Department works to provide a safe, efficient, innovative, cost-effective and sustainable transportation system that connects roadways, bikeways, walkways and transit systems in order to bring improved access and mobility to our community. We are taking proactive steps to engage and educate the community, which is why you received this news update. Visit AustinTexas.gov/Transportation.

City of Austin Transportation Department
901 S. MoPac Expressway
Building 5, Suite 300
Austin, TX 78746

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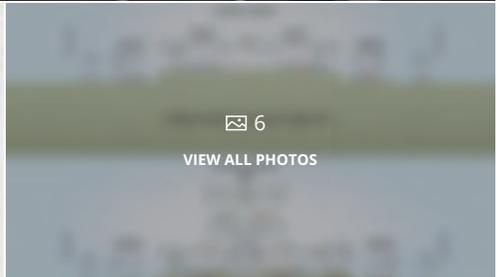
Other Media Coverage



TxDOT gives latest on I-35 HOV lane project in virtual stakeholder meeting

by Christian Flores
Thursday, December 3rd 2020

AA



The project proposed 2.4 miles of elevated HOV lanes. (Picture courtesy: TxDOT)



As traffic congestion gradually worsens with people starting to return to work and holiday travel around the corner, TxDOT is preparing to move forward with their project to add High Occupancy Vehicle - or HOV - lanes to I-35.

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Search Site
"We've made some tweaks to the proposal that we went out to the publi with last year, and we wanted to give the public an opportunity to see what we're proposing. We're now proposing to make some changes that will add some more safety and mobility items," said TxDOT Spokesperson Diann Hodges. "Our motto is, 'Connecting you with Texas.' To be able to do that, you need to be able to get where you're going. We know I-35 is congested."

This project will add two managed HOV lanes each direction of I-35 from Ben White Boulevard to SH-45 Southeast, including almost 2.5 miles of elevated HOV lanes between Ben White and Slaughter.

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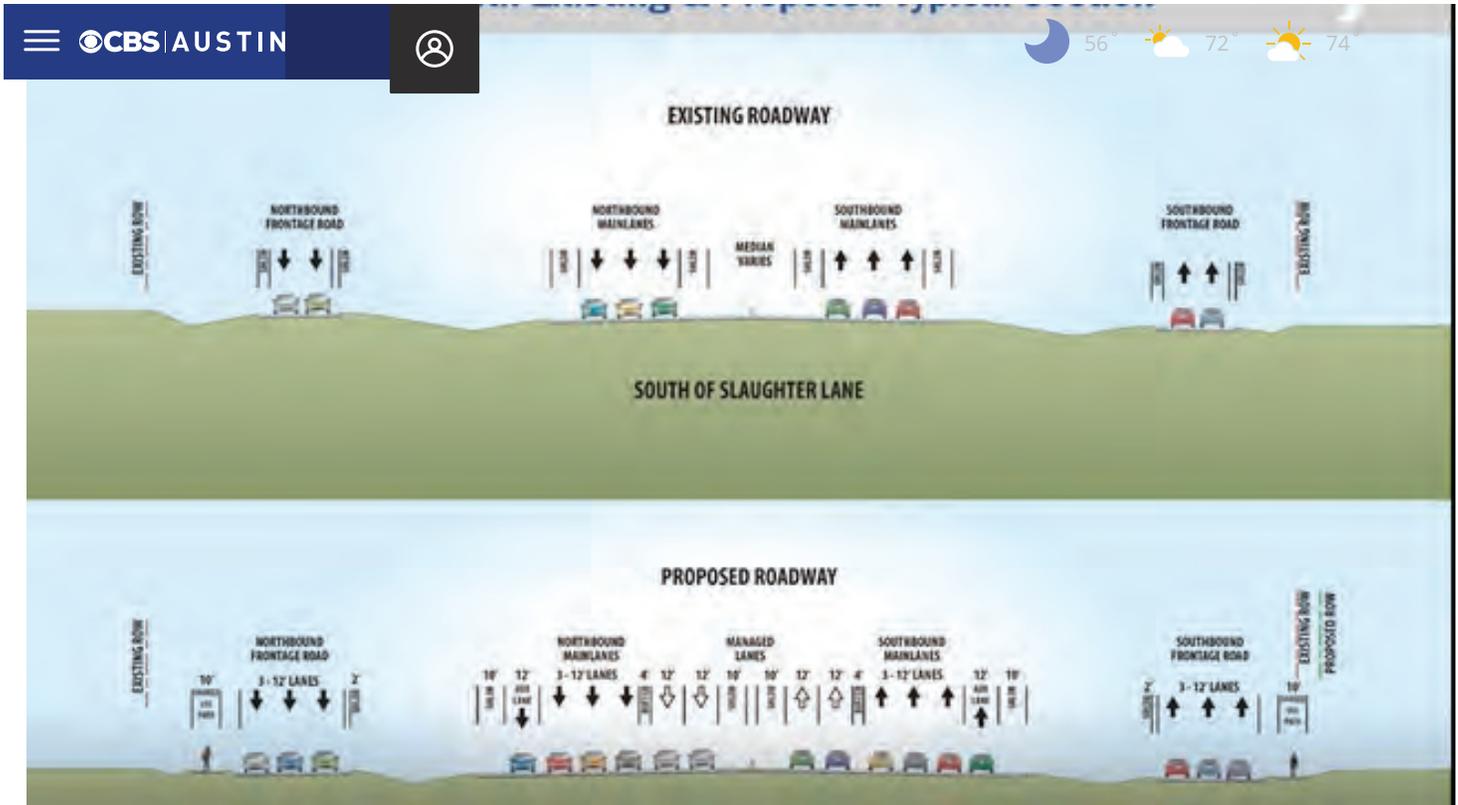
The project proposed 2.4 miles of elevated HOV lanes. (Picture courtesy: TxDOT)

These will not be toll lanes, but since they're HOV lanes, you will need to have multiple people in your vehicle to drive on them.

"Elevating the lanes in this area actually eliminates five merging and weaving actions by drivers. If the managed lanes are at the same level as the main lanes, if you're in the managed lane and you want to exit, you're going to have to cross the main lanes of traffic to get off. By elevating, we can have direct access ramps that will allow you to enter and exit without having to weave across those main lanes," Hodges said. "This is what we feel will be the best options for keeping traffic moving and getting it moving faster than the crawl it is right now."

South of Slaughter Lane, TxDOT plans on adding one extended entrance lane and one frontage road lane in each direction.

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South of Slaughter, where the elevated lanes would end, TxDOT would still have HOV lanes. (Picture courtesy: TxDOT)

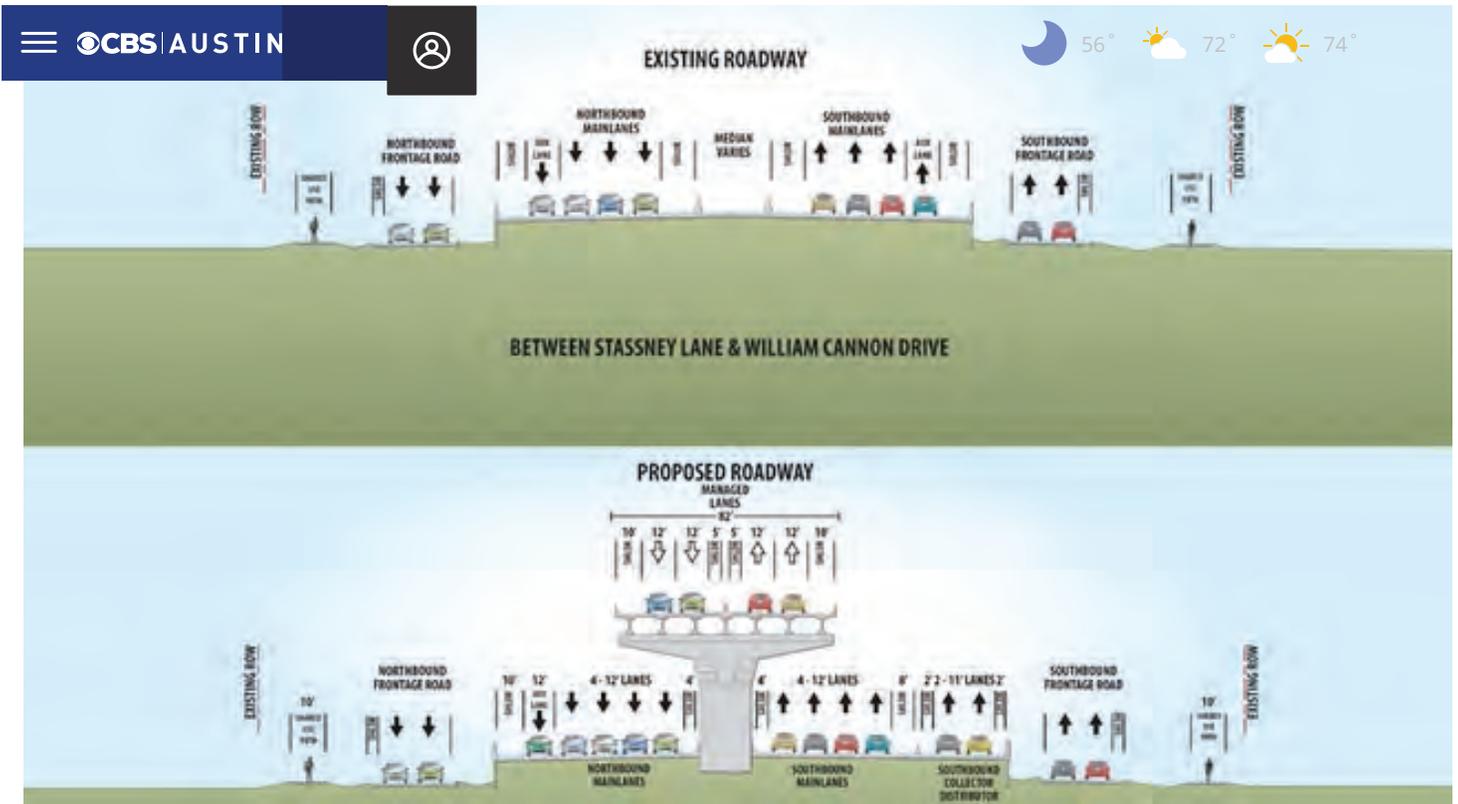
Overall, [this project](#) could add up to 8 new lanes in each direction in parts of this section of I-35.

Drivers said they're well aware they are likely to see red while driving on the major interstate highway any point of the day.

"All the time there's brake lights," said Brian Patino. "It gets real bad sometimes. There's a lot of cars. Sometimes there's wrecks."

TxDOT estimates they will save drivers 18 minutes on the HOV lanes and 14 minutes on the regular lanes during the morning rush. In the evening, they expect to save drivers 13 minutes on the HOV lanes and 4 minutes on the regular lanes.

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Here's what TxDOT says will be the difference by adding the elevated lanes. (Picture courtesy: TxDOT)

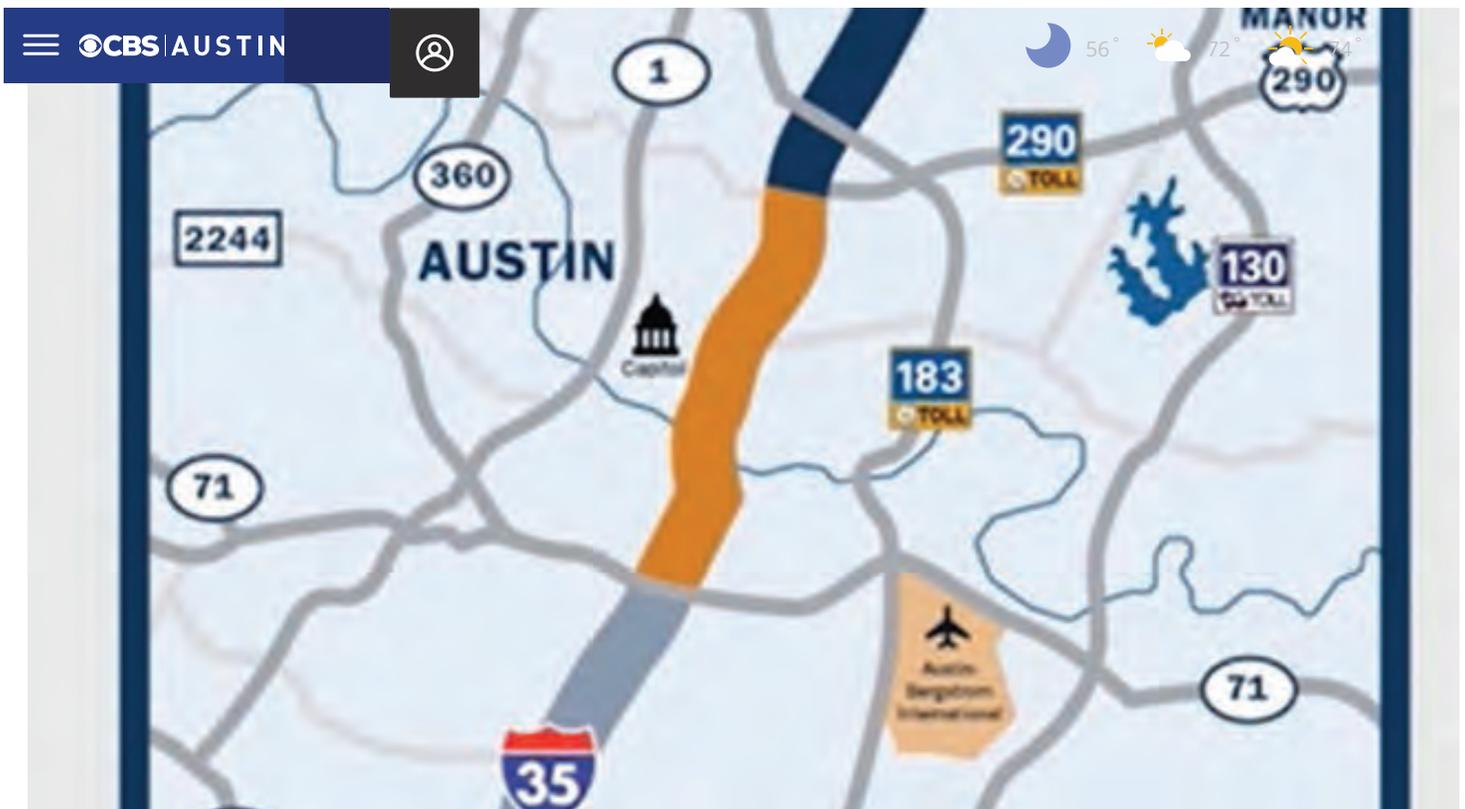
Additionally, officials expect to reduce crashes by 50 percent by adding these elevated lanes.

"Safety is our number one priority at TxDOT. Every project we do, that is first and foremost in our planning. If we can find ways to improve safety, we will," Hodges said.

During an open house for this project in October, 110 of the 176 comments were in support for managed lanes.

This is part of the three projects that make up the I-35 Capital Express Program, with the other two projects addressing needs in the northern and central portions of the interstate highway.

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The I-35 Capital Express South project is one of three projects by TxDOT designed to improve congestion on the interstate highway. (Picture courtesy: TxDOT)

The I-35 Capital Express Central project, which runs through Downtown, will remove the elevated lanes already up, while the south project will build new elevated lanes. However, TxDOT officials say this is important to improve traffic flow, noting different parts of the highway have different needs.

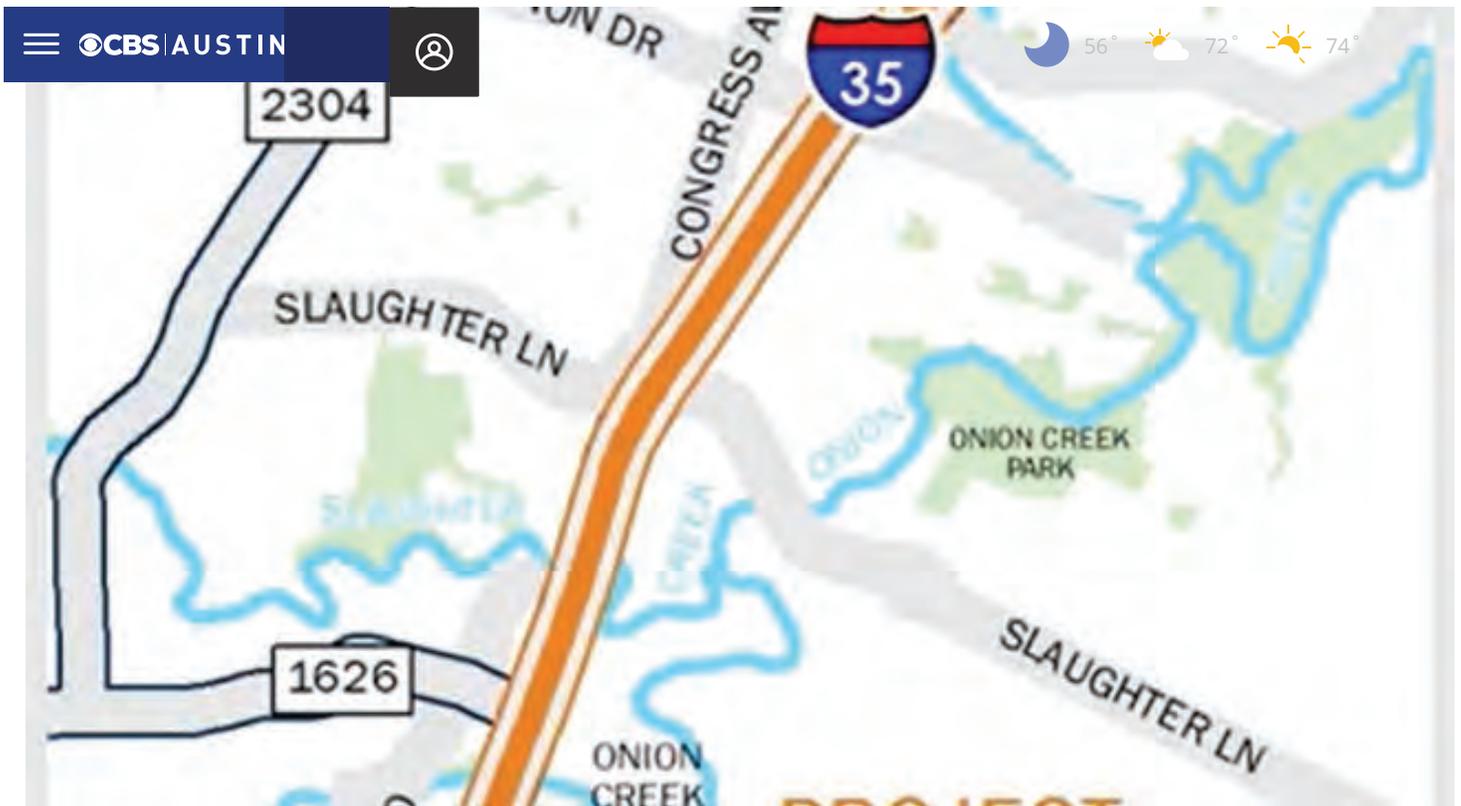
"Our goal is to eliminate the weaving. All of our proposals for central call for taking down the decks. We heard a lot from the community about that. If we were able to tunnel or lower those main lanes, we can actually get people from the managed lanes via a tunnel or a ramp in the central section that will prevent them from crossing the main lanes," Hodges said. "If you look at Downtown, we're constrained there. We have historic buildings on either side, and we can't expand that highway out. Our options are either to go up or go down. We've heard from the community for a very long time that they would like to see the decks removed from Downtown."

TxDOT plans on constructing the south and north projects before the central project.

"In the south, we're not [lowering lanes]. We're not going down. The way to be able to get the managed lanes and minimize the impact of the properties down south is to take those lanes up, and then we can get people off without having to cross the main lanes, as well," Hodges said.

All told, the south project will cost \$300 million for construction. The Texas Transportation Commission, which is TxDOT's governing body, allocated this funding in August 2019. This money is already in their budget from the gas tax and propositions that were passed a few years ago, meaning this project will not cost taxpayers any additional money.

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The south project will extend from Ben White Blvd. to SH-45 Southeast. (Picture courtesy: TxDOT)

Currently, the project is in its environmental review and project design phase.

Drivers like Patino said they're looking forward to a project like this to be completed, because the roads have not kept up with Austin's population growth.

"It's the population of the people. It's going to get bigger and bigger," Patino said. "Hopefully we get some new roads down here."

As far as what's next, there will be a public hearing for feedback in early 2021. After that, the Texas Transportation Commission would have to approve a contract with a bidder.

They expect to begin construction on the I-35 Capital Express South project in mid-2022, which is expected to take three-to-four years to complete.

You can provide your feedback to TxDOT in [this link here](#).

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<https://communityimpact.com/austin/southwest-austin-dripping-springs/transportation/2020/12/07/residents-can-provide-feedback-on-a-300m-i-35-project-through-south-austin-until-dec-18/>

Residents can provide feedback on a \$300M I-35 project through South Austin until Dec. 18



The Texas Department of Transportation is planning to begin a \$300 million project in South Austin in 2022. (Courtesy TxDOT)

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<https://communityimpact.com/austin/southwest-austin-dripping-springs/transportation/2020/12/07/residents-can-provide-feedback-on-a-300m-i-35-project-through-south-austin-until-dec-18/>

By **Jack Flagler** | 9:25 AM Dec 7, 2020 CST | Updated 9:25 AM Dec 7, 2020 CST

The Texas Department of Transportation is scheduled to start a major project on I-35 through South Austin in 2022, but before construction begins the state agency is accepting comments from residents in a public hearing.

A virtual meeting opened Dec. 3 and will remain open through Dec. 18 on TxDOT's website. Residents can provide comments online through various formats:

- Online at www.mobility35openhouse.com
- Email: my35capex@txdot.gov
- Voicemail at 512-501-5451
- Mail: I-35 Capital Express South Project, Attn: Project Tream, 1606 W. Sixth St., Austin, TX 78703

The project will add two managed lanes—which are limited to vehicles such as public transportation, carpools, vanpools and emergency responders—on I-35 in each direction between the intersections of SH 71 and SH 45 SE.

Previously, an open house was held in October 2019 allowing residents to provide feedback. According to TxDOT, it has made some changes since that October meeting, which include widening the northbound and southbound I-35 frontage roads to three lanes south of Slaughter Lane and adding 2.5 miles of auxiliary lanes for entering and exiting traffic.

This \$300 million project paid for by TxDOT is one of three set to begin along I-35 through Austin. When all three projects are finished, managed lanes will be added from SH 45 N in Williamson County to SH 45 SE near the Hays County line. The total cost of all three phases is estimated at \$5.6 billion. The north portion is also set to begin in 2022, while the central project is set to begin in 2025.

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Social Media Postings

TxDOT Austin District Tweet

Dec. 15, 2020

TxDOT Austin @TxDOTAustin

Don't forget to tell us what you think! Visit the virtual stakeholder meeting for the I-35 Capital Express South project mobility35openhouse.com to learn more and provide feedback. #My35 #My35CapEx #ATXtraffic

VIRTUAL PUBLIC MEETING

10:10 AM · Dec 15, 2020 · Hootsuite Inc.

2 Likes

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TxDOT Austin District Tweet
Dec. 18, 2020



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Attachment C

Comments Received

Total Comments Received: 297
Total Survey Responses Received: 52

Contents

1. Virtual Stakeholder Meeting - Online Comment Form Comments
2. Virtual Stakeholder Meeting - Email Comments
3. Online Survey Questions (English)
4. Online Survey Questions (Spanish)
5. Online Survey Response Summary

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Virtual Stakeholder Meeting Online Comment Form Comments

Total:33

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Date Received	First Name	Last Name	Email	Phone	Address	Address 2	City	State	Zip	Comments	I am employed by TxDOT	I do business with TxDOT	I could benefit monetarily from the project or other item about which I am commenting	Sign up for our newsletter
12/7/2020	Anonymous									I look forward to all the road projects to improve travel time in and out of Austin area.				
12/4/2020	Brian	Seales								I'd prefer an express/toll rather than HOV, or somehow both. Especially though downtown.				
12/3/2020	Dan	Cheetham								As a resident of Travis Heights I am extremely concerned that I do NOT see reduced noise pollution as a critical goal in this project. Any potential scenarios should be evaluated with this consideration as the current noise levels are extreme and negatively impact quality of life for our central Austin neighborhood. I would like to be able to speak to someone on the design team about these concerns that myself and all of my neighbors share. Please respond to let me know how to engage in dialogue about this important issue.				X
12/15/2020	Ed	Ireson								We should not spend hundreds of millions expanding I-35. Instead, we should be directing through traffic to bypass Austin by tolling I-35 and making alternatives free.				
12/15/2020	Elizabeth	Eliot								Further widening the highway between downtown and east Austin is the last thing that we need. I-35 already splits the historically segregated East Austin from the Urban Core and prevents both cultural hubs of downtown and the east side.				
12/4/2020	George	Eco								Momentum seems to be gaining ground to divert many traffic and lanes onto a loop system at 290/71 intersection. This feedback should mean that the south portion of the project should have substantial design change at that intersection with 35 so that traffic can loop. Tunneler express/local lanes should start at the 290/71 intersection with 35 going north with a combination of local limited access points and limited access express lanes. Then a boulevard style road and partnership with CapMetro should start at that intersection of 290/71 to install a park and ride and rapid rail or bus service along the boulevard through downtown and terminate at the other end of the loop 290/71 highway. TxDot's current 35 south designs do not allow solve the transit issues facing Austin and must take into consideration induced demand by continuing to add new lanes. These designs should be edited to show the need to drastically loop traffic around downtown via the 290/71 loop as well as adopt a terminal for transition to boulevard style starting at 290/71. CapMetro would be grateful to collaborate on the surface boulevard portion of project while txdot can create new 6 lane tunnel highway with entry starting at 290/71 intersection and access points at oltorf, downtown, ut, airport and return to surface at northern terminus at 35N & 290/71. To recap: 1) Divert portion of 35 traffic to a loop 290/71 (non Austin bound traffic) 2) Build 6-8 lane limited entry tunnel along 35 starting at 290/71; this will continue through Austin downtown to northern terminus where it would combine with 290/71 loop once again. 3) build boulevard style surface road in partnership with local transit authorities. This should include transit transfer center and park and ride at 35 and 290/71 intersection. Collaborate with CapMetro on mass transit services to run along new boulevard. Please do this to actually solve traffic rather than just kick the can down the road by pouring more concrete that will need excessive maintenance and expansions into perpetuity! Thank you! George				X
12/16/2020	Gwen	Jewiss								What is being planned regarding noise abatement? The traffic from 35 already penetrates well into the adjacent neighborhoods & will be much worse with the addition of elevated lanes. I would welcome your email reply. Also- Having tolls on 130 & 183 only increases the truck traffic on 35, as the companies do not typically reimburse drivers for tolls. If through trucks were tolled for 35 usages, we'd all be better off! Hi TxDOT!				X
12/15/2020	Isabella	Vick								I am writing to oppose the expansion of I35 in the south part of the Capital Expressway. Expanding highways does not help with traffic! Please work with Reconnect Austin to follow their suggested guidelines. If I35 absolutely must be expanded, please do so in a way that keeps Project Connect, bike mobility, and pedestrian safety in mind. Thank you.				
12/8/2020	Jacob	Barrett								I support the managed lane installation but not the expansion of the frontage roads to three lanes. The third lane will introduce unneeded merging from other drivers and will increase congestion and be a detriment to safety outcomes. Please only keep the frontage roads at two lanes.				
12/17/2020	James	Howison								First, the comment period is too short, it takes time to make people aware of plans and to organize feedback. This short period feels pro-forma and insincere. Second, elevated roads divide the community further, creating wasted space underneath that apparently no one has the responsibility to manage. Elevated roads are both ugly and loud. Studies should include detecting how much further they spread pollution and noise (including noise as the section joints are traversed). Safe and navigable intersections and local roadways and paths should undergo real engineering effort. In consultations I have attended before there are zero figures on how intersections work for pedestrians, including the elderly and disabled, especially during hot summers. You engineer the road design, but simply assume that cars stop at cross-walks; those things should be tested. If they don't work due to behaviors of drivers, then they don't meet the specs of the project and cannot satisfy the requirements of the project.				

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Date Received	First Name	Last Name	Email	Phone	Address	Address 2	City	State	Zip	Comments	I am employed by TxDOT	I do business with TxDOT	I could benefit monetarily from the project or other item about which I am commenting	Sign up for our newsletter
12/7/2020	John	Eagan								How many times will TxDOT continue with the same failing policies and approaches to highway management before they realize this is not working? Making a 20 lane highway will not work! If you must move forward with this plan that will utterly fail to fix congestion, at least do the bare minimum from an equity perspective: reconnect east and west sides for pedestrians! We need additional safe pedestrian crossings. We should never have to walk or bike more than a half mile to get to a safe crossing. It's ridiculous that TxDOT does not acknowledge this with safe design and more crossings. You're just repeating mistakes for the past 60 years!				
12/15/2020	John	Worley								If you add new lanes, they'll fill up in no time. You'll spend billions and get very little relief. How about adding a rail line on each side of I-35 instead? Or expanding 130, making it free, and turning I-35 into a toll road with tolls collected where 130 connects to I-35 north and south? Or do both?				
12/3/2020	Jonathan	Gros								Please don't build this. This will only further segregate southeast Austin.				
12/18/2020	Jordan	Janes								I think widening I-35 will be a detriment to the city of Austin. The city has long been overdependent on mobility via car, and spending hundreds of millions of dollars on I-35 will not result in the change Austin needs. Austin need multi-modal transportation, and should invest in getting more cars off of the road, instead of spending millions to add a few lanes.				
12/3/2020	Josh	Miksch								I welcome the addition of managed lanes to the I-35 south corridor, however, the addition of upper level decks from SH-71 down to Slaughter seems to be a step in the wrong direction. If IH-35 through central Austin between MLK and Airport Blvd. has taught us anything, it is that building a freeway even higher creates numerous issues for the surrounding areas. How will the upper level decks cross the Stassney and William Cannon intersections? Would they go up and over the newly re-built overpasses, which would cause the new upper level decks to rise well above the grade of the adjacent frontage roads in areas where the current main lanes are depressed below grade?				
12/18/2020	Ken	Jacob								1. Please devote attention to the rapid development all along IH-35 South with special attention to FM1604 where a major traffic problem already exists due to major development of multi-family housing from Slaughter south to SH-130. This applies especially to all exit and on ramps from Slaughter Creek Overpass to beyond SH-130 and will be affected by both northbound & southbound traffic. 2. We also ask that you work closely with CAP Metro in early development of plan for proposed Park & Ride at Southpark Meadows. We at South Austin Neighborhood Alliance (SANA) are familiar with the area and prepared to help in any way we can.				X
12/3/2020	Leah	Mesches								As a resident of Travis Heights I am extremely concerned about increased noise pollution in this project. The current noise levels are extreme and we can hear traffic all day and night. It sounds like the potential elevated lane would make noise even worse.				
12/15/2020	Matthew	Bey								Is there room in the elevated section or along the median, for a light rail line, like they have in Chicago?				X
12/17/2020	Michelle	Betz								I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.				
12/18/2020	Morgan	Witthoft								NO WIDENING PLEASE All research shows that widening NEVER helps with congestion. Ever. All prior experience with cities all over the USA shows the same. WIDENING DOES NOT HELP. A huge mess, destruction of land, massive expense, no benefit. Don't do it.				
12/15/2020	Nevin	Durish								Cramming more lanes to push more traffic through the center of downtown is not the answer to Austin's traffic problems. No project alternatives were presented in the materials provided, contrary to the spirit of NEPA, so the public cannot properly evaluate the proposed work and compare it to other options. Having through-traffic bypass the heart of central Austin by expanding access to SH 45 and SH 130 is clearly a better alternative for the city rather than making south Austin an even greater expanse of concrete and stopped traffic.		X		
12/7/2020	Patricia	White								It is ridiculous that after all the talk from TxDOT over the years about reconnecting the east and west sides of IH 35, this once-in-a-lifetime project comes around and does nothing to make this reconnection happen. This project NEEDS additional pedestrian crossings of the highway. Without them, this is just a continuation of the equity problems that IH 35 created. There are numerous locations where a pedestrian crossing would be essential for helping those of us who can't afford cars reach nearby destinations. Teri Road is one such street that is cut off by IH 35, but there are many more. Please, accommodate additional pedestrian bridges. We will be discussing this as an item on our agenda at the next Friends of Riverside Neighborhood Association meeting. We intend to create a letter from the NA opposing this project if it can't do the bare minimum for pedestrian connectivity.				

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Date Received	First Name	Last Name	Email	Phone	Address	Address 2	City	State	Zip	Comments	I am employed by TxDOT	I do business with TxDOT	I could benefit monetarily from the project or other item about which I am commenting	Sign up for our newsletter
12/17/2020	Phyllis	Owens								<p>What annoys me is that there are 2 HOV lanes in each directions where only cars and trucks with 2 or more passengers can drive. As I travel through Dallas it always annoys me how often the HOV lanes are empty, and that is only one lane in each direction.</p> <p>I believe a much better approach would be to have only the one HOV lane in each direction, then add 1 lane to the general traffic lanes and RESTRICT trucks to that one extra lane. All of the IH35 truck traffic adds a huge load to IH35 through Austin.</p>				
12/15/2020	Pix	Howell								<p>The proposed improvements will only satisfy traffic needs for the short term. Without a robust western loop from IH35 to US183 to IH35 north, IH35 alone can never be built big enough. Without a cooperative economic development model or shared tax base agreement between Austin and surrounding jurisdictions, there will always be an overwhelmed hub traffic dilemma.</p>				X
12/15/2020	Rachel	Carneglia								<p>I really don't think adding even more lanes to I-35 is the solution, especially through downtown, or on this southern segment. We've seen what adding more lanes did in Houston. Going underground, finding more options for public transportation, and more options for truly walk/bikeable transportation should be a higher priority. The current proposed 10ft pathway next to even more high speed lanes seems dangerous at best.</p>				
12/3/2020	Rob	Parsons								<p>Please develop an option for managed lanes to be at grade or below grade. Above grade options may be cheaper but it creates just the kind of barrier that is now having to be removed in the central 35 section.</p>				
12/15/2020	Sarah	Simpson								<p>The cross sections currently proposed for this project sadly demonstrate once again TxDOT's inability to integrate current sustainable transportation knowledge and solutions into this department's projects. As presented today, this undertaking will be just one more failed highway expansion project that will recklessly expend taxpayer dollars and come up short in actually addressing the objectives for the project, namely congestion management and priority access for transit.</p> <p>I urge you to reassess the project based on current knowledge and sustainable transportation principles and instead of progressing the alternatives as presented, please integrate the following:</p> <ul style="list-style-type: none"> - Do not add any lanes to the existing condition as this additional capacity will only lead to increased traffic and VMT - Do not elevate lanes as this is an unnecessary and costly undertaking that represent irresponsible use of funds - Convert existing lanes to managed HOV lanes as needed - Start prioritizing moving humans not vehicles - Review the Congestion Con Report: https://t4america.org/maps-tools/congestion-con/ <p>One of the primary objectives of this project is to manage congestion, however, the proposed cross sections will only surely result in increased congestion and perpetuate the unsustainable cycle of build / exceed / build that DOTs have trapped American cities in. Over the past several decades, research has and continues to increasingly prove that more lanes fails to deliver long-term solutions and generally equates to more traffic - to the tune of billions of dollars. This is an incredibly irresponsible use of taxpayer dollars and will lead to exponential misuse of funds if similar solutions are proposed for other stretches of I-35 in central Texas. For this particular project, funds dedicated to lane expansion and elevated lanes must be reinvested in solutions that prioritize the movement of people, not cars themselves.</p> <p>In closing, please abandon the current proposal. Do not increase the number of vehicular lanes; abandon the elevated lanes; convert existing lanes to managed HOV lanes; and commit to moving people not cars. Don't perpetuate old solutions that waste taxpayer dollars to the sole benefit of concrete contractors. Listen to the research and stop chasing congestion.</p>				
12/17/2020	Scott	Biggs								<p>What studies show that HOV improves traffic? And if there is improvement, how much improvement? Where is the data on cost/benefit analysis of HOV lanes (including the negative benefit of reduced traffic flow during construction)?</p>				
12/8/2020	Scott	Lelievre								<p>This section of road has been under construction for YEARS! When is it going to stop? Why not let the latest improvements sit for a bit before tearing up the road and gnarling traffic again instantly?</p> <p>Why does the center of Austin have to bear the brunt of north/south traffic through the state? It is just dividing the city. Make improvements to 45/130 to move traffic out of the heart of the city.</p>				
12/10/2020	Sofia	Shapiro								<p>Hi, My name is Sofia. I live in Austin, Texas use I-35 frequently, and I am writing in regards to the Capital Express Central project. I-35 was a structure placed strategically at its inception to segregate the East and West sides of the city. It has since made pedestrian and bike connection from one side of the city to the other dangerous, hostile, or just impossible at most points, while also devaluing property on the east side and contributing to the current gentrification crisis.</p> <p>The best plan for the Austin community would be to put I-35 underground in a tunnel, as many other growing cities have like Dallas and Boston. This would allow for park land on top and for the return of pedestrian accessibility to the otherwise unusable land.</p> <p>Furthermore, it has been mathematically modeled and proven time and time again, that adding lanes to a highway eases congestion for a small amount of time, but fills back up to comparable levels of congestion in almost no time. The concept is called Induced Demand. So this is simply not an acceptable solution for our communities. (https://www.wired.com/2014/06/wwt-traffic-induced-demand/)</p> <p>Please make a plan to put I-35 underground and make the land more accessible to pedestrians and bikers once again, while working to reduce the original impacts of this highway's racist design.</p> <p>Thank you!</p>				
12/18/2020	Stephen	Gonzalez								<p>As someone living in Hyde Park in Austin, within half a mile of the proposed construction, what/ how will TxDOT develop guidelines for work hours, noise levels, etc.? This construction is sure to hamper quality of life for the surrounding neighborhoods and it is imperative that TxDOT have a very clear dialogue on these impacts with the families that are going to bear the brunt of the inconvenience.</p>				

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Date Received	First Name	Last Name	Email	Phone	Address	Address 2	City	State	Zip	Comments	I am employed by TxDOT	I do business with TxDOT	I could benefit monetarily from the project or other item about which I am commenting	Sign up for our newsletter
12/18/2020	Tyler	Markham								Please do not expand the number of frontage roads or the number of general lanes. We don't need more sprawl in South Austin. We need more connections across I-35 to improve mobility Austin residents. We need sidewalks. We need barriers to stop pedestrians from trying to cross 35. We need safety, not more lanes.				X
12/18/2020	Tyler	Markham								Please place the frontage roads on top of the buried portion of I-35 from Lady Bird Lake to Dean Keaton. This is a once-in-a-generation chance to reconnect Austin, improve the livability of downtown, and create tremendous economic value.				X

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Virtual Stakeholder Meeting Email Comments

Total: 266

DRAFT

Sen. Sarah Eckhardt
Sen. Judith Zaffirini
Rep. Celia Israel
Rep. John Bucy III
Rep. Sheryl Cole
Rep. Gina Hinojosa
Rep. Donna Howard
Rep. Eddie Rodriguez
Rep. James Talarico



December 18, 2020

James Bass
Executive Director, Texas Department of Transportation
Dewitt C. Greer State Highway Building
125 East 11th Street
Austin, TX 78701-2483

[Delivered electronically]

RE: I-35 Capital Express South Project

Dear Director Bass,

Thank you for your commitment to the redesign and construction of I-35. This project is long-awaited and critical for our constituents' local travel as well as for state, national, and international commerce. The key to a successful future I-35 corridor is maximizing capacity and throughput, balanced with community impact, local mobility, and connectivity.

As we reimagine the I-35 corridor for the Austin of 2020 and beyond, we must right the wrongs of I-35 of the 1970s. The I-35 Capital Express South project proposes elevation of managed lanes (to a height greater than the upper decks north of The University of Texas (UT)) between Ben White and Slaughter Lane. This re-creates the wall we hope to remove downtown and north of UT – a wall that for decades has divided East Austin from West Austin; low-income communities from the more affluent; and, in particular, people of color from white citizens. An alternative design that unites all Austinites is needed.

We understand that increasing capacity and improving safety in the I-35 corridor are key goals of this project. To maximize the corridor's capacity, TxDOT must intentionally facilitate transit, as moving more people in fewer vehicles is the least expensive and most effective way to maximize safe throughput in the corridor. Usage of our MoPac express lanes indicates many will choose transit over sitting in traffic or driving the toll lanes. On a related note, last month, Austin voters overwhelmingly passed the \$7.1B comprehensive transit package known as Project Connect, signaling our community's desire for increased transit connectivity through our region.

As the project development continues, we must set high expectations for the backbone of our state's transportation network and create an I-35 that serves Austin's unique needs. This means an I-35 that is equitable, developed with transit assets top of mind, and designed to meet the technological and safety expectations of our future.

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We appreciate your attention to our concerns and urge you to adopt our recommendations.

Sincerely,



Sen. Sarah Eckhardt



Sen. Judith Zaffirini



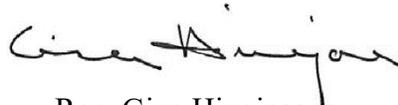
Rep. Celia Israel



Rep. John Bucy III



Rep. Sheryl Cole



Rep. Gina Hinojosa



Rep. Donna Howard



Rep. Eddie Rodriguez



Rep. James Talarico

DRAFT



City of Austin

Steve Adler, Mayor

301 W. 2nd St., Austin, TX 78701
(512) 978-2100, Fax (512) 978-2120
steve.adler@austintexas.gov

December 30, 2020

I-35 Capital Express Central Project
Attn: Project Team
1608 W. 6th Street
Austin, TX 78703

RE: Capital Express Program Comments

As elected leaders in Austin and Travis County, we are grateful to the Texas Transportation Commission (TTC) and Texas Department of Transportation (TxDOT) for including full funding for the I-35 Capital Express North, Central, and South projects in the most recently approved Unified Transportation Program (UTP). These projects represent an once-in-a-lifetime opportunity to achieve several regional and local transportation goals. We recognize that this funding could have been programmed for critical projects in other cities, and we thank you for providing Austin and Travis County with an opportunity for a safer, more efficient, and reliable I-35.

We have collectively heard a variety of ideas, questions, and concerns from our constituents and community stakeholders regarding the Capital Express program, and provide the following comments that are applicable to all three projects.

Improved Safety

It is vital that improved safety for all users be recognized as the primary Purpose and Need for all three Capital Express projects. I-35 is among the most dangerous roadways in the state and is by far the deadliest roadway in Austin. Within the past five years, over 5,300 traffic accidents have occurred on the segments of I-35 in Austin. Austin Strategic Mobility Plan Designing for Safety Policy 5 is to minimize the safety risks of highways by working closely with transportation partners to ensure that the safety of vulnerable roadway users is a primary consideration in the design and operation of new highways and retrofits of existing highways. City of Austin taxpayers have recently committed tens of million dollars of local funds to reduce traffic deaths and serious injuries in our city, and while much progress is being made, we cannot meet our goals until safety on I-35 dramatically improves. We are heartened by the TTC's own ambitious goals to reduce deadly crashes in Texas by half by 2035 and to zero by 2050. With so much consensus regarding the need to reduce traffic fatalities, we believe the Purpose and Need statement should be revised to reflect safety as a priority.

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Increasing Person-Carrying Capacity

The Austin Strategic Mobility Plan Roadway System Policy 3 is to increase the person-carrying capacity of the highway system by collaborating with TxDOT, CTRMA, CAMPO, Capital Metro, and other agencies in the region to increase the ability of the highway system to carry more people by managing new and existing capacity. We recognize that the existing highway system, including I-35, does more than just carry vehicles; it moves people. Unfortunately, the number of people it moves is not enough, as most of those vehicles are only carrying a single person. Without significantly expanding the highway system we will not be able to carry more vehicles, but we know that it is not possible to expand these regional roadways enough to adequately serve the projected demand in the limited space that exists. It is imperative that we use strategies that increase the person-carrying capacity of the highway system to move more people and not just vehicles. We believe strongly that the addition of new, non-toll managed capacity will not sufficiently accomplish this goal. The use of dynamic pricing for toll-managed lanes on North MoPac, and the resulting dramatic increase in transit use, should serve as a model for what is possible on I-35. To that end, we appreciate the assurances received from our District Engineer that the I-35 projects will not be funded with Proposition 1 or 7 funds, nor will the environmental process be conducted in a manner that precludes a later decision on the use of tolls to manage new capacity on I-35. We recommend that the Purpose and Need statement be revised to reflect increasing person-carrying capacity as a priority, and the range of alternatives to be analyzed include the use of dynamic toll managed lanes with appropriate access for managed lanes to major trip generators in downtown and central Austin.

Prioritize and Enhance Commuter Transit

In addition to considering dynamic tolling to maximize person-carrying capacity on I-35, prioritizing transit is critical to achieving local goals for I-35. Austin Strategic Mobility Plan Public Transportation System Policy 2 is to enhance commuter public transportation service by supporting commuter public transportation service from outlying neighborhoods and surrounding communities into and out of Austin activity centers utilizing managed lanes. Commuter transit service has the potential to be more productive and time-competitive by prioritizing transit on Austin's highways using flexible and managed lanes. Commuter routes are often limited due to their less frequent yet more direct "one-seat rides." However, we have seen transit ridership increase by more than 65% for routes using the express lanes on MoPac, where the speed and volume of the lanes are managed and public transit users ride toll-free. We recommend that the Purpose and Need statement be revised to reflect enhancing commuter transit as a priority, and the range of alternatives to be analyzed include designs that allow for maximum efficiency of transit, including direct connector ramps for transit and park and ride facilities, and that are fully aligned with the Project Connect System Plan, including the planned park and ride in the vicinity of Slaughter Lane.

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Removing I-35 as a Physical and Social Barrier

The construction of I-35 resulted in the further isolation and segregation of communities of color on the east side of Austin. Austin Strategic Mobility Plan Equity Policy 1 is to acknowledge and learn from the negative effects of past transportation and land use decisions by recognizing that historically, communities of color, low-income communities, and people with disabilities have been most negatively impacted by transportation and land use policy and infrastructure due to barriers leading to a lack of representation and institutional power. We are heartened by early indications that TxDOT will consider design concepts which would remove I-35 as a physical and symbolic barrier by depressing main travel lanes, removing elevated sections, and reconnecting portions of Austin’s surface street grid. We recommend that the Purpose and Need statement be revised to reflect removal of I-35 as a physical and social barrier as a priority, and the range of alternatives to be analyzed include designs that allow for decks to be added over depressed sections, which could serve as parks or opportunities to serve other community needs, thus further mitigating the negative effects of past transportation and land use decisions. Further, we share our community’s concern with proposed new elevated sections for Capital Express South and a possible elevated scenario for Capital Express Central. We recommend the range of alternatives to be analyzed include designs that minimize the construction of any new elevated sections, as these may repeat mistakes of the past by erecting new barriers separating parts of our city, with disproportionate burdens placed upon low-income residents and communities of color.

Again, we thank the Commission and TxDOT staff for the commitment to this program of projects. We share the goal of maximizing the safety and effectiveness of our transportation system and appreciate your consideration of these comments.

Sincerely,



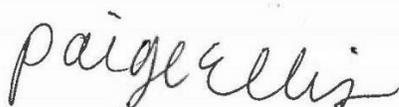
Steve Adler
Mayor



Natasha Harper-Madison
City Council Member, District 1



Ann Kitchen
City Council Member, District 5



Paige Ellis
City Council Member, District 8



Alison Alter
City Council Member, District 10

DRAFT

December 31, 2020

I-35 Capital Express Central Project
Attn: Project Team
1608 W. 6th Street
Austin, TX 78703

RE: Capital Express Program Comments

As elected leaders in Austin and Travis County, we appreciate the Texas Transportation Commission (TTC) and Texas Department of Transportation (TxDOT) full funding for the I-35 Capital Express North, Central, and South projects in the most recently approved Unified Transportation Program (UTP). We recognize that this funding could have been programmed for critical projects in other cities, and we thank you for providing Austin and Travis County with an opportunity for a safer, more efficient, and reliable I-35 to help achieve regional and local transportation goals.

We have collectively heard a variety of ideas, questions, and concerns from our constituents and community stakeholders regarding the Capital Express program, and provide the following comments that are applicable to all three projects.

These comments are in addition to the letter we have also signed and sent in from the City of Austin, which provides more detail on those recommendations.

Additional Factors Related to Meaningful Design Alternatives

In addition to the recommendations cited in our letter from the City of Austin, we propose that scoping fully consider a range of alternatives that match the wide array of community needs and which address the following:

1. Compatibility with existing local plans and goals as they impact the I-35 corridor, including:
 - Adopted Austin neighborhood plan impacting the I-35 corridor
 - Austin Climate Goals, including as set forth in Austin City Council Resolution 20140410-024
 - City of Austin Great Streets Master Plan and Street Design Guide
 - COA Vision Zero Goals, Imagine Austin Comprehensive Plan, Austin Strategic Mobility Plan
2. Consideration of previous design efforts, including ULI, Reconnect Austin, and Rethink 35 proposals
3. Goals that focus on access and reducing vehicle miles traveled
4. Economic cost accounting of impacts, including deaths and serious injuries, of the current I-35 configuration and of the various fully considered alternatives
5. Furthering economic sustainability and reducing socioeconomic and cultural inequities, in collaboration with the City of Austin, by considering as part of design alternatives:
 - Opportunities for tools such as value-capture programs to harness increased revenues from I-35 improvements to help protect historic and cultural resources, and prevent displacement

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- Opportunities to evaluate how much land to use for mobility right-of-way and how much should be used for other uses such as affordable housing, local businesses, and public space
6. Human and environmental health impacts, especially for nearby communities, to mitigate air quality issues, flooding potential, noise, and other impacts.

Recommendations from Previous COA Letter:

- **Improved Safety:** With so much consensus regarding the need to reduce traffic fatalities, we believe the Purpose and Need statement should be revised to reflect safety as a priority.
- **Increasing Person-Carrying Capacity:** We recommend that the Purpose and Need statement be revised to reflect increasing person-carrying capacity as a priority, and the range of alternatives to be analyzed include the use of dynamic toll managed lanes with appropriate access for managed lanes to major trip generators in downtown and central Austin.
- **Prioritize and Enhance Commuter Transit:** We recommend that the Purpose and Need statement be revised to reflect enhancing commuter transit as a priority, and the range of alternatives to be analyzed include designs that allow for maximum efficiency of transit, including direct connector ramps for transit and park and ride facilities, and that are fully aligned with the Project Connect System Plan, including the planned park and ride in the vicinity of Slaughter Lane.
- **Removing I-35 as a Physical and Social Barrier:** We recommend that the Purpose and Need statement be revised to reflect removal of I-35 as a physical and social barrier as a priority, and the range of alternatives to be analyzed include designs that allow for decks to be added over depressed sections, which could serve as parks or opportunities to serve other community needs, thus further mitigating the negative effects of past transportation and land use decisions. We also recommend the range of alternatives to be analyzed include designs that offer options to eliminate and to minimize the construction of any new elevated sections along Capital Express South and Central Projects

We thank the Commission and TxDOT staff for the commitment to this program of projects. We share the goal of maximizing the safety and effectiveness of our transportation system and appreciate your consideration of these comments.

Sincerely,



Steve Adler
Mayor



Ann Kitchen
City Council D5



Paige Ellis
City Council D8

DRAFT

From: Adam Greenfield [REDACTED]
Sent: Monday, December 14, 2020 5:13 PM
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Follow Up Flag: Flag for follow up
Flag Status: Completed

Categories: CAPEX SOUTH

Susan Fraser,

I strongly oppose the proposed widening of I-35 in South Austin between Hwy 71 and Hwy 290 E. Please consider a more equitable, safe, and efficient option than what has been proposed. I ask that you go back to the community and restart the outreach and design process and integrate the Central, South, and North projects as one project. The assertion that the Central, South, and North portions are independent utilities is false and bordering on fraudulent.

Ending traffic deaths and serious injuries must be the top concern here. You cannot widen a highway and increase safety. Please use safe urban design speeds and use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Secondly, reduce the number of lanes on the highway from what's currently on the ground and provide dedicated space to public transportation, including buses and trains. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

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Thirdly, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every quarter mile.

Thank you for your time and I look forward to hearing from you about this feedback.

Adam Greenfield

[REDACTED]
[REDACTED]
[REDACTED]

Adam Hite Email Comment

From: Adam Hite
Sent: Thursday, December 17, 2020 6:59:47 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: Comments on expanding I-35

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Adam Hite
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Addie Walker Email Comment

From: Addie Walker

Sent: Wednesday, December 16, 2020 9:22:37 PM (UTC+00:00) Monrovia, Reykjavik

To: My35CapEx

Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Addie Walker

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Adrienne Peterson Email Comment

From: Adrienne Peterson
Sent: Friday, December 18, 2020 10:51:42 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Adrienne Peterson

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Alan Covert Email Comment

From: Alan Covert

Sent: Wednesday, December 16, 2020 3:41:29 AM (UTC+00:00) Monrovia, Reykjavik

To: My35CapEx

Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Alan Covert

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Alice Nelson Email Comment

From: [Alice Nelson](#)
To: [My35CapEx](#)
Subject: My Comments on the I-35 Capital Express South Proposal
Date: Saturday, December 19, 2020 4:06:03 PM

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Alice Nelson

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Amanda Kennedy Email Comment

From: Amanda Kennedy
Sent: Wednesday, December 16, 2020 1:53:25 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

Hello— one of the things I love most about Austin is its walkability and the ability to bike across the city.

Rather than widening I-35 let's focus on improved public transportation, walk and bike routes.

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes

appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Amanda Kennedy

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Andrew Glazener Email Comment

From: Andrew Glazener
Sent: Tuesday, December 15, 2020 3:30:46 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Andrew Glazener

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Andrew Harrod Email Comment

From: Andrew Harrod [mailto: [REDACTED]]
Sent: Friday, December 18, 2020 9:15 PM
To: Nicholas Barbera-C <NBARBE-C@txdot.gov>
Subject: Comment for the I-35 Capital Express South - Virtual Stakeholder Meeting

Nicholas Barbera,

I did not see a time listed for when comments would no longer be accepted for today, so I inferred it was midnight. When I clicked on the link for the meeting, it was no longer available. I ask that you please add our comment to everyone else's who has commented during this period.

Thank you.

My name is Andrew Harrod and I am writing this on behalf of the board for Save Barton Creek Association. We like that one of your program's goals/objectives is to enhance bicycle, pedestrian and transit options. Focusing on active transportation networks will be critical for the feasibility of other means of travel, when there is room specifically left for rail/bike/paths to be added later. As you keep in mind the diverse transportation needs of a changing city, we would like you to look to the City of Austin Urban Trails Master Plan. We would like to see maximum protections at creek crossings with pedestrian access to the streams. These protections should be paramount during construction over Williamson, Onion, and Slaughter Creeks, but also during the design phase; where you should focus on features that limit flooding and excess urban runoff.

DRAFT

Andrew Sinnott Email Comment

From: Andrew Sinnott
Sent: Tuesday, December 15, 2020 10:52:09 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

Please consider all forms of transportation (walking, biking, e-scooters, mass transit, and cars) as you evaluate redesigning I-35 in Austin. Just as diversity is beneficial in nature, schooling, corporate culture, etc., I believe diversity of transportation modes would be beneficial in a city of over one million people.

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Andrew Sinnott

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Andy Jones Email Comment

From: Andy Jones
Sent: Tuesday, December 15, 2020 3:42:03 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Andy Jones
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Angela Dion Email Comment

From: Angela Dion
Sent: Thursday, December 17, 2020 3:54:09 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Angela Dion

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Anne Kinsey Email Comment

From: Anne Kinsey
Sent: Friday, December 18, 2020 9:41:48 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Anne Kinsey

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Annette Morales Email Comment

From: Annette Morales
Sent: Tuesday, December 15, 2020 3:41:00 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Annette Morales
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Anthony Whiting Email Comment

From: Anthony Whiting
Sent: Tuesday, December 15, 2020 4:23:52 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Anthony Whiting

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Ashley Burke-Muraida Email Comment

From: Ashley Burke-Muraida
Sent: Tuesday, December 15, 2020 4:11:08 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Ashley Burke-Muraida

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Austin Talbert Email Comment

From: Austin Talbert
To: My35CapEx
Subject: Why we must consider true alternatives to the I-35 Capital Express South Proposal
Date: Friday, December 18, 2020 11:37:27 PM

Susan Fraser,

I am concerned about expanding all parts of 35 in Austin, especially a proposal that is now even wider than what was proposed last year for South Austin.

I agree with Governor Abbott when he says the days of massive freeway expansions is over, and I know we as Texans can find better, safer and more efficient solutions to help more Texans get around safely and efficiently.

On safety side, let me defer to the engaged folks at farm and city and their suggestions:

"First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds."

But the biggest thing here is we need to look at options and solutions that are not paying to add additional non-manages lanes to this part of 35, much less any part of our urban freeway corridors.

We need to start thinking about true alternatives to building, bigger, wider and less safe freeways through the middle of growing urban areas, and understand that while there will always be a place for freeways, it doesn't have to be in the heart of and separating every mile of an entire metro area.

If we continue the practice of increasing capacity and thus demand for freeways in the cores of our urban areas, we must find ways to make it safe for all users, and find better ways to keep these from being dangerous dividers that degrade the connections of the very cities they are supposed to be serving.

As an Austin resident who knows we can do better for all, I thank you for taking the time to hear and include my comments.

Austin Talbert

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Barbara Mahler Email Comment

From: Barbara Mahler
Sent: Tuesday, December 15, 2020 5:14:07 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Barbara Mahler
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Ben Thoma Email Comment

From: Ben Thoma
Sent: Saturday, December 19, 2020 5:32:56 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Ben Thoma

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Brad Wimberly Email Comment

From: Brad Wimberly
Sent: Friday, December 18, 2020 9:27:49 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Brad Wimberly

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Brandon Hartshorn Email Comment

From: Brandon Hartshorn
Sent: Tuesday, December 15, 2020 3:34:33 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

Adding lanes to the highway won't fix our transportation problem. Many other cities have tried and utterly failed. Austin should be the type of city that learns from other's mistakes. Your constituency has spoken. Give us dedicated bicycle infrastructure and significantly better bus & train infrastructure!

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Brandon Hartshorn

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Brandon Mulder Email Comment

From: Brandon Mulder
Sent: Tuesday, December 15, 2020 3:36:36 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Brandon Mulder

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Brandy Savarese Email Comment

From: Brandy Savarese
Sent: Thursday, December 17, 2020 2:44:39 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

[REDACTED]

DRAFT

Brendan Wittstruck Email Comment

From: Brendan Wittstruck
Sent: Thursday, December 17, 2020 2:50:41 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Brendan Wittstruck
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Brian Nunnery Email Comment

From: Brian Nunnery
Sent: Thursday, December 17, 2020 6:42:02 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Hi,

I'm concerned about the proposal to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

The concept of induced demand - that building more lanes creates more traffic - is widely known, and has been studied since the 1960s. Expanding freeways not only fails to alleviate traffic (making it a worthless investment) - it essentially induces urban sprawl, which we know damages the environment and our regional economy.

There are many ways for solve for transportation needs in a way that increases equity and supports sustainable growth - you just need to think bigger than the traditional approaches we've taken in the past (more lanes, more cars, more lanes // expand, sprawl, expand, sprawl).

These are not the solutions equipped to lead us through challenging future decades, and as leaders, your reputation will be more appreciated by supporting bigger, broader solutions.

Remember: the best solutions are the hardest. The most complex solutions have the most impact.

If you're listening to TxDOT tell you to do the same thing they've always done - you're going to be having this same conversation again, in 2030.

I urge you to break the cycle.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Brian Nunnery

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Brigitte Brieschke Email Comment

From: Brigitte Brieschke
Sent: Friday, December 18, 2020 12:35:19 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Brigitte Brieschke

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Brigitte Edery Email Comment

From: Brigitte Edery
Sent: Tuesday, December 15, 2020 3:08:59 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Brigitte Edery

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Cade Ritter Email Comment

From: Cade Ritter
Sent: Tuesday, December 15, 2020 8:09:31 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

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Cade Ritter

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Calandra Lindstadt Email Comment

From: Calandra Lindstadt
Sent: Friday, December 18, 2020 10:08:25 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Calandra Lindstadt

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Carl Michel Email Comment #1

From: Carl Michel [REDACTED]
Sent: Tuesday, December 15, 2020 9:42 PM
To: My35CapEx
Subject: I-35 Express South

Categories: CAPEX SOUTH

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

DRAFT

Carl Michel Email Comment #2

From: Carl Michel
Sent: Wednesday, December 16, 2020 2:41:18 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Carl Michel

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Caroline Wright Email Comment

From: [Caroline Wright](#)
To: [My35CapEx](#)
Subject: My Comments on the I-35 Capital Express South Proposal
Date: Saturday, December 19, 2020 3:48:48 PM

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Caroline Wright

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Carolyn Dyer Email Comment

From: Carolyn E Dyer
Sent: Friday, December 18, 2020 4:52:32 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: I-35 Capital Express South

I, Carolyn Dyer, serve on the Onion Creek HOA Board and my responsibility is Traffic Control for our neighborhood. I have had a number of people calling wanting to know how this project will affect Onion Creek Parkway overpass. With all the different housing developments taking place on both sides of I-35 to the south of Onion Creek people are worried about the increase of traffic on the N & S service roads. Anytime there is a wreck between Buda and Slaughter Lane it becomes extremely difficult to get out or into the Onion Creek neighborhood.

Are there any plans to expand the Onion Creek Parkway overpass by adding more lanes, traffic signal system, turn arounds etc.?

I would very much appreciate your sharing any information you might have with me.

Carolyn Dyer

[REDACTED]

[REDACTED]

DRAFT

Cassidy Shea Email Comment

From: Cassidy Shea
Sent: Saturday, December 19, 2020 1:52:26 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

Austin does not need more lanes on I-35! I'm extremely concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Cassidy Shea

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Cecily Foote Email Comment

From: Cecily Foote
Sent: Friday, December 18, 2020 9:42:07 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am completely alarmed, confused and concerned about the proposals to expand the freeway in South Austin, even wider than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

As a transportation professional, I know very well that widening highways DOES NOT WORK to solve congestion issues and in fact often has the opposite impact, inducing demand and exacerbating travel times. On top of that, I-35 is already one of the DEADLIEST highways in the nation and widening it will only deepen safety threats to residents and visitors. And that doesn't even include emissions and climate concerns, which we need to be aggressively addressing. Transportation is one of the top sources of greenhouse gas emissions as well as a host of other environmental pollutants like micro plastics from tires. Our climate is rapidly deteriorating and we need to be amending our city to encourage non-vehicle modes of travel such as biking, walking, micromobility, and transit. These other modes also support physical activity and social connection, which are both critically declining in people's lives across the country. This is a non-negotiable if we want to have a livable city in the future.

I was born and raised in Austin and I just moved back from the Bay Area, where I went to Stanford and then worked in sustainability and transportation. I planned to move back before the pandemic, eager to re-root and invest my whole self into a public service career focused on improving mobility for this city that raised me. If the DOT proceeds with this widening, frankly I'm not sure I can stay here after all.

I also endorse everything my colleagues have written below, so I'll leave that in the text.

Thank for reading and please, please, please consider this with the utmost gravity.

Cecily Foote

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Cecily Foote

[REDACTED]

DRAFT

Charles Arnone Email Comment

From: Charles Arnone
Sent: Tuesday, December 15, 2020 4:32:16 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

Let me start with - I live 5 blocks east of I35, and my law office is 10 blocks west of I35. I am opposed to any widening of it.

IF you completely cover it, or route it outside of Austin, I would be supportive. Anything less I will help fight.

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Charles Arnone

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Chase Coffield Email Comment

From: Chase Coffield
Sent: Tuesday, December 15, 2020 3:10:57 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Chase Coffield

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Chirag J Email Comment

From: Chirag J
Sent: Tuesday, December 15, 2020 3:28:37 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Chirag J

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Chris Riley Email Comment

From: Chris Riley
Sent: Wednesday, December 16, 2020 5:45:06 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

Please do not add any non-managed lanes to this corridor. The terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed.

Our focus should be on ending traffic deaths, reducing carbon emissions, and mending our cities. The proposal you're considering will only exacerbate the deadly problems we're facing.

Chris Riley
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Christina Minich Email Comment

From: Christina Minich
Sent: Tuesday, December 15, 2020 3:19:00 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Christina Minich

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Christine Vincent Email Comment

From: Christine Vincent
Sent: Thursday, December 17, 2020 2:33:57 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Sincerely,
Cristina Vincent

Christine Vincent

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Christopher Norton Email Comment

From: Christopher Norton
Sent: Friday, December 18, 2020 9:30:46 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Christopher Norton

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Clarke Heidrick Email Comment

From: Heidrick, Clarke
Sent: Friday, December 18, 2020 9:56:28 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Cc: Heidrick, Clarke; Sandy Guzman ()
Subject: Comments on I 35 Austin South Section

My name is Clarke Heidrick. My interest in this project is through my service as Chair of the Transportation Committee of Austin Area Research Organization. While AARO has vigorously supported the entire IH35 project, this email is my own view and not that of AARO or my law firm.

1. The project overall is very necessary, and the key value is maximizing throughput.
2. Elevating the managed lanes from Ben White to almost Slaughter Lane re-creates the wall we hope to remove in both downtown and north of UT. Please look for options to eliminate these elevated lanes. Please consider lowering them and price this as an option.
3. Transit priority or direct access ramps are essential to maximizing ridership, overall throughput and managing congestion.
4. Though we are presently in a non-tolled environment, and I support the project on that basis, I would be just as supportive were the proposal to be changed at some point to provide for tolled managed lanes with dynamic pricing. Tolling might enable TxDOT to consider lowering the managed lanes on the South portion (or at least eliminate the elevated lanes) and enable other projects that had to be sacrificed to make the numbers work in a non-tolled way.

Thanks very much for opening this up to the public and for providing an opportunity to comment.

Best to all of you for the holidays! Clarke Heidrick

Clarke Heidrick
Partner
McGINNIS LOCHRIDGE



McGINNIS LOCHRIDGE

This email contains information that is confidential, proprietary, privileged, or otherwise legally protected from disclosure. If you are not the named addressee, you are not authorized to read, print, retain, copy, or disseminate this email or any part of it. If you received this email in error, please immediately notify the sender by reply email, and delete all copies of this email and any attachments.

DRAFT

Colby Simpson Email Comment

From: Colby Simpson
Sent: Tuesday, December 15, 2020 3:13:16 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Colby Simpson

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Colin Ingarfield Email Comment

From: Colin Ingarfield
Sent: Tuesday, December 15, 2020 6:19:00 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

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Colin Ingarfield

[REDACTED]

DRAFT

Corinne Wong Email Comment

From: Corinne Wong
Sent: Friday, December 18, 2020 10:50:19 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Corinne Wong

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Cynthia Wong Email Comment

From: Cynthia Wong

Sent: Friday, December 18, 2020 11:31:53 PM (UTC+00:00) Monrovia, Reykjavik

To: My35CapEx

Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Cynthia Wong

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Dana Dreinhofer Email Comment

From: Dana Dreinhofer

Sent: Thursday, December 17, 2020 1:46:38 PM (UTC+00:00) Monrovia, Reykjavik

To: My35CapEx

Subject: To Director James Bass and others on this list: This massive project just came to me in form of an alert. Deadline for comments, December 18, 2020! Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Dana Dreinhofer

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Darcy Phillips Email Comment

From: Darcy Phillips
Sent: Wednesday, December 16, 2020 10:42:55 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. PLEASE CONSIDER A MORE EQUITABLE, SAFE, EFFICIENT OPTION THAN WHAT HAS BEEN CURRENTLY PROPOSED.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Darcy Phillips

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

David Falk Email Comment

From: [David Falk](#)
To: [My35CapEx](#)
Subject: My Comments on the I-35 Capital Express South Proposal
Date: Wednesday, December 16, 2020 8:43:49 PM

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

David Falk

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

David Grabbs Email Comment

From: David Grabbs
Sent: Friday, December 18, 2020 10:48:55 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

David Grabbs
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

David Page Email Comment

From: David Page
Sent: Saturday, December 19, 2020 3:55:19 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: I'm disgusted by the I-35 Capital Express South Proposal

Susan Fraser,

I'm disgusted by your plan to further expand the I-35 dinosaur trail through South Austin. Are Houston and Dallas jealous that Austin is not a paved-over hellscape like they are? Has any TXDoT highway expansion ever actually solved a transit problem? (hint: no they just encourage more single occupancy vehicle transit and exurb development, and are clogged again within a few years).

Sincerely,
David Page

David Page

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

David Wilson Email Comment

From: David Wilson
Sent: Friday, December 18, 2020 1:43:35 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: Input For I35 Improvements

I use I35 daily as I live in Onion Creek

I35 should become a toll road and 130 should be free. That way all through traffic would go around the city.

To widen I35 would cause years of disruption!

Please do whatever is necessary to implement this suggestion.

Thank you for your consideration

David Wilson

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Dean Palm Email Comment

From: Dean Palm
Sent: Friday, December 18, 2020 9:26:09 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Dean Palm

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Debra Steidel Email Comment

From: Debra Steidel
Sent: Friday, December 18, 2020 10:56:37 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Debra Steidel

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Diana Esteves Email Comment

From: Diana Esteves
Sent: Thursday, December 17, 2020 1:34:21 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Diana Esteves

[Redacted signature block]

DRAFT

Diana Gerson Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 3:50:50 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Thank you,
Diana Gerson

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Doug Ballee Email Comment

From: Doug Ballee
Sent: Tuesday, December 15, 2020 4:49:59 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Doug Ballee
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Doug Dyer Email Comment

From: Doug Dyer
Sent: Friday, December 18, 2020 2:38:31 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Doug Dyer

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Drake Hampton Email Comment

From: Drake Hampton
Sent: Wednesday, December 16, 2020 3:56:53 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Drake Hampton

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Drew De Los Santos Email Comment

From: Drew De Los Santos
Sent: Wednesday, December 16, 2020 12:47:40 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: Comments on the I-35 Capital Express South Proposal- Please read

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Drew De Los Santos
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Eddie McKenna Email Comment

From: Eddie McKenna
Sent: Tuesday, December 15, 2020 3:18:39 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: I-35 Capital Express South Proposal

Susan Fraser,

Hello,

Please consider alternative proposals to improve the freeway, anything that avoids adding lanes.

Designating High-Occupancy Vehicle (HOV) lanes, for example, would cost far less in tax money, freeing it up for other uses, and result in far better traveler mobility options.

Please also consider proposals that incentivize use of 130, instead of I35, for travelers and commercial vehicles that do not want to access these areas of town and just want to get past them.

Please also prioritize safe, non-vehicular crossing options.

Again, the main message of this feedback is that adding lanes would only bring new negative impacts. Recommended further reading: <https://www.houstonchronicle.com/local/gray-matters/article/Why-TxDOT-s-upcoming-project-won-t-reduce-12287710.php>

Thank you for considering this feedback!

Eddie McKenna

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Elaine Betterton Email Comment

From: Elaine Betterton
Sent: Wednesday, December 16, 2020 8:16:43 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Elaine Betterton

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Elsie Aton Email Comment

From: Elsie Aton
Sent: Tuesday, December 15, 2020 5:09:28 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I live 6 blocks from I-35. I see it every day. I hear it every day. I cross it every day to go to and from work. I do not believe adding more lanes can possibly solve the current issues we face. I also have lived in Dallas and seen the plans to widen 75/Central Expressway fail to solve the connections issues there. More lanes does not solve traffic; it never can.

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Elsie Aton

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Emily Hampton Email Comment

From: Emily Hampton
Sent: Thursday, December 17, 2020 1:12:07 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Emily Hampton

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Emily Kaye Email Comment

From: Emily Kaye
Sent: Saturday, December 19, 2020 12:05:52 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Emily Kaye

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Eric Galloway Email Comment

From: Eric Galloway
Sent: Friday, December 18, 2020 12:18:46 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: Regarding the I-35 Capital Express South Proposal

Highway widening is always a bad idea because of induced demand. Every time a freeway is expanded all it succeeds in doing is very quickly adding more cars without reducing traffic. And the OPPOSITE holds true too - removing lanes improves traffic! We should have a long term plan of removing our downtown highways or at least putting them underground like in downtown Boston. I know the waste of resources with the big dig in Boston was obscene. But i also know, at the end, it produced a beautiful greenway and a highway-free downtown. It's now gorgeous and it brought neighborhoods together. People naturally like downtowns that are pedestrian and bike friendly. No pedestrian or cyclists likes anything about highways . . . not going under them, not crossing them, certainly not getting on them.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Eric Galloway

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Eric Kaufman Email Comment

From: Eric Kaufman
Sent: Tuesday, December 15, 2020 4:06:58 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Eric Kaufman
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Eryn Yetts-Teeling Email Comment

From: [REDACTED]
Sent: Thursday, December 17, 2020 6:40:18 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I lived in Austin for many years, and am deeply concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

Traffic and the subsequent traffic issues has grown exponentially recently, and this is not the solution.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Eryn Yetts-Teeling

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Faith Reed Email Comment

From: Faith Reed
Sent: Saturday, December 19, 2020 4:20:02 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Faith Reed

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Felicity Maxwell Email Comment

From: Felicity Maxwell [REDACTED]
Sent: Saturday, December 19, 2020 10:14 AM
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal
Categories: CAPEX SOUTH

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Felicity Maxwell
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Grace DeLucia Email Comment

From: Grace DeLucia
Sent: Tuesday, December 15, 2020 5:10:08 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. As a bike commuter, this expansion would make the city even more inaccessible and dangerous to me and everyone not in a car.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA

guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. What's more, further separating the city will contribute to modern day segregation, harming communities that are on the "wrong side" of the highway.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Grace DeLucia

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Gregory Keefer Email Comment

From: Gregory Keefer
Sent: Tuesday, December 15, 2020 3:07:26 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Sincerely,

Gregory Keefer

Gregory Keefer
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Heyden Walker Email Comment

From: Heyden Walker

Sent: Tuesday, December 15, 2020 9:52:56 PM (UTC+00:00) Monrovia, Reykjavik

To: My35CapEx

Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Heyden Walker

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

From: Hillary Bilheimer [REDACTED]
Sent: Saturday, December 19, 2020 12:56 AM
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal
Categories: CAPEX SOUTH

Susan Fraser,

I live close to I-35. I can hear it from my living room on any given day. I use it to travel north and south. I can not emphasize enough how much I hate it. It's an eyesore. It's dangerous. It's loud and pollutes the air. It divides our city. It does not, under any circumstances, need to be made bigger. I spent a chunk of my life living in metro Atlanta. That is a city that thought it could widen its way out of all its highway woes. It does not work. They spent decades widening and would have to widen more when the initial projects were finished because the real issues were not being addressed. Widening does not work. It's an antiquated idea that people use when the real solution seems like too much work. Please don't do this to our city. Make an investment in the future.

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed

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lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Hillary Bilheimer

[REDACTED]
[REDACTED]
[REDACTED]

Holly Brewster Email Comment

From: Holly BREWSTER
Sent: Friday, December 18, 2020 10:37:26 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Holly BREWSTER

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Humberto Leandro Email Comment

From: Humberto Leandro
Sent: Tuesday, December 15, 2020 6:03:34 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Humberto Leandro
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Isabella Vick Email Comment

From: Isabella Vick
Sent: Tuesday, December 15, 2020 5:56:10 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

Hi TXDOT,

Please not add any additional non-managed lanes to this corridor. Adding lanes does not improve the traffic situation!

Plus, this makes the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thank you.

Isabella Vick
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

James Douglas Email Comment

From: James Douglas [REDACTED]
Sent: Saturday, December 19, 2020 9:39 AM
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal
Categories: CAPEX SOUTH

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

James Douglas
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

James Howison Email Comment

From: James Howison
Sent: Thursday, December 17, 2020 4:36:42 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

James Howison
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

From: James Lentz [REDACTED]
Sent: Saturday, December 19, 2020 8:46 AM
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal
Categories: CAPEX SOUTH

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than the scheme proposed just a year ago. This does not seem to reflect public input. Please consider a more equitable, safe, efficient option than what has been currently proposed. The best option for Austin would be the removal of the blighted freeway and the restoration of the East Boulevard and park land destroyed by its construction. Failing that, TxDOT still has the chance to change course toward something that will better serve Texans.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please work closely with engineers in the Active Transportation and Street Design Division of ATD for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are deeply flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at every

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intersection. People die every year crossing I-35 on foot, and TxDOT, as the creator of the conditions leading people to take that risk, is responsible for those deaths.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

James Lentz

[REDACTED]
[REDACTED]
[REDACTED]

James Tompkins Email Comment

From: James Tompkins
Sent: Thursday, December 17, 2020 12:28:06 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

James Tompkins

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Jamey Swope Email Comment

From: Jamey Swope
Sent: Friday, December 18, 2020 9:33:12 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Jamey Swope

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Jane Norwood Email Comment

From: Jane Norwood
Sent: Friday, December 18, 2020 9:50:40 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Jane Norwood

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Janet Bezner Email Comment

From: Janet Bezner
Sent: Tuesday, December 15, 2020 4:59:49 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Janet Bezner

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

From: Beu, Jared
Sent: Friday, December 18, 2020 8:32 PM
To: Nicholas Barbera-C <NBARBE-C@txdot.gov>
Subject: Public Comment for I-35 CapEx South

Dear Sir and Madame,

Happy Holidays and I hope you and your family and community are safe and well.

As y'all closed the submittal portal early for the I-35 South Austin improvements (it is 20:34 CST, 12/18/2020), before the end of 12/18, please accept this into the public comments for the proposed project: I-35 Capital Express South.

Jared Beu

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

NON-TxDOT Employee or Affiliate, No Commercial Interest in Project, Private Citizen Comment

DRAFT

While I'm glad to see a serious interest and effort to alleviate congestion and safety issues on I-35, I have substantial concerns over the long-term viability of this project.

It appears we are removing the disastrous deck-split from North-Central and just moving it South. Given the historic and current negative ramifications both for thru-traffic, decreased E-W neighborhood connectivity, and damage to the urban/social fabric, the possibility of a new split in a rapidly developing and densifying part of town lacks hindsight and leaves open the need for a future massive redevelopment of the highway. The project as proposed offers no additional E-W connections to help lessen the imposition of the highway on neighborhoods, and hence will not help residents in the area who are not using the highway. While the goal of the interstate is to move long-distance traffic, the redevelopment should also include the needs of travelers in the immediate vicinity who are impacted by the roadway, even if they don't rely on it directly.

It seems prudent that TxDOT would consider ways to lessen the local impacts of large roadways following improvement. The considerations downtown for a depressed roadway to accommodate a future cap is an effort in this direction, but no efforts seem to have been made South as the road is expanding both out and up. The project as proposed creates further barriers for local connectivity while inducing greater demand with more traffic on the interstate and adding unmitigated noise pollution from the new upper deck. Upon completion, traffic and safety will undoubtedly be improved for a short time, but every historic highway expansion has demonstrated induced demand. If this is to be an ultimate fix for I-35, the solution needs to make it safer for current drivers while providing alternatives for future drivers that don't harm or hinder local communities. The solution as proposed seems to be a recipe for more and worse traffic on a much larger and imposing roadway that permanently divides communities.

I would encourage more conversation with the city and CapMetro in pursuit of full-mobility solutions instead of expensive fixes that will be outdated before completion and (while improving safety) do not improve mobility.

"

Take care and thanks for considering my comments!

Best wishes,

Jared Beu

DRAFT

From: Beu, Jared
Sent: Saturday, December 19, 2020 2:35:19 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: Public Comment for I-35 CapEx South

Dear Sir and Madame,

Happy Holidays and I hope you and your family and community are safe and well.

As y'all closed the submittal portal early for the I-35 South Austin improvements (it is 20:34 CST, 12/18/2020), before the end of 12/18, please accept this into the public comments for the proposed project: I-35 Capital Express South.

Jared Beu

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

NON-TxDOT Employee or Affiliate, No Commercial Interest in Project, Private Citizen Comment

DRAFT

While I'm glad to see a serious interest and effort to alleviate congestion and safety issues on I-35, I have substantial concerns over the long-term viability of this project.

It appears we are removing the disastrous deck-split from North-Central and just moving it South. Given the historic and current negative ramifications both for thru-traffic, decreased E-W neighborhood connectivity, and damage to the urban/social fabric, the possibility of a new split in a rapidly developing and densifying part of town lacks hindsight and leaves open the need for a future massive redevelopment of the highway. The project as proposed offers no additional E-W connections to help lessen the imposition of the highway on neighborhoods, and hence will not help residents in the area who are not using the highway. While the goal of the interstate is to move long-distance traffic, the redevelopment should also include the needs of travelers in the immediate vicinity who are impacted by the roadway, even if they don't rely on it directly.

It seems prudent that TxDOT would consider ways to lessen the local impacts of large roadways following improvement. The considerations downtown for a depressed roadway to accommodate a future cap is an effort in this direction, but no efforts seem to have been made South as the road is expanding both out and up. The project as proposed creates further barriers for local connectivity while inducing greater demand with more traffic on the interstate and adding unmitigated noise pollution from the new upper deck. Upon completion, traffic and safety will undoubtedly be improved for a short time, but every historic highway expansion has demonstrated induced demand. If this is to be an ultimate fix for I-35, the solution needs to make it safer for current drivers while providing alternatives for future drivers that don't harm or hinder local communities. The solution as proposed seems to be a recipe for more and worse traffic on a much larger and imposing roadway that permanently divides communities.

I would encourage more conversation with the city and CapMetro in pursuit of full-mobility solutions instead of expensive fixes that will be outdated before completion and (while improving safety) do not improve mobility.

"

Take care and thanks for considering my comments!

Best wishes,

Jared Beu

DRAFT

Jason Hoffman Email Comment

From: Jason Hoffman
Sent: Tuesday, December 15, 2020 3:55:12 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

Instead of flattening our city for the sake of ever more cars and parking, why don't we bring people to the city by legalizing density and focusing on moving people in stead of cars. It's well known that this type of expansion only exacerbates traffic. What kind of future do we want for Austin? One for cars? Or one for people? Judging by our growing sprawl, it seems we're heading toward the latter.

Expanding I-35 is a 1950s era solution to a 1950s era problem. The US's economic competitors, knowing the value of cities and mobility, are taking different approaches that put our transportation circus to shame.

Instead of listening to cronies like Bruce Bugg and the TXDOT board, who simply want to enrich their developer friends, let's build our transportation infra based on fiscal responsibility and the expertise of the urban planning/mobility community.

Jason Hoffman

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

From: Jay Crossley [REDACTED] >
Sent: Friday, December 18, 2020 11:59 PM
To: My35CapEx <My35CapEx@txdot.gov>
Cc: Sara Behunek-C <SBEHUN-C@txdot.gov>; Susan Fraser <Susan.Fraser@txdot.gov>
Subject: Comments on South I-35 Capital Express

Hi,

Please accept these comments.

Thanks,
Jay

Jay Blazek Crossley
Executive Director
FarmAndCity.org

[REDACTED]

DRAFT



DECEMBER 18, 2020

TXDOT AUSTIN
I-35 CAPITAL EXPRESS SOUTH
VIRTUAL OPEN HOUSE
PUBLIC COMMENT PERIOD

Dear TXDOT staff, consultants, & Federal & local partners,

Thank you so much for your contributions to the effort to fix the broken I-35 corridor and for the opportunity to submit public comment on the substantially changed proposals for this section of I-35. My comments below are critical of many elements of the proposal and I believe that substantial changes in design are still needed, but I am aware that a lot of people have done a lot of good work to get this project to where it is today. I appreciate your service to the people of Texas and hope that my comments help improve this project.

Too many people die on I-35 main lanes and frontage roads in Austin.

Too many people suffer serious injuries just trying to get back home from HEB or taking their kid to school and using I-35 in Austin.

Too many people die trying to get across the freeway on foot where there is no safe way to travel East to West for miles, in the middle of one of the fastest growing cities in the nation.

The problem of traffic crashes is by far a bigger problem than the perceived problem of congestion or the desire to slightly reduce long-distance travel time.

The correct number of people who should die on the newly rebuilt I-35 is zero. I don't want any member of my family to die on I-35. I don't want any member of your family to die on I-35. The Texas Transportation Commission adopted Minute Order 115481 on May 30, 2019, adopting a goal of ending traffic deaths statewide by 2050 and cutting traffic deaths in half by 2035. That minute order instructs the TXDOT Austin District to "develop and implement strategies required to reduce the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050." This is the main point of your work.

I don't think that the current proposal gets us to where we need to be on the road to zero.

I sent the following questions to TXDOT Austin staff on December 4th, the second day of this

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virtual open house, hoping to use any responses to help me participate effectively in this public process. I received no responses to any of the explicit safety questions, but will note after listing these questions some responses to some helpful dialogue about the freeway design.

I still would like to have answers to these questions. I still believe that the concepts I present should be used to improve this project.

1. How was the FHWA guidance on Self Enforcing Roadways and USLIMITS2 used in the proposed design of the entire facility? If they were not used, is there still time to consider how the project could be improved through this guidance?

FHWA Self Enforcing Roadways: <https://www.fhwa.dot.gov/publications/research/safety/17098/005.cfm>

USLIMITS2: <https://safety.fhwa.dot.gov/uslimits/>

2. What FHWA proven safety countermeasures have been considered for this project? What FHWA proven safety countermeasures will be used in this project and how? If they were not used, is there still time to consider how the project could be improved through this guidance?

<https://safety.fhwa.dot.gov/provencountermeasures/>

3. Was there an attempt to ensure safe pedestrian crossing at least every 1/2 mile? Did this result in the addition of any planned crossings? What factors were used to choose to include safe crossing at least every 1/2 mile or not? If there was not such a process, is there still time to consider how to achieve this goal of a safe pedestrian crossing every 1/2 mile?

To be clear, a safe, multimodal street using modern urban design guidelines and 30 mph design speed is the ideal way to provide safe pedestrians crossings, but the worst case scenario should be to provide pedestrian bridges or tunnels every 1/2 mile.

4. Did TXDOT consider using City of Austin street design guidelines for all elements of the project that are not controlled access freeways? Did TXDOT consider using NACTO guidelines for all elements of the project that are not controlled access freeways? Did TXDOT consider using the most recent edition – which I believe to be the 2018 17th edition – of the AASHTO Green Book street design guidelines for all elements of the project? For all of these questions, is there documentation of why or why not and to

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what extent City of Austin street design guidelines, NACTO guidelines, or the most recent AASHTO guidance will be used in the final design?

5. What are the proposed design speeds to be used for each element of the project? Will design speed be based upon target speed based upon context sensitive determination of the appropriate operating speed for a multimodal, urban environment such as this?

6. Will all pedestrian crossings of slip lanes be raised crossings? If not, why? Similarly, but separately, have raised pedestrian crossings been considered for all crosswalks in the project? If not, why?

Second email focused on the proposal to add significant greater capacity than previously proposed in 2019:

I noticed right away that the drawings presented yesterday are significantly different than those presented to the public in 2019, specifically in terms of adding additional feeder lanes and "free" main lanes. I will be unequivocally articulating opposition to adding any additional non-managed lane capacity to any of the South, Central, or North corridors, and expect there is broad community support for that concept.

Can I have access to any documentation explaining and presenting the reasoning for this decision to propose this additional capacity between the 2019 and 2020 proposals presented to the public?

Also, is there analysis of how these changes might impact operating speeds, severe traffic crashes, induced demand, community and environmental justice impacts, and various environmental factors, such as noise and air pollution and greenhouse gas emissions? And can I see any such analysis?

The response that I did receive was enlightening. The value engineering process showed that it collector distributor type lanes (I'm not sure if I am getting that term right, but the kind of thing you find at the intersection of I-10 / 610 / 290 in Houston) could really help reduce congestion around the major intersections. Also, I was told in my personal meeting with TXDOT Austin

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staff that the reason to add an additional frontage road lane to 3 lanes was just to ensure consistency throughout the project.

I strongly support the use of smart design that the collector distributor type lanes can provide. I support the idea that consistency of frontage and main lanes can improve safety.

Please make this project have no more than two frontage lanes in each direction, but make them consistent, while also making them designed with design speeds for a mixed use, multimodal, dense urban setting.

Please improve the flow of traffic through this area with managed lanes and collector distributor type lanes, but do not add non-managed lane capacity. If collector distributor lanes will achieve better flow, replace existing poorly functioning "free lanes" with those.

Please please reconsider the horrible idea of rebuilding this freeway without ensuring safe, pedestrian crossing at the very least every half mile.

Please optimize this entire project for transit, I propose using the amazing thinking happening at TXDOT Houston in the REAL project on how we should envision all freeways as having a network of connected managed lanes that include dedicated lanes that go exactly to the most dense activity centers.

Please change all rhetoric on this project to reflect the reality that traffic deaths are a much larger problem than congestion or speed of travel.

Please do not use the term "fast lane" to refer to the left hand lane of the main lanes.

Please do not prioritize speed of travel above 45mph for any element of this project. Achieving consistent 45 mph flow for the managed lanes and main lanes of this project would be a significant improvement in access. Any speeds above that have no public benefit.

Thanks for all that you do to improve the quality of life for the people of the Austin region.

Sincerely, 
Jay Blazek Crossley
Executive Director
Farm&City

Farm&City is dedicated to high quality urban and rural human habitat in Texas in perpetuity.

DRAFT

Jay Crossley Email Comment -#2

From: Jay Crossley
Sent: Saturday, December 19, 2020 4:44:56 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Jay Crossley

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Jeni Lyon Email Comment

From: Jeni Lyon
Sent: Friday, December 18, 2020 11:40:06 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Jeni Lyon



DRAFT

Jenn Inaustin Email Comment

From: Jenn Inaustin
Sent: Tuesday, December 15, 2020 3:53:32 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Jenn Inaustin

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Jennifer Johnston Email Comment

From: Jennifer Johnston
Sent: Tuesday, December 15, 2020 8:00:56 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Jennifer Johnston
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Jeremiah Belanger Email Comment

From: Jeremiah Belanger
Sent: Saturday, December 19, 2020 2:58:29 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Jeremiah Belanger

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Jesse Attas Email Comment

From: [Jesse Attas](#)
To: [My35CapEx](#)
Subject: My Comments on the I-35 Capital Express South Proposal
Date: Monday, December 21, 2020 9:03:00 AM

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Jesse Attas

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Jesse Bernal Email Comment

From: Jesse Bernal
Sent: Thursday, December 17, 2020 1:42:27 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Jesse Bernal

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Jill Bailey Email Comment

From: Jill Bailey
Sent: Friday, December 18, 2020 4:24:05 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. I live right off of I-35.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Jill Bailey

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Jim Porter Email Comment

From: Jim Porter
Sent: Tuesday, December 15, 2020 3:53:37 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Jim Porter



DRAFT

Jim Ross Email Comment #1

From: Jim Ross
Sent: Wednesday, December 16, 2020 11:20:41 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Jim Ross

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Jim Ross Email Comment #2

From: Jim Ross
Sent: Friday, December 18, 2020 10:00:49 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Jim Ross

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

From: [Jim Schwartz](#)
To: [My35CapEx](#)
Subject: Interstate 35 from State Highway 71 to State Highway 45 Southeast
Date: Improvements Wednesday, December 9, 2020 11:09:23 AM

The section of Interstate 35 from State Highway 71 to State Highway 45 Southeast needs improvement to encourage the flow of traffic.

Much of the traffic on the South section of Interstate 35 in Austin is local traffic from drivers wanting to avoid City of Austin streets such as Congress Avenue and South First Street.

- Synchronizing the stop lights with the flow of traffic during rush hours for people commuting into the city in the morning and out of the city in the evening along City of Austin streets such as Congress Ave. and South First St will improve traffic flow and reduce the impact of traffic on the South section of Interstate 35 in Austin.
- An unfinished thoroughfare that begins North of the Colorado River near downtown Austin is S Pleasant Valley Rd. - Burseson Rd. – Todd Ln. – S Pleasant Valley Rd. – Nuckols Crossing Rd. – Old Lockhart Rd. – Bradshaw Rd. and reaches South to State Highway 45 Southeast will ease congestion from local traffic on Interstate 35. This thoroughfare, when finished, can house additional bike lanes, removing the need to install bike lanes along an interstate highway, and provide additional North-South vehicular traffic to reduce congestion.

Frontage road are inconsistent throughout the City of Austin, add to the congestion of Interstate 35, and create a hazard in the Interstate 35 main lane's traffic flow.

- Three lanes of frontage road should be provided in each direction of the North and South bound frontage road with the ability to engage in the intersections with, at least, two continual lanes passing through. The following are advantages of having three lanes on the frontage road: a left hand lane can be safely be used for merging onto Interstate 35, a middle lane can be used for local through traffic; and the right lane can safely be used for right hand turns into driveways and local streets. As a result of these conditions, less braking and accelerating will reduce the environmental impact of frontage road travel; reduce long-term economics impacts by reducing wear and tear on the vehicle and reducing fuel consumption; and, most importantly, significantly reduce the number of accidents on the frontage road; example: Southbound Interstate 35 Frontage Rd between William Cannon Dr. and Slaughter Ln.
- Space is necessary for traffic to accumulate on the frontage road for left hand turning traffic at intersections without constricting U-turn traffic. This will reduce braking, accelerating, and idle time which reduces the environmental and economic impact of traveling on the road; example: Southbound Interstate 35 Frontage Rd at William Cannon Dr.
- Space is required to allow right hand turning traffic to continually flow and leave the frontage road to enter city streets and parking lots. Again, this will reduce braking,

DRAFT

accelerating, and idle time which reduces the environmental and economic impact of traveling on the road; example: Northbound and Southbound Interstate 35 Frontage Rd at William Cannon Dr.

Several areas along the Northbound and Southbound lanes of Interstate 35 are bottlenecked, or areas of unintended reduced traffic flow, caused by braking traffic and need to be addressed in order to maintain safe, consistent, traffic flow through the Interstate 35 corridor.

- Ascents and descents along the Interstate 35 corridor cause traffic flow to slow down and speed up and the fluctuations in the motion of the travelling body causes disruptions in the flow of traffic following it, known also as the an accordion effect; example Interstate 35 between William Cannon Dr and Slaughter Ln. It begins when a driver gets too close to the person in front of them and taps their brakes. Cars behind the first have to tap their brakes, cars behind them have hit their brakes a little bit harder, and so on that causes the accordion effect. The accordion effect can be mitigated by reducing the amount of undulations in the roadway, balancing the ascents and descents for traffic, and allowing traffic to maintain a safe and consistent traffic flow through the Interstate 35 corridor.
- On-ramp merging /lane reductions also create bottlenecks in traffic for several different and, often, compounding reasons: the merging traffic onto the main of Interstate 35 often have an angled approach that reduces their ability to use the driver's side view mirror to merge into traffic causing a slower merge and main lane traffic to break as an example at Northbound Interstate 35 Frontage Rd at Slaughter Ln; the merging traffic often does not have the ability to safely match the rate of main lane traffic speed prior to merging causing main lane traffic to break as an example at Southbound Interstate 35 Frontage Rd at William Cannon Dr; and creates an excessive amount of traffic in the right hand main lane due to people preparing to exit the main lane where the merging traffic is entering as an example at Northbound Interstate 35 Frontage Rd at Slaughter Ln. The need to address the merging lanes is imperative as the constriction in the right-hand main lane also affects traffic flow in the center main lane traffic flow. By adding a continuous merging lane for traffic to enter and exit the main lanes of Interstate 35, the bottlenecks caused by the merging will be reduced significantly.

Elevated vehicular traffic lanes are ineffective for long-term growth.

- The current right of way of Interstate 35 from State Highway 71 to State Highway 45 Southeast has enough capacity to install two additional lanes in each direction without building an elevated section.
- The cost of building the suggested elevated section of roadway will consume an disproportionate amount of the overall project budget.
- The suggested elevated section of Interstate 35 is not necessary at the proposed location because the existing right-of-way is large enough to add the two managed lanes in each direction. However, the need for two additional managed lanes in each direction can be reduced to one managed lane in each direction if the above comments are considered and implemented in any number of ways.

Light Rail Integration and looking ahead

- An elevated section of light rail right-of-way should be provided between the Northbound

DRAFT

Jim Schwartz Email Comment Page 3

and Southbound main lanes of Interstate 35 to allow for development of high capacity, high speed rail system. The addition of light rail in the Interstate 35 corridor will reduce long term congestion between burgeoning cities in Central Texas and reduce environmental impacts of future light rail by incorporating the railway into the existing right of way of Interstate 35, Texas' most traveled interstate.

I certainly appreciate the ability to provide feedback on Interstate 35 as I travel it daily from Onion Creek Blvd to State Highway 71 and through to the city center. I am willing to elaborate on any portion of my comments as I study traffic patterns and flow rate.

Respectfully yours,

Jim Schwartz

Superintendent

Rogers-O'Brien Construction | Since 1969

[Redacted signature block]

DRAFT

Joey Trimyer Email Comment

From: Joey Trimyer
Sent: Tuesday, December 15, 2020 3:48:15 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

A large percentage of I35 traffic is composed of through traffic, including large trucks. Wouldn't a better solution include diverting that traffic to a widened SH130? Keeping through traffic out of downtown would be a great step toward eliminating congestion and improving the quality of life of Austin's citizens.

The bottom line is that we need to think about solutions that don't involve massive expansion projects that create years of construction and the frustration that comes with it and seem doomed from the beginning. One only needs to look to the Katy freeway expansion to understand the concerns of many Austinites.

Thank you for your time and attention. As a 30+ year resident of Austin I look forward to hearing a new, better proposal to fix I35 without making the situation worse.

Joey Trimyer

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

John Berry Email Comment

From: John Berry
Sent: Saturday, December 19, 2020 12:49:55 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

My personal opinion is that all through traffic should be diverted to Texas 130 rather than go through Austin at all. This would be healthier for both the population and the city itself, and will also make access to the new Tesla Factory and other new businesses in that area much easier for the workforce.

I further believe that if you increase the capacity of part of i-35 you will eventually be forced to increase the capacity of the whole route, at enormous expense. It has been shown over and over again that if you build a highway, the vehicles will come, so that you never get ahead of congestion.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

John Berry

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

John Koonz Email Comment

From: John Koonz
Sent: Tuesday, December 15, 2020 3:14:20 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

John Koonz

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

John Stansell Email Comment

From: John Stansell
Sent: Tuesday, December 15, 2020 3:54:31 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

John Stansell

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Jonathan Gros Email Comment

From: Jonathan Gros
Sent: Tuesday, December 15, 2020 8:47:34 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

Our culture's obsession with the automobile and unchecked reverence to it is killing us, our loved one and our children and we don't care. We say we care, but when it comes time to make real change and decisions, we don't care. For god's sake we need non-profit organizations to advocate to adults in leadership positions to provide safe routes for people (kids) on bikes and those who walk. Thank about that. My god what have we done?

And if for some reason you dare to care, you are automatically labelled as some outsider radical or anti-car, A connection that is such a damning incitement on our failure as a society.

- Want your kid to bike to school – Anti-car
- Want your senior mother to walk to the store – Anti-car

And these narratives are fueled by people in council who thrive on divisiveness.

We have decided that the speedy movement of vehicular traffic is all that matters. This has been shown time and time again in our policies, our infrastructure, the narrative at city councils and the constant politicization of all movement outside of the car.

Then it happens, a life is ripped away from us and we hear the same old rhetoric about thoughts and prayers around this horrible "accident" well these aren't accidents, these are results. These horrifying murders are the result of years of willful negligence. Years of voting down motions to make things safer. Years of opposing human centric design, years of politicizing all movement outside the car, years of limited regulation on vehicles, years of failed enforcement, years of a culture of rush and speed and years of unquestioned allegiance to the automobile.

These aren't accidents, these are results created by a broken and failed system that preys on the most vulnerable on our roads. But despite all these massive obstacles, our cities still have a choice to make things better, but they continually choose not to. Our city could've chosen life, but they chose cars.

We need to make change now on our streets, no matter what the cost. As so many families have found out what the cost of not making real change is and it's incalculable and unimaginable, they've paid the ultimate irreplaceable price.

It's on you city councilors and others in leadership, you know who you are. The safety of our children, your children and our collective community is 100% in your decisions.

These aren't accidents these are the results of our willful negligence.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Jonathan Gros

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Jorge Dewey Email Comment

From: Jorge Dewey [REDACTED]
Sent: Saturday, December 19, 2020 12:41 AM
To:
Subject: My Comments on the I-35 Capital Express South Proposal
Categories: CAPEX SOUTH

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Jorge Dewey
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Joseph Cahill Email Comment

From: Joseph Cahill

Sent: Tuesday, December 15, 2020 7:38:16 PM (UTC+00:00) Monrovia, Reykjavik

To: My35CapEx

Subject: Request for safer & less intrusive design on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for this design, not an add-on only if it is affordable. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed. In unflawed demand forecasting there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Back to the safety priority, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Individually, people die trying to cross the gulf in between the provided crosswalks, so the design needs to provide pedestrian & bike crossings (suitable for children and elderly) much less than 100 yards apart.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Joseph Cahill

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Joshua Devries Email Comment

From: Joshua Devries

Sent: Tuesday, December 15, 2020 3:24:42 PM (UTC+00:00) Monrovia, Reykjavik

To: My35CapEx

Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Joshua Devries

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Joshua Rudow Email Comment

From: Joshua Rudow
Sent: Friday, December 18, 2020 6:00:04 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Joshua Rudow

[REDACTED]

DRAFT

JuanRaymon Rubio Email Comment

From: JuanRaymon Rubio
Sent: Wednesday, December 16, 2020 11:43:14 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

JuanRaymon Rubio
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Kate Mason-Murphy Email Comment

From: Kate Mason-Murphy
Sent: Tuesday, December 15, 2020 4:51:40 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

It is so obvious to me that the Texas' short-sighted commitment to the almighty automobile and the infrastructure that supports it is flawed at the root assumption that we will be driving single occupant vehicles in the future. We won't.

Sure the State GOP "wants it to be so" so the power structure around the energy industry maintains the status quo.

The planet be damned! That is the first and MOST OBVIOUS reason why TxDot should not invest in expanded road systems in our cities.

Second, the overt and systemic RACISM that a barrier like the one proposed on I-35 cannot continue, let alone EXPAND.

With more and more and more and more impervious cover in and around "flash flood alley", who do you think will flood out? Where do you think this water is going to go? It won't be the wealthy. It will be communities who struggle disproportionately already, those with low income residents, poor schools, poor parks, missing sidewalks, lack of public transit and high flood risk.

I still have faith that leaders in the great state of Texas will PRIORITIZE the great people of Texas, no matter where they live, the language they speak or the color of their skin.

That prioritization need to happen NOW! If TxDot would focus on making life "great" for the most marginalized populations, EVERYONE wins.

Walk-ability, Bike-ability and CLEAN public transit should be the focus. Not cars! How many years have we gone without a traffic fatality on the roads YOUR DEPARTMENT built? Almost 20 years!!!

So Exxon Mobils profits are more important than the lives of Texans? If we continue to make crappy infrastructure choices, we will exacerbate our climate justice problems.

More importantly, we will miss this opportunity to PIVOT for the greater good while maintaining a high level of economic success.

Continuing to "prop up" a failing, polluting, degrading and destructive industry will be our ultimate downfall.

This is a "duh" moment. Why can't you see that?

Kate Mason-Murphy
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Katharine Sucher Email Comment

From: Katharine Sucher
Sent: Friday, December 18, 2020 9:37:49 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Katharine Sucher

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Katherine Schroeder Email Comment

From: Katherine Schroeder

Sent: Saturday, December 19, 2020 2:29:32 AM (UTC+00:00) Monrovia, Reykjavik

To: My35CapEx

Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Katherine Schroeder

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Kathryn Johansen Email Comment

From: Kathryn Johansen
Sent: Tuesday, December 15, 2020 3:24:26 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: I-35 Capital Express South Proposal Is Not A Solution

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Kathryn Johansen
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Kelsey Balaban Email Comment

From: Kelsey Balaban

Sent: Tuesday, December 15, 2020 3:31:08 PM (UTC+00:00) Monrovia, Reykjavik

To: My35CapEx

Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Kelsey Balaban

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Kelsey Huse Email Comment

From: Kelsey Huse
To: My35CapEx
Subject: I-35 Capital Express South Proposal
Date: Saturday, December 19, 2020 2:28:49 PM

Susan Fraser,

I have some serious concerns about widening I-35. It's already dangerous enough and I avoid driving it as much as I can. Widening the highway to increase the lanes is a short-sighted solution. Will we keep adding lanes forever? Let's invest in public transportation, trains, safe options like biking, walking, etc. instead of adding more concrete which will cause more accidents, pollution, and noise.

Kelsey Huse

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Ken Booser Email Comment

From: ken booser
Sent: Tuesday, December 15, 2020 6:37:16 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

ken booser

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Kim Meyer Email Comment

From: Kim Meyer
Sent: Wednesday, December 16, 2020 3:53:10 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Kim Meyer

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Kimberly Levinson Email Comment #1

From: Kimberly Levinson
Sent: Friday, December 18, 2020 9:33:51 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Kimberly Levinson

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Kimberly Levinson Email Comment #2

From: Kimberly LEVINSON
Sent: Friday, December 18, 2020 10:29:55 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: 35 South section

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This whole project is deeply ill-conceived. Adding this many lanes, and destroying the east-west connectivity and the walkability of Austin just when car usage is likely to drop, as more people work from home and new transit options arise, is utterly short-sighted. Please go back to the drawing board and cut this by at least a third.

Vice President, Downtown Austin Neighborhood Association Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<<https://www.txdot.gov/inside-txdot/media-center/featured.html>>

DRAFT

Kimberly Smith Email Comment

From: kimberly smith
Sent: Wednesday, December 16, 2020 5:07:30 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

kimberly smith

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Kristi Roen Email Comment

From: Kristi Roen
Sent: Thursday, December 17, 2020 5:56:42 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

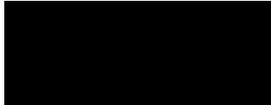
First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Kristi Roen



DRAFT

Larry Murphy Email Comment

From: Larry Murphy
Sent: Saturday, December 19, 2020 1:27:18 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Larry Murphy

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Laura Cottam Sajbel Email Comment

From: Laura Cottam Sajbel
Sent: Tuesday, December 15, 2020 4:08:39 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

As this city just passed two huge, expensive transportation bonds to lessen car traffic, please set aside the idea that we need an obscene Katy Freeway running through Austin. Give these forward-thinking mass transit ideas a chance to work and bring the city together, rather than creating I wider, louder, more pollutive 20-lane highway that will only enable MORE cars on the road. Start thinking smart.

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. In the past, this freeway created a nearly unbridgeable divide between races and between levels of economic income. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Better yet, lean on public transportation and implement more innovative approaches to resolving the problems the highway already causes.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Laura Cottam Sajbel

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Laura Cuervo Email Comment

From: Laura Cuervo
Sent: Wednesday, December 16, 2020 8:18:12 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: I-35 Capital Express South Proposal

Susan Fraser,

Hello everyone,

I would like to start off with wishing everyone a happy holidays. I know these emails are coming to y'all at a busy time.

I am unhappy with the new proposals to build an wider freeway in South Austin than what was proposed last year. I beg y'all to consider a more equitable, safe, efficient option than what is being discussed right now. The city of Austin and other Urbanists have proposed many great plans that would keep Austin better connected and reduce traffic that don't include widening the freeway, which has been proven to actually increase traffic.

First, ending traffic deaths and serious injuries needs to be the top concern. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. I currently live right off and to the east of I-35, and while I love biking, it is too dangerous for me to bike into the city by crossing 35 like I would love to do. Freeways have always been created as a form of segregating two sides of the city, and we cannot continue to allow it to do so. When I want to bike ride in central Austin or anywhere on the west side of i-35, I have to drive my bike to the west side, adding to the traffic and taking up valued parking space. We could drastically reduce our traffic in Austin if i-35 would be updated to be friendlier to pedestrians, bikers, and other forms of transportation besides driving.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Laura Cuervo
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Laura Freeman Email Comment

From: Laura Freeman
Sent: Saturday, December 19, 2020 3:33:57 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Laura Freeman

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Laura Morrison Pibel Email Comment

From: Laura Morrison Pibel
Sent: Friday, December 18, 2020 11:50:31 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Laura Morrison Pibel

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Laurie Doran Email Comment

From: Laurie Doran
Sent: Saturday, December 19, 2020 1:04:53 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Laurie Doran

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Leila Melhem Email Comment

From: Leila Melhem
Sent: Wednesday, December 16, 2020 3:42:16 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Time and again we see lanes added to roads, and then cars fill up those extra lanes until we're back where we started, just with more lanes.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Leila Melhem

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Leo Anderson Email Comment

From: Leo Anderson
Sent: Tuesday, December 15, 2020 3:35:06 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Fourth, our air quality will continue to deteriorate. We need to reduce traffic and use other modes to transport goods and people.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Leo Anderson

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Linda Fields Email Comment

From: Linda Fields
Sent: Tuesday, December 15, 2020 4:24:35 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

I am a long-time Austin resident and value this city's history, culture and livability. Please do what you can to preserve Austin!

Linda Fields
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Lora Menter Email Comment

From: Lora Menter
Sent: Thursday, December 17, 2020 9:49:15 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: Thoughts on I-35 Capital Express South Proposal

Susan Fraser,

Hello there and thank you for your work! I am writing about the proposed widening of Highway 35 in South Austin (where I live). Please, please, please (!) don't widen the road and just build more and more highway. I truly don't think it's what we need as a community. Also, as a resident who largely bikes and walks to get around, I would love to see I-35 become more friendly to my family and me as we move around the city. I support and amplify the thoughtful, community-focused recommendations of Farm&City, The Downtown Austin Alliance, and Our Future 35. Some of their points are as follows:

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Let's build something truly innovative and forward-thinking together! We can do it! Thank you for your time. -Lora

Lora Menter

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Lyman Labry Email Comment

From: Lyman Labry
Sent: Saturday, December 19, 2020 4:30:26 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Lyman Labry

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Madeline Acri Email Comment

From: Madeline Acri
Sent: Tuesday, December 15, 2020 3:14:46 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Madeline Acri

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Marjorie Hartwell Email Comment

From: Marjorie Hartwell [REDACTED]
Sent: Friday, December 18, 2020 6:21 PM
To: My35CapEx<My35CapEx@txdot.gov>
Subject: Thoughts/Comments/Feedback from concerned Austinite on the I-35 Capital Express South Proposal
Categories: CAPEX SOUTH

Susan Fraser,

I am deeply concerned about the new proposals to build an even larger freeway in South Austin than was proposed just one year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Marjorie Hartwell
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Mary Lou Bell Email Comment

From: Mary Lou Bell
Sent: Tuesday, December 15, 2020 4:18:11 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am a long time resident of South Austin and I implore you not to approve this horrendous widening of I35.

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Mary Lou Bell

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Mary Pustejovsky Email Comment

From: Mary Pustejovsky
Sent: Tuesday, December 15, 2020 4:19:11 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Mary Pustejovsky

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Mateo Scoggins Email Comment

From: Mateo Scoggins
Sent: Friday, December 18, 2020 9:59:43 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin. Please consider a more equitable public engagement process that may result in a more robust project for the Austin community.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Mateo Scoggins

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Matthew Hauser Email Comment

From: Matthew Hauser
Sent: Tuesday, December 15, 2020 3:29:22 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Matthew Hauser

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Mehdi Mohades Email Comment

From: Mehdi Mohades
Sent: Thursday, December 17, 2020 5:13:03 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Mehdi Mohades

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Michael Moritz Email Comment

From: michael moritz
Sent: Saturday, December 19, 2020 1:31:24 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am a Houstonian, but I am in South Austin a fair bit, and I know this highway well.

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. We need a safer and more equitable solution. Subsidizing automobile dependency has to end in this state. I-35 is a symbol of our racist, city dividing past and it must be reconfigured in a way that elevates all people of all backgrounds and neighborhoods.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. The Texas Transportation Commission (governing board of TXDOT) has agreed to reducing the number of roadway fatalities by 50% by 2035, and entirely by 2050. These promises must be the primary driver of new highway design. We need more robust local and regional transit, prioritization of neighborhood connecting pedestrian and bicycle infrastructure, and reduced speed limits.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Highways are ugly, hot, and no one actually enjoys driving on them. Let's build a road that people will enjoy using while riding transit.

I-35 can be a model for a new way of thinking with urban freeways. Please value people and the sustainable ways we move. TXDOT engineers have to realize single occupancy vehicles are horrendously inefficient uses of energy and space. Design a highway that is makes efficient transportation options (bike and transit) the priority. Thank you.

michael moritz

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Michael Smith Email Comment

From: Michael Smith
Sent: Saturday, December 19, 2020 3:58:38 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Michael Smith

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Mihnea Dumitrescu Email Comment

From: Mihnea Dumitrescu
Sent: Tuesday, December 15, 2020 3:38:04 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Mihnea Dumitrescu

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Monika Mulder Email Comment

From: Monika mulder
Sent: Wednesday, December 16, 2020 2:29:20 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago.

Please review research on widening roads which shows that traffic only increases, this is not the way this city should be thinking we need more mobility and travel options to move traffic in different roadways so they don't all clog up the same roads.

Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Monika mulder
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

From: Nancy Binford [REDACTED]
Sent: Saturday, December 19, 2020 6:15 AM
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal
Categories: CAPEX SOUTH

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

We have seen that it doesn't help manage flow in my former home Houston. The traffic has not been helped by the widening of I-10.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

DRAFT

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Nancy Binford

[REDACTED]
[REDACTED]
[REDACTED]

Nathan Stevens Email Comment

From: Nathan Stevens
Sent: Saturday, December 19, 2020 12:16:42 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Nathan Stevens
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Niki R Email Comment

From: Niki R
Sent: Tuesday, December 15, 2020 9:35:38 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Niki R

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Noah Maze Email Comment

From: Noah Maze
Sent: Thursday, December 17, 2020 4:42:26 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Noah Maze

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Parker Blackiston Email Comment

From: Parker Blackiston
Sent: Friday, December 18, 2020 1:02:57 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Parker Blackiston

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Paul Gottuso Email Comment

From: Paul Gottuso
Sent: Tuesday, December 15, 2020 4:16:21 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Paul Gottuso

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Paul McGuffey Email Comment

From: Paul McGuffey
Sent: Tuesday, December 15, 2020 9:35:23 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

What can you be thinking? Or do you at all? We here just endured years of construction. I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Paul McGuffey

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Paul Woodruff Email Comment

From: Paul Woodruff
Sent: Tuesday, December 15, 2020 4:30:05 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Paul Woodruff

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Paula Cox Email Comment

From: Paula Cox
Sent: Friday, December 18, 2020 9:37:36 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Paula Cox

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Peter Beck Email Comment

From: Peter Beck
Sent: Thursday, December 17, 2020 4:52:03 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am writing to oppose the current plan for dramatically expanding I35 south of Austin. This is going to dramatically worsen traffic and make it more dangerous over the extended period of construction and then when it is finally completed, there will be so many more cars on the road, that it will not make a difference in reducing congestion.

Unless you think the 16 lane Katy Freeway has eliminated congestion, it's clear to everyone that adding more lanes just adds more cars and does not solve congestion problems.

Secondly, please reconsider the proposed elevated lanes. The elevated lanes are being taken down going through downtown Austin, why would they be considered a good idea here?

It's time to spend money on highway alternatives instead of endless expansion and endless congestion.

Peter Beck

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Peter Blum Email Comment

From: Peter Blum
Sent: Thursday, December 17, 2020 12:25:08 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Peter Blum

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Peter Wall Email Comment

From: [Peter Wall](#)
To: [My35CapEx](#)
Subject: My Comments on the I-35 Capital Express South Proposal
Date: Tuesday, December 15, 2020 9:12:49 PM

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Sincerely,
Pete Wall

Peter Wall
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Phillip Thompson Email Comment

From: Phillip Thompson
Sent: Wednesday, December 16, 2020 10:40:43 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Phillip Thompson

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Priya Patel Email Comment

From: [Priya Patel](#)
To: [My35CapEx](#)
Subject: My Comments on the I-35 Capital Express South Proposal
Date: Saturday, December 19, 2020 6:55:18 PM

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Priya Patel

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Rachael Cook Email Comment

From: Rachael Cook
Sent: Friday, December 18, 2020 9:56:18 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: Heck No! on the I-35 Capital Express South Proposal

Susan Fraser,

This proposal to expand I-35 to more lanes ignores so many known facts about highway expansions falling well short of their intended "improvement" of transportation. This expansion is simply wrong.

Even I learned over a decade ago while studying Urban Planning at UT Austin that instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times.

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

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

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

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

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

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

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

Rachael Cook
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Rachael Sperling Email Comment

From: Rachael Sperling
Sent: Tuesday, December 15, 2020 3:06:55 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Rachael Sperling
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Reid Echols Email Comment

From: Reid Echols
Sent: Tuesday, December 15, 2020 3:08:25 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Reid Echols

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Robby Robinson Email Comment

From: Robby Robinson

Sent: Saturday, December 19, 2020 1:02:44 AM (UTC+00:00) Monrovia, Reykjavik

To: My35CapEx

Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Robby Robinson

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Robert Crump Email Comment

From: Robert Crump
Sent: Tuesday, December 15, 2020 3:54:08 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Robert Crump

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Robert Gilliland Email Comment

From: Robert Gilliland
Sent: Wednesday, December 16, 2020 12:52:36 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Robert Gilliland
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Robert James Email Comment

From: Robert James [REDACTED]
Sent: Saturday, December 19, 2020 9:32 AM
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Categories: CAPEX SOUTH

Susan Fraser,

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Robert James
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Rose Glinka Email Comment

From: Rose Glinka
Sent: Thursday, December 17, 2020 11:51:40 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Rose Glinka

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Ross Smith Email Comment

From: Ross smith
Sent: Tuesday, December 15, 2020 3:48:28 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Ross smith

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Ryan Contino Email Comment

From: Ryan Contino

Sent: Tuesday, December 15, 2020 3:49:37 PM (UTC+00:00) Monrovia, Reykjavik

To: My35CapEx

Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

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Ryan Contino

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Samantha Raez Email Comment

From: Samantha Ráez
Sent: Tuesday, December 15, 2020 3:06:08 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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Samantha Ráez

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Samuel Comer Email Comment

From: Samuel Comer <[REDACTED]>
Sent: Friday, December 18, 2020 7:59 PM
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Categories: CAPEX SOUTH

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Samuel Comer
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

From: Sandy Guzman [REDACTED]
Sent: Saturday, December 19, 2020 12:10 AM
To: My35CapEx
Subject: TxDOT Capital Express South Stakeholder Input
Attachments: CTX Poverty 2020[1].jpg; Race Map around South I35 project[1].pdf
Categories: CAPEX SOUTH

December 18, 2020

I'm writing in support of the Capital Express South project that is much needed, locally as well as for state, national and international commerce. However, I'm very concerned with the proposal to elevate the managed lanes south of Ben White. Key to a successful future I-35 corridor is the maximization of capacity and throughput, **balanced** with community impact, local mobility and connectivity.

Elevating the managed lanes (and to a height greater than the upper decks north of UT no less) from Ben White to almost Slaughter Lane re-creates in South Austin the wall we hope to remove both downtown and north of UT - a wall that has divided East Austin from West Austin, low-income communities from the more affluent and, in particular, people of color from white citizens. This is alarming. Please see the attached poverty map and Race Map that show the current segregated picture along the segment proposed for elevating the managed lanes.

While undesirable to have to modify the bridges TxDOT just constructed at William Cannon and Stassney, please provide the community an alternative that would do that to accommodate the managed lanes at grade with the main lanes or lower, including the elimination of the intersection bypass lanes. While the intersection bypass lane is an added operational enhancement, that enhancement poor repayment for the visual divide the elevated lanes will create.

Increasing capacity and improving safety in the I-35 corridor are key goals of this project. The proposed direct-access entrance and exits between the frontage roads and the managed lanes is an excellent design detail that will increase safety and efficiency. To maximize capacity in the corridor, TxDOT must **intentionally** work to facilitate transit - moving more people in fewer vehicles is the *least expensive* and most effective way to maximize throughput in the corridor. As seen on the [MoPac Express](#) (page 2), many people will choose transit over sitting in traffic or driving the toll lanes themselves. In Houston, TxDOT has built a direct connection from a managed lane to a transit park-n-ride. While other funds may have been brought to the table to support that connection, it is more than reasonable for the Department of Transportation, focused on increasing capacity, to fund such a connection itself.

A 2013 [TTI study](#) focused on determining what it would take to address the anticipated, untenable congestion levels in the I-35 Corridor study found the following (Executive Summary pg 7):

"To address these issues, the hybrid approach assumed the following aggressive strategies:

- Adding and managing capacity similar to Scenario 2 [**variable priced managed lanes**].
- Shifting 40% of region-wide work commuter trips to work-at-home jobs.
- Reducing university commuter trips by 30% region-wide, assuming, for instance, technology options replace the in-class experience.
- Reducing retail shopping trips by 10% region-wide, for example being replaced by online shopping.

DRAFT

- Shifting trips to off-peak periods.
- Increasing HOV, transit, and non-motorized usage each by 25%, decreasing auto vehicle usage."

Variable priced toll lanes may be unpopular among some, but they are necessary to facilitate the final bullet above by providing single occupancy drivers a competitive alternative in the form of reliable trip times for transit. Transit should have access to the system at no cost given the increased capacity buses add to the system. While TxDOT is in a "non-tolled environment" from a policy perspective, I urge the department to ensure no decisions on this project would preclude the transformation of the managed lanes to variable tolled managed lanes in the future.

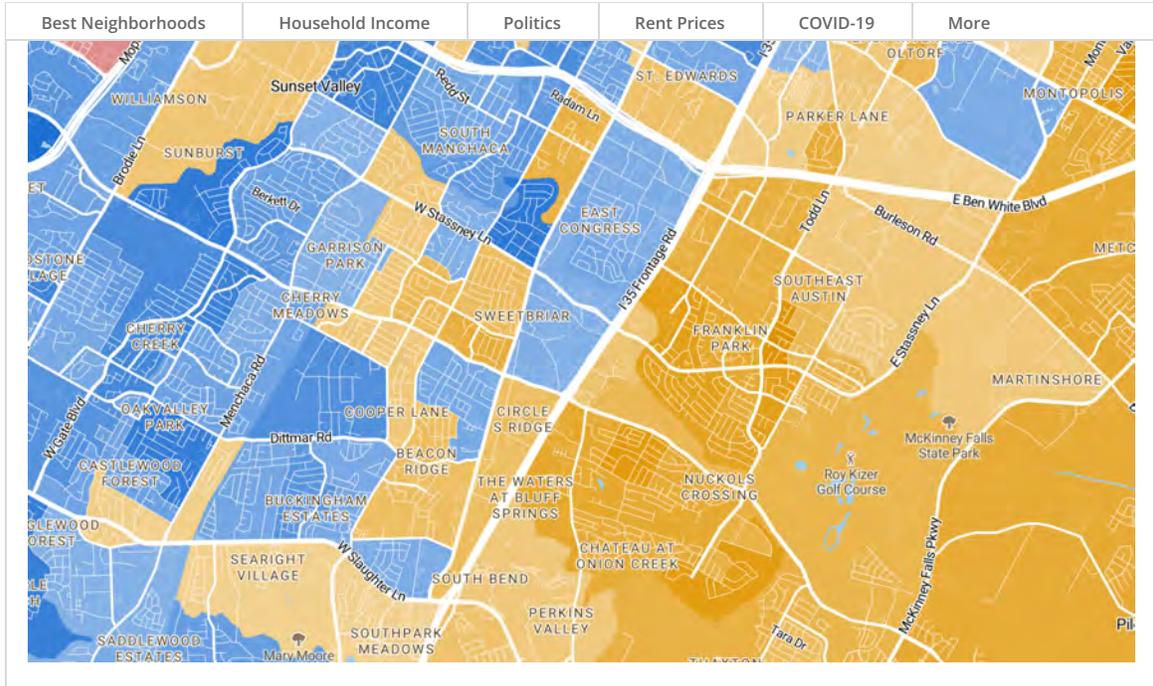
Sandy Hentges Guzman

Chief Executive Officer | [Austin Area Research Organization](#)

AARO envisions Central Texas as an exemplary region: dynamic, thriving and sustainable for all.

--

Race Map for Austin, TX and Racial Diversity Data



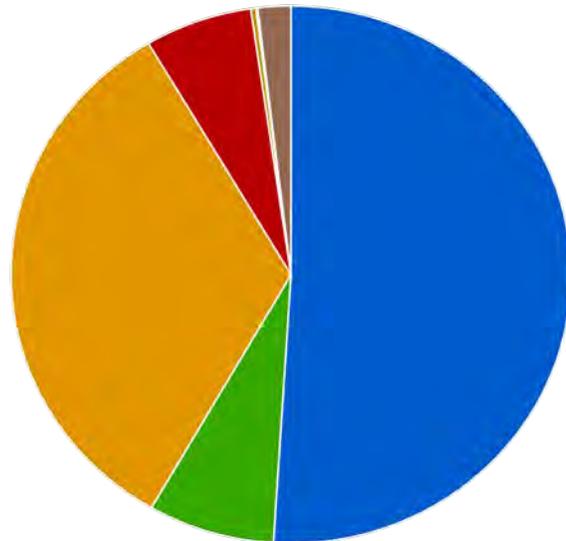
Majority Race Key

White Hispanic Black Asian Multiple/Other

Move to Austin from another state

Move to Austin from within TX

Austin is much more diverse than the average US city. The map above shows the majority race in each block for Austin, TX. Darker shades indicate a larger racial majority in that neighborhood. The majority race in Austin overall is white at 51% of residents. The next most-common racial group is Hispanic at 33.2%. There are more white people in west Austin, while Hispanic people are more likely to be living in the southeast. The graph below shows how many people identify themselves as each of the following races:



Racial Distribution Key

White Hispanic Black Asian Native American Hawaiian Other

DRAFT

Sandy Hentges Guzman Email Comment

Page 4 Attachment 1 - Page 2

Data Sources: U.S. Census, proprietary data mapping and analysis. Special thanks to the University of Virginia.

Self-Identified Race	Austin, TX Population
White	51%
Hispanic	33.2%
Black	7.3%
Asian	6.2%
Native American	0.3%
Hawaiian	0.1%
Other	1.9%

Nearby Cities

- [Jollyville, TX](#)
- [Rollingwood, TX](#)
- [Creedmoor, TX](#)
- [Brushy Creek, TX](#)
- [West Lake Hills, TX](#)
- [Niederwald, TX](#)

Cities with Similar Populations

- [San Jose, CA](#)
- [Indianapolis, IN](#)
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DRAFT

Percent Poverty by Census Tract 2014 - 2018, Austin MSA

Percent of individuals living below
the Federal Poverty Level

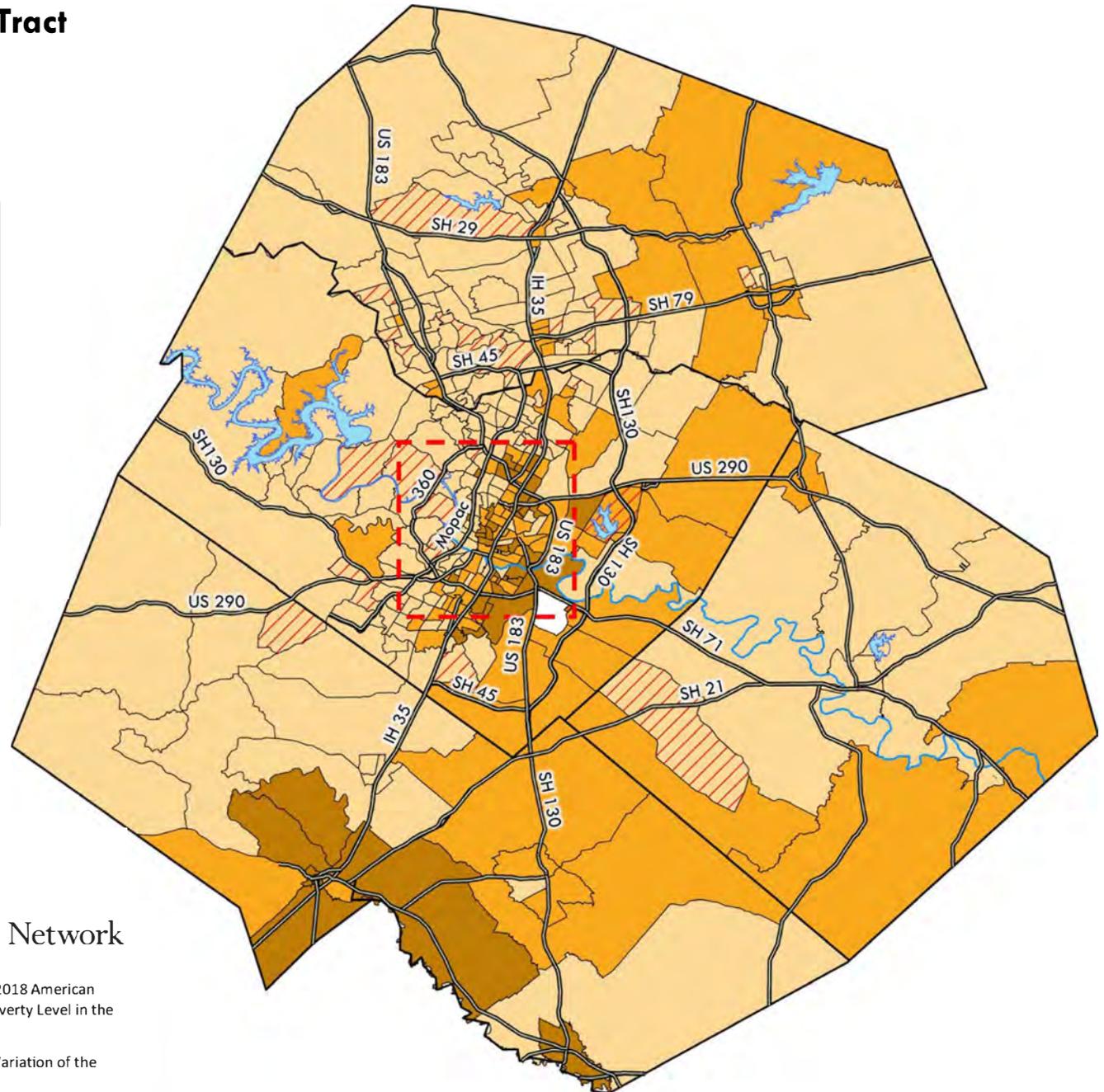
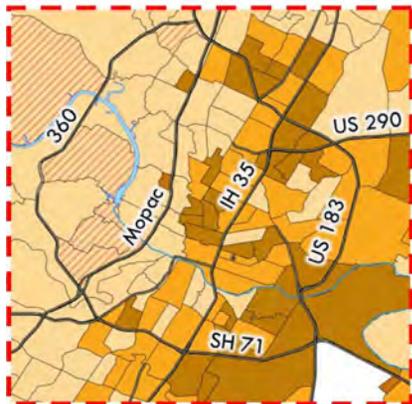
1% - 12%

12% - 25%

Over 25%

Unreliable*

Airport



can Community Advancement Network

Map prepared by CAN using U.S. Census Bureau, 5-Year 2014-2018 American Community Survey data (Table C17002—Ratio of Income to Poverty Level in the Past 12 Months).

*Unreliable refers to census tracts in which the Coefficient of Variation of the estimate does not meet the minimum reliability standard.

DRAFT

Sarah Arvey Email Comment

From: Sarah Arvey
Sent: Tuesday, December 15, 2020 3:37:03 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Sarah Arvey

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Scot Salmon Email Comment

From: Scot Salmon
Sent: Tuesday, December 15, 2020 11:34:45 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: Expanding I-35 for the Capital Express South Proposal does not make sense

Susan Fraser,

I've been living in Austin, and before that Houston, long enough to see that widening highways does not seem to make traffic better. Traffic just expands to fill the space available. We need other options, not just a wider highway.

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Scot Salmon

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Sean Compton Email Comment

From: Sean Compton
Sent: Friday, December 18, 2020 12:24:35 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Sean Compton
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Sean Pollard Email Comment

From: Sean Pollard
Sent: Tuesday, December 15, 2020 5:00:22 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Sean Pollard

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Shayne Calhoun Email Comment

From: Shayne Calhoun
Sent: Friday, December 18, 2020 9:34:03 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Shayne Calhoun

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Sinclair Black Email Comment #1

From: Sinclair Black
Sent: Tuesday, December 15, 2020 6:33:46 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: Sunk Cost

Susan Fraser,

Probably the most effective tactic employed by all DOT's is a policy known as the "Sunk Cost theory". If you start two projects at a distance from each other the argument then becomes, "well we spent all that money and now we have to connect the projects". Of course, that's exactly what TxDOT is doing with their three-part I-35 rebuild. Since there is little opposition north of Central Austin or south, TxDOT purposes to move as fast as possible on both ends to justify the central segment project.

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

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

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

Sinclair Black

[REDACTED]

DRAFT

Sinclair Black Email Comment #2

From: Sinclair Black
Sent: Thursday, December 17, 2020 10:11:26 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Sinclair Black

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Sophia Fleshman Email Comment

From: Sophia Fleshman
Sent: Friday, December 18, 2020 9:31:19 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Sophia Fleshman

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Star Salzman Email Comment

From: Star Salzman
Sent: Friday, December 18, 2020 11:27:35 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: Expanding I-35 in South Austin

Susan Fraser,

The new proposal to expand I-35 is a serious step in the wrong direction for South Austin. The city does not need more expanded roads that make it even more difficult to get around safely on foot or by bus. We already have a serious problem with traffic accidents and deaths that this expansion would only worsen. That is not even considering the impact on the environment, and the likelihood that it would lead to even more traffic long-term. We need to build a city that prioritizes transit, walkability, community, safety and environmental sustainability. We need to discourage driving, and implement congestion pricing lanes, not simply make it easier for giant trucks to blow through our city at 90 mph.

Thank you for your consideration.

Star Salzman

Star Salzman

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Stephanie Molnar Email Comment

From: Stephanie Molnar
Sent: Tuesday, December 15, 2020 3:15:11 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. This is not only important for people but for WILDLIFE. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Appropriate wildlife crossings, such as the kind being implemented in San Antonio, are also important.

COVID-19 is going to permanently impact traffic, as more people understand the feasibility and effectiveness of work-from-home situations. Please do not make dire mistakes during this time as we seek to understand how virtual work will impact traffic patterns. "Improvements" may not even be needed at this time.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Stephanie Molnar

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Stephen Cooley Email Comment

From: Buster Cooley
Sent: Wednesday, December 16, 2020 5:46:36 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: Sound

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

First off happy with the approach and results in the changes to I35 south... My wife and I live at [REDACTED] and are approx 60ft from the frontage road.(small storage facility between us and the frontage road... we purchased knowing about the sound levels, but to have an acre we were willing to make the trade..

We have patiently waited for this past 3-5 years of construction to be completed...(sorry not 100% which year it started) the noise level during construction has been fine at times and horrific at times... there was a hammering few weeks at night that shook all of our windows and now they are laying pavement which the drive asphalt truck beeps every 7-10 seconds. Also while we are sleeping...

My concern isn't only the construction so much in the next 3-5 years it's the new noise levels in our home and yard from the raised platform you are planning on building... traffic wise it makes sense, but as a tax paying resident this would put us at 5-10 years of construction noise and a lifetime of added Decibel levels in and around our home...

We are one of the only homes this close to I-35 and is there any options available ??
Sound wall on our property line ?? This way the storage facility isn't blocked??
Again if you look at the map I'm not asking for sound walls down 35. (Would disrupt businesses too much) but this home and neighborhood has been here sense 50's and our home is effected the most...

Thank you for reading, looking for some help...?? Would love a sound wall for Christmas!!!

Stephen



Cooley



Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<<https://www.txdot.gov/inside-txdot/media-center/featured.html>>

DRAFT

Stephen Graham Email Comment

From: Stephen Graham
Sent: Wednesday, December 16, 2020 9:08:52 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: Please don't overbuild I-35 Capital Express South

Susan Fraser,

I am deeply worried about proposals to force an even more massive freeway into South Austin than has been discussed previously. As you doubtless know, highway widening has never helped resolve any congestion in Austin. On the contrary, it has added more congestion by inducing demand, and discouraging all forms of movement but private, single-occupancy cars. And it wastes massive amounts of our tax dollars.

Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA

guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Stephen Graham

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Steve Lucas Email Comment

From: steve lucas
Sent: Tuesday, December 15, 2020 5:21:02 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

steve lucas

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Steve Prather Email Comment

From: Steve Prather
Sent: Tuesday, December 15, 2020 6:44:52 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: Comments: I-35 Capital Express South Proposal

Susan Fraser,

This proposal will turn I-35 in Austin into the Katy Freeway. Also a similar project was done on I-75/85 in Atlanta (expansion to 18 lanes) and within one year it was completely filled up with bumper to bumper traffic. It will stimulate further development and sprawl in this corridor. This plan is a costly mistake.

Look at other alternatives that make sense!

Steve Prather

Steve Prather
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Steven Pierce Email Comment

From: Steven Pierce
Sent: Wednesday, December 16, 2020 6:37:31 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Steven Pierce

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Susan Pinsonneault Email Comment

From: Susan Pinsonneault
Sent: Tuesday, December 15, 2020 4:35:25 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Susan Pinsonneault

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Thomas Ates Email Comment

From: Thomas Ates
Sent: Tuesday, December 15, 2020 8:00:50 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Thomas Ates

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Tiffany Duening Email Comment

From: Tiffany Duening
Sent: Tuesday, December 15, 2020 10:36:24 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Tiffany Duening

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Tim Dombeck Email Comment

From: Tim Dombeck
Sent: Wednesday, December 16, 2020 5:00:58 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.

Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Tim Dombeck

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Tim Loudermilk Email Comment

From: Tim Loudermilk
Sent: Tuesday, December 15, 2020 5:23:06 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Tim Loudermilk

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

From: Tom Wald
To: My35CapEx
Subject: I-35 Capital Express South Project - Comments
Date: Friday, December 18, 2020 8:00:21 PM

The following are my comments for the I-35 Capital Express South Project.
<https://capexsouth.mobility35openhouse.com/>

1. From SH 71 to Onion Creek, there should be a pedestrian and bicycle crossing of I-35 every half-mile or less.
2. Between Onion Creek and FM 1327, the project should plan for at least two additional bicycle and pedestrian crossings as development progresses and pedestrian and bicycle activity increase, to be constructed as part of a future project.
3. The proposed shared-use paths will be a great addition to the corridor. These should be on both sides of the highway and should extend the entire length of the corridor to cover any missing gaps.
4. Bridges over the creeks should include shared-use path connections under the I-35 bridges on both the north and south sides of each creek. (E.g. Williamson Creek, Slaughter Creek, Onion Creek.) These additional shared-use paths should connect with the already proposed shared-use paths and existing shared-use paths along the corridor.
5. Ending traffic deaths and serious injuries needs to be among the top concerns in this project. For any managed lanes and controlled access lanes, please use safe urban design speeds appropriate for a dense urban freeway setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.
6. Make the Project compatible with existing local plans. The public has already approved plans by the City of Austin and other local government entities, such as the Austin Strategic Mobility Plan (ASMP) and the voter-approved Project Connect. TxDOT should help accomplish those plans.
7. The project needs to be reevaluated in the context of the November 2020 passage of Austin Propositions A and B, which will result in substantial build out of the transit, pedestrian, and bicycling networks. These networks are projected to dramatically shift future, potential automobile trips to other travel modes.
8. This project needs to consider the environmental impacts, including climate change impacts. Those climate change impacts will affect people locally and globally, and those impacts need to be mitigated in an amount much greater than the pedestrian, bicycle, and transit components that have already been included in the project.
9. The elevated lanes should not be included in the project. These will create several problems:

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- a. The additional lanes will induce demand, as noted elsewhere.
- b. The elevated structure will spread noise pollution farther and louder.
- c. The elevated structure will preclude any potential pedestrian and bicycle bridges over I-35 that would help create crossings every half-mile or less.
- d. The elevated structure will create a further physical divide in an urban environment.

10. Do not add any additional motor vehicle lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes.

11. If this project is truly a project of independent utility, then it is important to consider this I-35 South project in the context that the I-35 Capital Express Central project may propose a reduction or no change to the number of lanes for the I-35 Central corridor.

12. If this project adds lanes, then it should not be considered a congestion relief project, as it is likely to have no long term effect on congestion or it will increase congestion, due to the increased demand resulting from those new lanes. This is a well-established result, known as “induced demand”. If there is merit to adding lanes, then those merits should be based on other grounds, e.g. quantifiable economic benefit.

13. From the numbers provided in the meeting materials, it appears that the projected 2030 No-Build travel times do not account for the case that the roadway is not expanded (as stated), but rather the case where the roadway is indeed expanded, thus increasing demand for the roadway (which is what the traffic modeling is based on), but then paradoxically that the roadway is not actually expanded.

-Tom

--

Tom Wald



Travis Hyzak Email Comment

From: Travis Hyzak
Sent: Saturday, December 19, 2020 12:04:51 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Travis Hyzak

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Travis Young Email Comment

From: Travis Young
Sent: Thursday, December 17, 2020 1:02:23 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Travis Young

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Tyler Markham Email Comment

From: Tyler Markham
Sent: Thursday, December 17, 2020 4:43:47 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. The future is not larger highways. Even Greg Abbott has said as much.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Tyler Markham

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Van Wilson Email Comment

From: Van Wilson
Sent: Tuesday, December 15, 2020 4:32:00 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Van Wilson
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Victoria Taylor Email Comment

From: Victoria Taylor
Sent: Friday, December 18, 2020 9:59:45 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Victoria Taylor

[REDACTED]

DRAFT

Willa Staats Email Comment

From: Willa Staats
Sent: Friday, December 18, 2020 11:32:21 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Willa Staats

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

William Atkinson Email Comment

From: William Atkinson
Sent: Wednesday, December 16, 2020 1:28:13 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

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William Atkinson
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

William McClure Email Comment

From: William McClure
Sent: Tuesday, December 15, 2020 8:37:19 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: I-35 Capital Express South Proposal

Susan Fraser,

We can do better.

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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William McClure

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Xavier Apostol Email Comment

From: Xavier Apostol
Sent: Tuesday, December 15, 2020 3:03:27 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

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Xavier Apostol

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Zach Allen Email Comment

From: Zach Allen
Sent: Friday, December 18, 2020 9:48:01 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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Zach Allen

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 3:20:17 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 4:54:10 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 3:19:09 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 6:42:04 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 5:31:33 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 11:06:50 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 8:28:17 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 4:31:20 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 3:34:57 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 3:44:36 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 3:40:12 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 3:11:43 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 3:11:39 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 4:42:27 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 4:50:54 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 5:51:53 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 3:26:39 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments an concerns on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. Please do not continue to exacerbate high vehicular use of our city and focus on alternatives that bring about quality of life outcomes.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 3:34:28 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 3:35:33 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

Hi all- DO NOT widen this highway. I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 9:53:18 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 3:47:57 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 3:42:13 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 5:30:16 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 3:48:16 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 3:17:03 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 6:18:20 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

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Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.

Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 4:34:42 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

Sent: Tuesday, December 15, 2020 6:41:20 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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[Redacted signature block]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 3:48:37 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 4:13:19 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 9:03:17 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 4:13:35 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 8:21:26 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

Sent: Tuesday, December 15, 2020 4:49:31 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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[Redacted signature]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 3:46:04 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 3:18:59 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 3:15:45 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 9:16 AM
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal
Categories: CAPEX SOUTH

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

From: [REDACTED]
Sent: Tuesday, December 15, 2020 10:01 AM
To: My35CapEx
Subject: Stop the streak: I-35 Capital Express South Proposal
Categories: CAPEX SOUTH

Susan Fraser,

We all see the TXDoT messaging to "end the steak" of daily traffic fatalities on Texas roads. If that slogan is anything but a joke to you, you'll stop forcing through projects like this that expand highways through major cities with no consideration of pedestrians and cyclists. You know this project will increase vehicle-related deaths and reduce the ability of Austinites to move through their own city, so please do the sensible thing and stop this project.

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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DRAFT

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[REDACTED]
[REDACTED]
[REDACTED]

Unknown Email Comment

From: [REDACTED]
Sent: Tuesday, December 15, 2020 3:57:09 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I do not support the proposed lane expansion. Simply read the book *The Power Broker* to see how this fails. We have enough lanes, although they are not maintained professionally. Focus on that. Make the existing road safer. And get more people to use I-45 loop.

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Wednesday, December 16, 2020 1:48:44 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Wednesday, December 16, 2020 5:10:11 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

Sent: Wednesday, December 16, 2020 3:28:32 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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[Redacted signature]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Wednesday, December 16, 2020 7:33:26 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Wednesday, December 16, 2020 1:44:08 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Wednesday, December 16, 2020 5:46:25 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

Sent: Wednesday, December 16, 2020 5:04:02 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

Susan Fraser,

I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.

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[Redacted signature block]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Wednesday, December 16, 2020 3:55:53 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Thursday, December 17, 2020 3:21:51 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Thursday, December 17, 2020 3:59:33 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Friday, December 18, 2020 11:23:31 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Friday, December 18, 2020 11:24:19 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Friday, December 18, 2020 12:21:23 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Friday, December 18, 2020 3:04:28 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Friday, December 18, 2020 10:16:17 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Friday, December 18, 2020 3:51:08 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

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From: [REDACTED]
Sent: Friday, December 18, 2020 9:37:56 PM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
Sent: Saturday, December 19, 2020 5:28:56 AM (UTC+00:00) Monrovia, Reykjavik
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
To: [My35CapEx](#)
Subject: My Comments on the I-35 Capital Express South Proposal
Date: Sunday, December 20, 2020 11:12:41 AM

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Unknown Email Comment

From: [REDACTED]
To: My35CapEx
Subject: My Comments on the I-35 Capital Express South Proposal
Date: Monday, December 21, 2020 11:43:15 PM

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[REDACTED]
[REDACTED]
[REDACTED]

DRAFT

Online Survey Questions (English)

Survey Link

[*www.surveymonkey.com/r/CapitalExpressSouth*](http://www.surveymonkey.com/r/CapitalExpressSouth)

DRAFT



I-35 Capital Express South Project Survey

Project Overview:

The I-35 Capital Express South project proposes to add two non-tolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast and includes additional safety and mobility improvements. **Please review these improvements at Mobility35openhouse.com prior to completing this survey.**

This survey is distributed by the Texas Department of Transportation as a part of the I-35 Capital Express South project in Travis County.

The purpose of this survey is to:

1. Determine stakeholder sentiment about refinements to proposed safety and mobility improvements in the project area.
2. Better define stakeholder use of I-35 from SH 71/Ben White Boulevard to SH 45 Southeast.

DRAFT

I-35 Capital Express South Project Survey

1. How often do you experience delays along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast due to congestion and/or crashes?

Please select one

- Daily
- Weekly
- Monthly
- Rarely

DRAFT

I-35 Capital Express South Project Survey

2. For what purposes do you use I-35 from SH 71/Ben White Boulevard to SH 45 Southeast?

Check all that apply

- Travel to/from a work location within the I-35 corridor
- Travel to/from a work location outside the I-35 corridor
- Travel to/from school
- Job-related travel requirements (e.g. bus driver, truck/delivery driver, etc.)
- Run errands/shopping
- Visit family/friends
- Access recreational facilities (parks, lakes, etc.)
- Bicycling/jogging/walking
- I avoid I-35 in this area as much as possible
- I live in the area
- Other (please specify)

DRAFT

I-35 Capital Express South Project Survey

3. How important is it to you that the proposed I-35 Capital Express South project:

	Not Important	Slightly Not Important	Important	Moderately Important	Very Important
Limits the purchase of right of way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provides opportunities to bypass intersection signals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adds capacity to frontage roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improves vehicular operations on the frontage roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provides efficient access to managed lanes for transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improves incident management for crashes and stranded motorists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

DRAFT

I-35 Capital Express South Project Survey

4. This project proposes to elevate the managed lanes between Stassney Lane and Slaughter Lane. Rate the level of impact to you personally.

No Impact	Slight Impact	Moderate Impact	Much Impact	Not sure
<input type="radio"/>				

DRAFT

I-35 Capital Express South Project Survey

5. What, if anything, do you like about the proposed I-35 Capital Express South project and why?

6. What, if anything, do you dislike about the proposed I-35 Capital Express South project and why?

DRAFT

I-35 Capital Express South Project Survey

7. What transportation modes do you use to travel along or across I-35 from SH 71/Ben White Boulevard to SH 45 Southeast?

Check all that apply

- Car
- Carpool/Vanpool
- Bus
- Motorcycle
- Bicycle
- Walking
- Scooter
- Other (please specify)

DRAFT

I-35 Capital Express South Project Survey

8. Please tell us how you heard about the I-35 Capital Express South project:

- Email
- Neighborhood/organizational newsletter or email
- Online neighborhood/community forum
- TxDOT website
- TxDOT Facebook or Twitter post
- Local news/media story (radio, tv, newspaper)
- Letter
- Word-of-mouth
- Flyer
- Other (please specify)

DRAFT

I-35 Capital Express South Project Survey

9. Did you participate in the open house for the I-35 Capital Express South project in October 2019?

Yes

No

DRAFT

I-35 Capital Express South Project Survey

10. What is your home ZIP code?

11. If you are interested in receiving updates regarding the I-35 Capital Express South project, please provide your contact information below to receive notifications by mail and/or email.

Name	<input type="text"/>
Address	<input type="text"/>
Address 2	<input type="text"/>
City/Town	<input type="text"/>
State/Province	<input type="text"/>
ZIP/Postal Code	<input type="text"/>
Email Address	<input type="text"/>

DRAFT

Online Survey Questions (Spanish)

Survey Link

[***www.surveymonkey.com/r/CapitalExpressSouthESP***](http://www.surveymonkey.com/r/CapitalExpressSouthESP)

DRAFT



Encuesta del Proyecto del I-35 Capital Express Sur

Descripción General Del Proyecto:

El Proyecto del I-35 Capital Express Sur propone agregar dos carriles que no sean manejados por pago o peaje en cada dirección a lo largo del I-35 desde SH 71/Ben White Boulevard hasta el Sureste del SH 45 e incluye mejoras adicionales de seguridad y movilidad.

Por favor revise estas mejoras en www.CapExCentral.mobility35openhouse.com antes de completar esta encuesta.

Esta encuesta es distribuida por el Departamento de Transporte de Texas como parte del proyecto del I-35 Capital Express Sur en el Condado de Travis.

El propósito de esta encuesta es para::

1. Determinar la postura de las partes interesadas acerca los ajustes propuestos para la seguridad y la movilidad en el área del proyecto.
2. Definir mejor el uso de las partes interesadas del I-35 desde SH 71/Ben White Boulevard hasta el Sureste del SH 45.

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Encuesta del Proyecto del I-35 Capital Express Sur

1. ¿Con qué frecuencia experimenta retrasos a lo largo del I-35 desde SH 71/Ben White Boulevard hasta el Sureste del SH 45 debido al congestionamiento y/o accidentes?

Por favor, seleccione uno

- Diariamente
- Semanalmente
- Mensualmente
- Raramente

DRAFT

Encuesta del Proyecto del I-35 Capital Express Sur

2. ¿Cuál es el propósito por el que usted utiliza el I-35 desde SH 71/Ben White Boulevard hasta el Sureste del SH 45?

* Marque todos los que aplican*

- Viajar para/de su trabajo dentro del corredor vial del I-35
- Viajar para/de su trabajo fuera del corredor vial del I-35
- Viajar para/de la escuela
- Viajes relacionados al trabajo (por ejemplo, chofer de autobús, camión, entregas, etc.)
- Hacer mandados o compras
- Visitar familiares/amigos
- Acceso a lugares recreacionales (parques, lagos, etc.)
- Ciclismo, a trotar o caminar
- Evita el área del I-35 lo más posible
- Vive en el área
- Otro (Por favor, especifique)

DRAFT

Encuesta del Proyecto del I-35 Capital Express Sur

3. ¿Qué tan importante es para usted la propuesta del proyecto del I-35 Capital Express Sur?

	No Importante	Poco, o No Importante	Importante	Importante Moderado	Muy Importante
Limita la compra del derecho de paso	<input type="radio"/>				
Proporciona oportunidades para desviar los señalamientos de la intersección	<input type="radio"/>				
Agrega capacidad a carreteras de acceso	<input type="radio"/>				
Mejora la operación vehicular de las carreteras de acceso	<input type="radio"/>				
Proporciona un acceso eficiente a los carriles para tránsito	<input type="radio"/>				
Mejora el manejo de incidentes tales como accidentes y conductores varados	<input type="radio"/>				

DRAFT

Encuesta del Proyecto del I-35 Capital Express Sur

4. Este Proyecto propone elevar los carriles manejados entre Stassney Lane y Slaughter Lane. Califique el nivel de impacto que le causaría a usted personalmente.

No Impacta

Poco Impacto

Impacto Moderado

Mucho Impacto

No estoy seguro

DRAFT

Encuesta del Proyecto del I-35 Capital Express Sur

5. ¿Qué le gusta, si hay algo, de la propuesta del Proyecto del I-35 Capital Express Sur y por qué?

6. ¿Qué no le gusta, si hay algo, del Proyecto del I-35 Capital Express Sur y por qué?

DRAFT

Encuesta del Proyecto del I-35 Capital Express Sur

7. Qué tipo de transporte usa usted para viajar por la I-35 desde SH 71/Ben White Boulevard hasta el Sureste del SH 45?

** Marque todos los que aplican**

- Carro
- Vehículo compartido
- Autobús
- Motocicleta
- Bicicleta
- Caminando
- Patineta
- Otro (Por favor, especifique)

DRAFT

Encuesta del Proyecto del I-35 Capital Express Sur

8. Por favor, díganos cómo supo del Proyecto I-35 Capital Express Sur:

- Correo electrónico
- Carta de noticias o correo electrónico de su vecindario/organización
- Foro en línea de su vecindario/comunidad
- Página de internet del Departamento de Transporte de Texas
- Post en las páginas de Facebook o Twitter del Departamento de Transporte de Texas
- Noticias locales/artículo o reportaje (radio, tv, periódico)
- Carta
- Alguien le dijo
- Volante / Folleto
- Otro (Por favor, especifique)

DRAFT

Encuesta del Proyecto del I-35 Capital Express Sur

9. ¿Participó usted en la reunión de apertura para el Proyecto del I-35 Capital Express Sur en octubre del 2019?

- Si
- No

DRAFT

Encuesta del Proyecto del I-35 Capital Express Sur

10. ¿Cuál es el Código Postal de su casa?

11. Si usted está interesado en recibir actualizaciones del Proyecto I-35 Capital Express Sur, por favor provea su información para recibir notificaciones por correo y/o correo electrónico.

Nombre

Dirección

Dirección 2

Ciudad/Pueblo

Estado/Provincia

Código Postal

Dirección de correo electrónico

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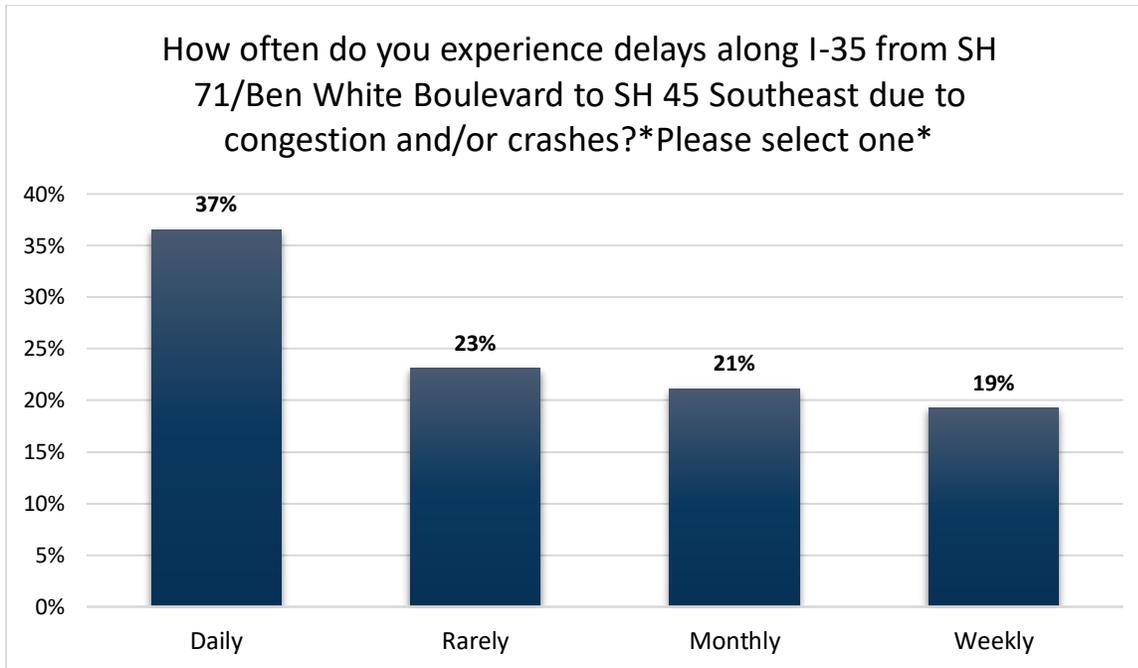
Online Survey Response Summary

Total: 52 English / 0 Spanish

DRAFT

I-35 Capital Express South Online Survey Results

Question 1:

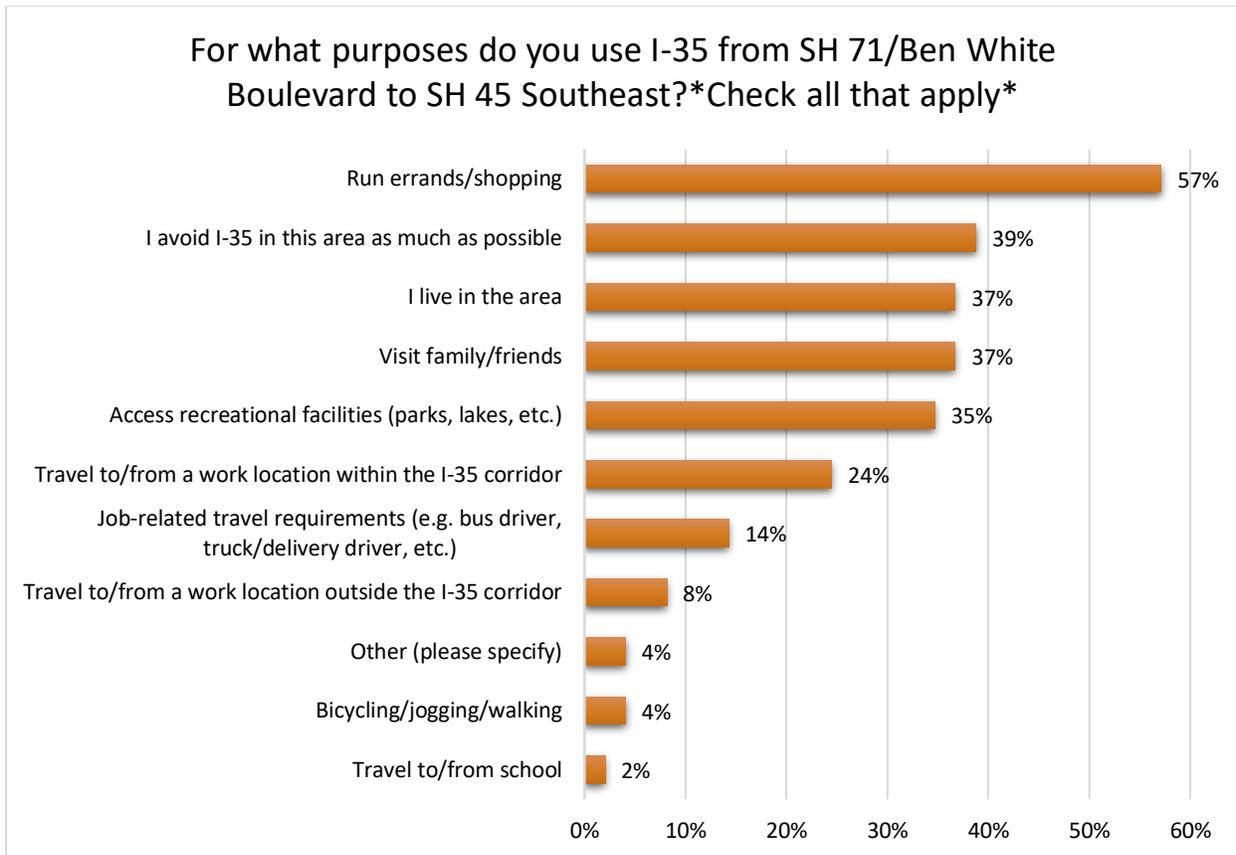


Answered: 52

Skipped: 0

DRAFT

Question 2:



Answered: 49

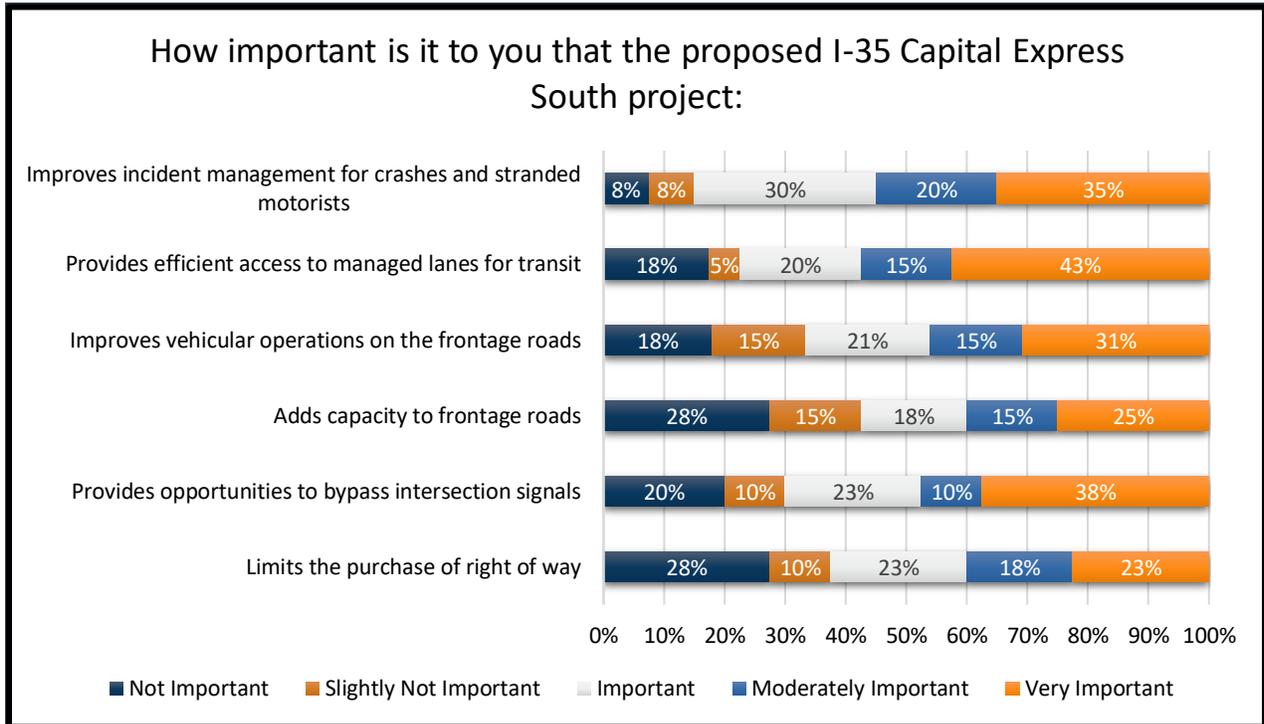
Skipped: 3

Other responses:

- Roadtrip-related travel to cities south of Austin
- Travel to San Antonio area for work and rec

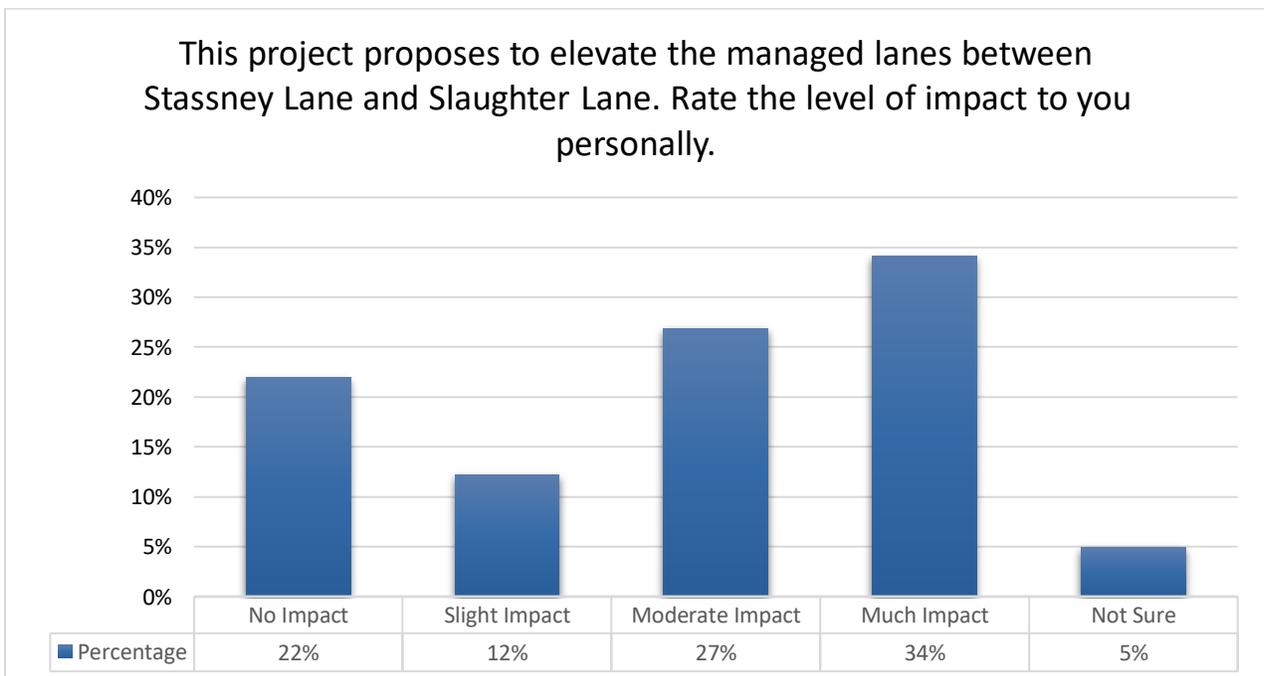
DRAFT

Question 3:



Answered: 40
Skipped: 12

Question 4:



Answered: 41
Skipped: 11

DRAFT

Question 5:

What, if anything, do you like about the proposed I-35 Capital Express South project and why?	
Responses:	
1	managed lanes and pedestrian infrastructure. I want safe, separated pedestrian infrastructure, with bike and ped crossings of I-35 every half mile.
2	Added capacity and eliminating some weave merge to improve traffic flow.
3	Modifications to highway on and off ramps. Managed lanes are a good way to help with congestion.
4	providing free access to transit for the managed lanes
5	I prefer the no-build option above all other alternatives. All alternatives will serve to exacerbate pollution and geographic stratification.
6	looks like an excellent start, will probably need to extend it to places even further south!
7	The idea of improved mobility and less congestion
8	There's little to like about such a waste of tax-payer money.
9	Highways are terrible, especially ones that create noise and pollution right next to neighborhoods. Creating capacity will just drive up demand and get us nowhere. Focus on mass transit options.
10	Priority access and managed lanes for public transit.
11	absolutely nothing
12	By putting the 35 underground it will finally give visitors and residents so much better and safer access to the entire city. Currently it's a horrible experience- my visiting friends won't ride bikes under the freeway saying it's like biking thru an active war zone. By putting a park above the freeway we will become a living Disneyland- with the entire waterfront of Lady bird Lake becoming beautiful tourist attraction and park space for the residents. it's time to Let the West meet the East.
13	elevated lanes interesting; dedicated lanes helpful
14	Don't like it bad enough they went ahead with the toll roads on 183 everyones working hard to get where they need to barely getting hours with bills childcare and so on n that too should be taken off...Austin's a beautiful place but with more homeless toll roads more on going highway construction is not good...
15	More lanes are needed. It's only going to get worse. I expect it to get A LOT WORSE VERY SOON.
16	The added managed lanes and the bypass routes, solutions to improve travel through the traffic lights.
17	If you are elevating the south section this should be an alternative study in Capital Express Central. If good for south austin it good for downtown.
18	Added capacity and improved safety
19	Nothing. It's terrible.
20	Anything to reduce congestion and reduce accident potential.
21	Nothing, why can't you all ever just add lanes without them being tolled, managed, etc. Greed, it's greed.
22	I like the addition of managed HOV lanes.
23	I support the I-35 Capital Express South Project because adding 2 non tolled managed lanes will reduce traffic congestion on I-35.

Answered: 23

Skipped: 29

DRAFT

Question 6:

What, if anything, do you dislike about the proposed I-35 Capital Express South project and why?	
Responses:	
1	No new non-managed lanes please. We need to think about how locals use the area, and not think of I-35 as a simply a highway from San Antonio to Dallas.
2	Increasingly 1626 traffic trying to get to I-35 southbound having to go through a stop sign and the light at 45 SE traffic light because of eliminating the entrance ramp at south of Onion Creek parkway will back up traffic at both locations. You may want to study further before locking in this design.
3	The elevated structure is not a good option for the community. The managed lanes should use variable tolls to help control traffic and reduce project costs.
4	I worry the managed lanes are just going to clog up like the other lanes without tolling. I can't believe you're considering elevating through this corridor. It's tone deaf. Folks who live and work downtown are no more worthy of a lowered highway than the folks who live down here and all we're asking for is keep it level with the other lanes.
5	All proposals aside from a no-build option will be extremely expensive and will not help the local community.
6	I love it, so nothing!
7	I wish the elevated lanes wouldn't be restricted, but I certainly understand why they need to be.
8	Long distance traffic should be forced to divert through SH-130; local traffic should be diverted to other forms of transportation (public transit, shared mobility, bikes, etc.). Enough money is being spent building over dimensioned fly-overs and expanding US-183 with no benefit for the community other than segregating large chunks of the city within highways. The same way you don't cure obesity with a large belt, you don't get rid of traffic building larger roads.
9	I do not like managed lanes. Just keep all lanes open equally
10	Highways are terrible, especially ones that create noise and pollution right next to neighborhoods. Creating capacity will just drive up demand and get us nowhere. Focus on mass transit options.
11	Construction is so hard to like
12	Elevated lanes and increased number of lanes, which are a misuse of taxpayer dollars for false claims of reducing congestion. Increased lanes lead to more traffic. Elevated lanes are costly and unnecessary. Need to focus on moving people not cars.
13	We don't need two managed lanes in each direction. We don't need elevated lanes.
14	Do not elevate the roadway. Austin has been negatively impacted by an upper deck for decades and it is now coming down. Why put up another? Public opinion is that the I-35 roadway is an eyesore. Do not widen it, do not elevate it. If it must be expanded for congestion relief, bury the managed lanes. TxDOT cannot continue to default to widening roadways as the answer to every problem.
15	No
16	Everything..there's a lot more roads highways that need immediate attention.throwing money down the wrong drain
17	1- The flyover from W-290 and E-71 to Southbound I35 shall be expanded to 2 lanes when merging in to S-I35. It is already a stop-and-go situation several times a day due to the reduction to one lane that merges into S-I35. It is not clear this required enhancement is included in the current project. 2- A lot of traffic slowdowns on inner city highways occur because of (slow) local drivers that go into the highway for a short distance. Those drivers don't really drive at the same

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Question 6 continued:

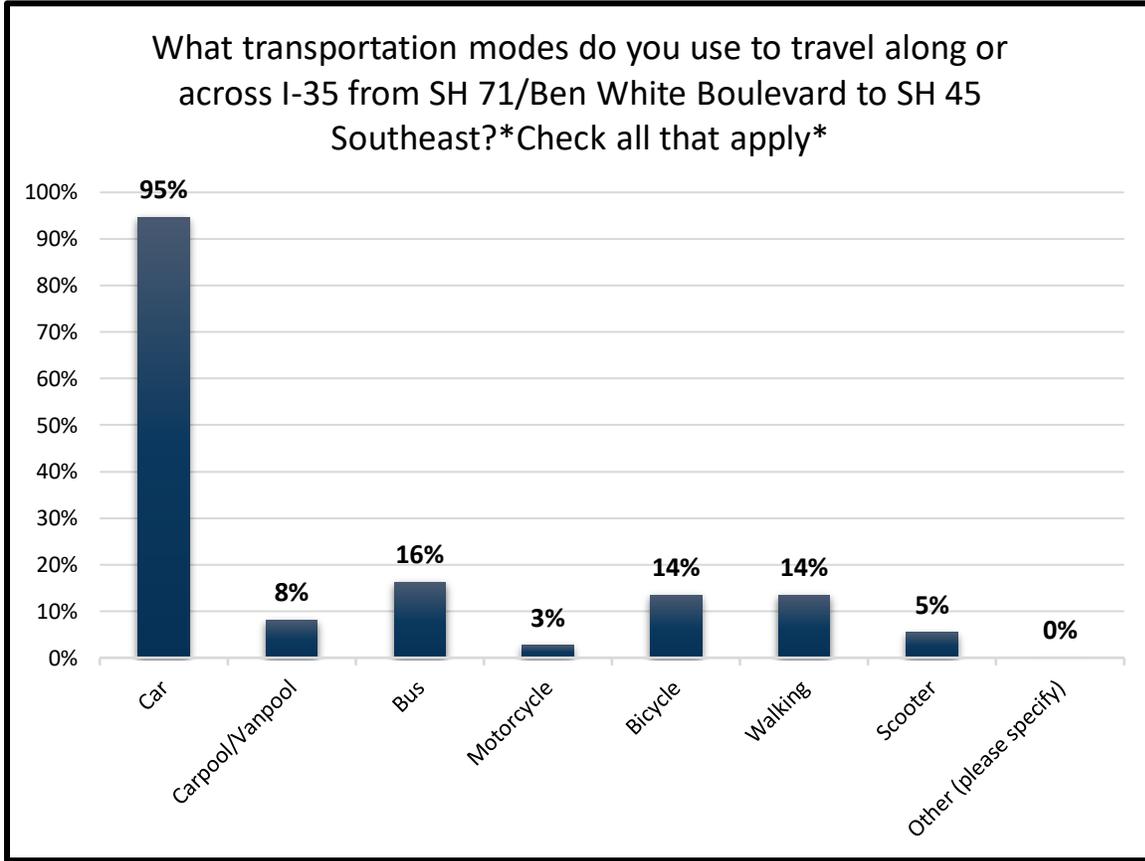
What, if anything, do you dislike about the proposed I-35 Capital Express South project and why?	
	speed as the other cars, slowing at least a lane, hence the general flow. I sometime found interesting the solution where left lanes provide no entrance/exit for long distances. That provide isolation from often local and slower traffic. You can imagine one or 2 lanes that run uninterrupted between TX71 and TX45 (where speed limit can be higher to improve throughput).
18	I think the elevated lanes will cause a lot of noise pollution. I just sent an email on your form about my concern. 90 ft?
19	Not enough done for improving the cross street traffic issues. With these proposed changes, I-35 in south Austin is still a MAJOR E/W cross traffic barrier.
20	I would like the managed lanes be open to everyone, in low volume times. Make it an express lane in off peak hours. Will motorcycle be allowed on the managed lanes?
21	Would rather have a wider footprint than elevating the managed lanes. Also would rather not squeeze everything into such a tight corridor. Buy the ROW that's needed to safely handle the traffic with buffers between the frontage road and mainlanes and between the frontage roads and adjoining property.
22	I'm concerned about the increased noise pollution for the neighborhoods around 35 and 71. I live close to 35 and Woodlawn and the current noise pollution from 35 is already a detriment to the area - loud motorcycles and engine breaking all night and day. An elevated lane will only exacerbate this issue. I hope this project will include some sort of noise reduction to help preserve the livability of surrounding areas.
23	Doesn't seem like a 3 mile project would help much - why not extend further north and south to really make a difference?
24	I'd wish the new lanes were for everyone, not just HOV lanes.
25	Everything. It's all terrible. We're on the brink of climate catastrophe and all TxDOT can think to do is spend hundreds of millions of dollars on a project that will be outdated the second it's finished. For the love of the planet and all that is sane, pay attention to the planet, stop focusing on moving cars fast, and do better.
26	It doesn't provide enough lanes. Hi 35 should be at least 10 lanes. 5 going in opposite directions. Until you do that you are wasting taxpayers money. Future consideration should be to make toll road 130 the new hi35. It's already built.
27	Why managed lanes? The addition is painful no matter what, let it be used like regular lanes. I don't trust that this is being done for anything but special interest benefits - the general helpfulness for the changes disappeared to your all's corruption decades ago
28	I would prefer there to be a tolled managed lane for drivers like currently exists on Mopac
29	n/a

Answered: 29

Skipped: 23

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Question 7:

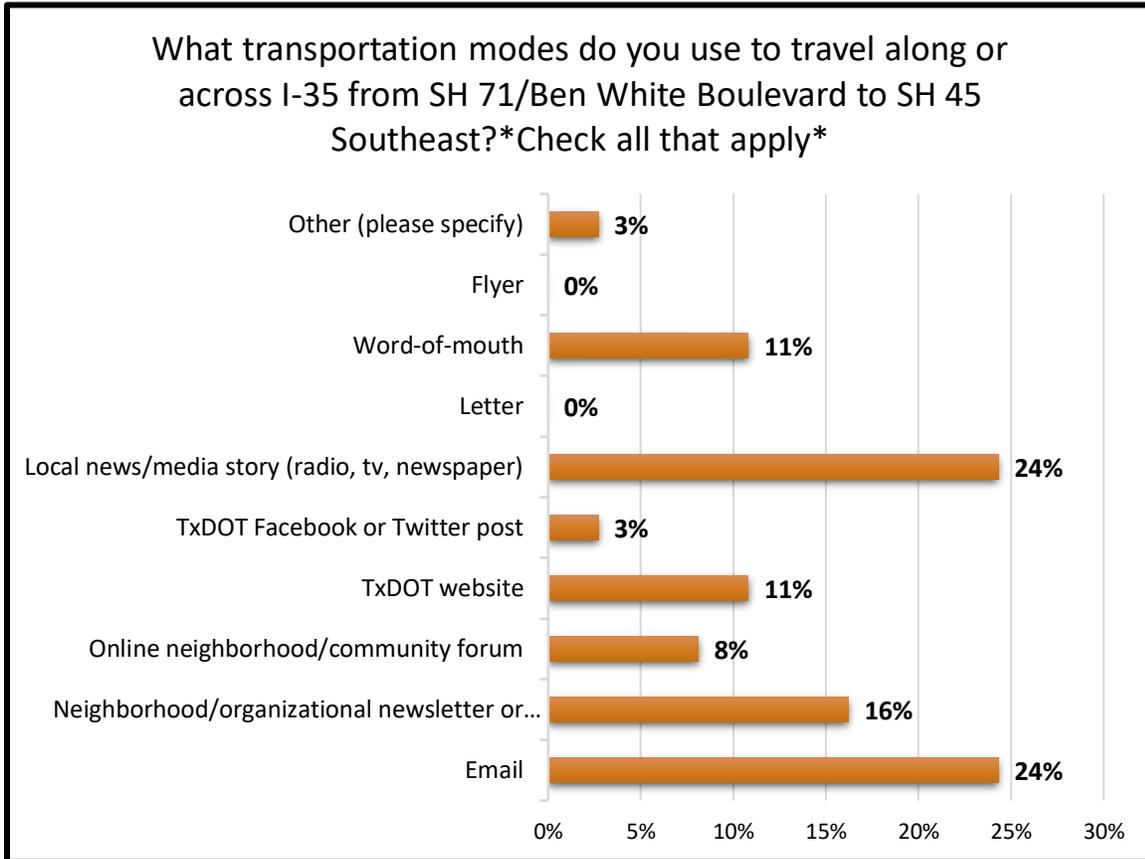


Answered: 37

Skipped: 15

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Question 8:



Answered: 37

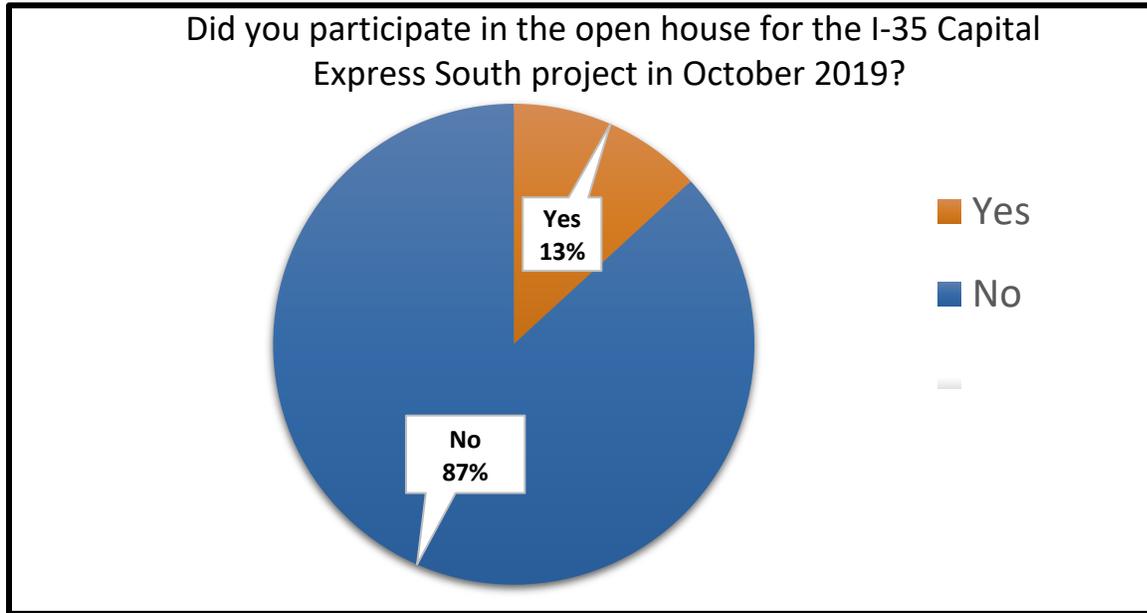
Skipped: 15

Other responses:

- Social Media

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Question 9:



Answered: 38

Skipped: 14

Question 10:

What is your home ZIP code?	
Responses:	
1	78745
2	78747
3	78722
4	78727 (but used to live in 78744)
5	78703
6	78745
7	78745
8	78722
9	78759
10	78702
11	78756
12	78736
13	78745
14	78758
15	78748
16	78703
17	78722

What is your home ZIP code?	
18	78702
19	78640
20	78741
21	78747
22	78704
23	78744
24	78717
25	78704
26	78640
27	78748
28	78701
29	78750
30	78749
31	78744
32	78749
33	78748
34	30144

Answered: 34

Skipped: 18

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Question 11:

If you are interested in receiving updates regarding the I-35 Capital Express South project, please provide your contact information below to receive notifications by mail and/or email.

	Name	Address	City	State	Zip	Email
1	John McNabb					[REDACTED]
2	Catherine Gulley					[REDACTED]
3	Jim St. Amant	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
4	Yolanda garza	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED] 1	[REDACTED]
5	ROD SANDERS	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
						[REDACTED]
6	Sarah Elizabeth Weigl	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
7	SCOTT B OPIELA	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
8	Christopher Johnson	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
9	Jackson Hurst	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

Answered: 10

Skipped: 42

DRAFT



Attachment D

Figures

Contents

1. I-35 Capital Express Fact Sheet (English)
2. I-35 Capital Express Fact Sheet (Spanish)
3. Virtual Stakeholder Meeting Presentation with Script and YouTube Screenshot (English)
4. Virtual Stakeholder Meeting Presentation with Script and YouTube Screenshot (Spanish)
5. Typical Sections
6. Virtual Stakeholder Meeting Website Analytics

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I-35 Capital Express Fact Sheet (English)

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I-35 CAPITAL EXPRESS SOUTH PROJECT



FACT SHEET



Why improvements are needed

I-35 through Austin is one of the [most congested highways in Texas](#). It serves as the backbone of the local, regional, and national transportation network. Lack of mobility on I-35 threatens the economic livelihood of our city and our state. Improvements to this area are needed due to population and employment growth, which have caused increased congestion in the area.

Program overview

The I-35 Capital Express Program comprises three projects (North, Central and South). The North project proposes to add one non-tolled managed lane in each direction along I-35 from SH 45 North to US 290 East. The Central project proposes to add two non-tolled managed lanes in each direction along I-35 from US 290 East to SH 71/Ben White Boulevard.

About Capital Express South

The Capital Express South project proposes to add two non-tolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. Managed lanes are proposed in high-congestion areas where right of way is limited. These lanes are designed to provide a less congested route than adjacent general-purpose lanes during peak periods for qualifying vehicles. Managed lanes control access by placing restrictions on use. The project also includes additional safety and mobility improvements.

Community input and anticipated timeline*

The development process will incorporate public input from a series of public involvement opportunities, including stakeholder and open house meetings.

- Environmental study and schematic design: 2019–2021
- Open house: Fall 2019
- Public hearing: Early 2021
- Final design: 2019–2022
- Construction: 2022

*Timeline is subject to change.

Estimated construction cost: \$300 million

Contact information and updates

For additional project information, please contact:
Susan Fraser, P.E.
Mobility35 Program Manager
TxDOT Austin District
512-832-7128

For media inquiries, please contact:
Diann Hodges
TxDOT Southwest Communications Director
TxDOT Austin District
512-832-7027

For additional information visit: www.My35.org/Capital.



I-35 Capital Express Fact Sheet (Spanish)

PROYECTO I-35 CAPITAL EXPRESS SOUTH



HOJA DE DATOS



Por qué se necesitan mejoras

I-35 a través de Austin es [una de las carreteras más congestionadas de Texas](#). I-35 sirve como el pilar de la red de transporte local, regional y nacional. La falta de movilidad en I-35 amenaza el sustento económico de nuestra ciudad y nuestro estado. Se necesitan mejoras en esta área debido al crecimiento de la población y el empleo, que han aumentado la congestión en el área.

Descripción del Programa

El Programa I-35 Capital Express consiste de tres proyectos (Norte, Central y Sur). El proyecto Norte propone agregar un carril administrado sin peaje en cada dirección a lo largo de I-35 desde SH 45 Norte hasta US 290 Este. El proyecto Central propone agregar dos carriles administrados sin peaje en cada dirección a lo largo de I-35 desde US 290 Este hasta SH 71/Ben White Boulevard.

Resumen del Capital Express South

El proyecto Capital Express South propone agregar dos carriles administrados sin peaje en cada dirección a lo largo de I-35 desde SH 71/Ben White Boulevard hasta SH 45 Sureste. Los carriles administrados se proponen en áreas de alta congestión donde el servidumbre de tránsito es limitado. Estos carriles están diseñados para proporcionar una ruta menos congestionada comparado con los carriles adyacentes de uso general durante las horas pico para los vehículos que califican. Los carriles administrados controlan el acceso mediante la imposición de restricciones de uso. El proyecto también incluye mejoras adicionales de seguridad y movilidad.



Coordinación con la comunidad y cronograma anticipado*

El proceso de desarrollo incorporará la retroalimentación del público de una serie de oportunidades de participación pública, incluyendo las reuniones de partes interesadas y de puertas abiertas.

- Estudio ambiental y diseño esquemático: 2019–2021
- Casa abierta: Otoño 2019
- Audiencia pública: Principios de 2021
- Diseño final: 2019–2022
- Construcción: 2022

*El cronograma está sujeto a cambios.

Costo de construcción estimado: \$300 millones

Información de contacto y actualizaciones

Para información adicional, comuníquese con:
Susan Fraser, P.E.
Mobility35 Program Manager
TxDOT Austin District
512-832-7128

Para consultas de la prensa, comuníquese con:
Diann Hodges
TxDOT Southwest Communications Director
TxDOT Austin District
512-832-7027

Para obtener información adicional, visite: www.My35.org/Capital.

**Virtual Stakeholder Meeting
Presentation with Script
and
YouTube Screenshot
(English)**

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Slide 1:

Welcome to the I-35 Capital Express South project virtual stakeholder meeting, hosted by the Texas Department of Transportation Austin District. TxDOT appreciates your interest and involvement in this project. This update includes changes to the proposed project design that have occurred following public input and additional analysis to improve mobility and safety. Given the circumstances of the COVID-19 pandemic, along with TxDOT's commitment to protecting public health, this stakeholder meeting is taking place virtually to avoid in-person contact. This presentation covers the same information the Austin District would have presented at an in-person meeting. All meeting materials will be available online at www.Mobility35openhouse.com from Dec. 3rd through Dec. 18, 2020.

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Mobility35 Program Goals and Objectives

- I-35 is one of the most congested highways in Texas. In the Austin area, it is home to five of the 100 most congested roadway segments, according to the Texas A&M Transportation Institute.
- Program Goals and Objectives
 - Enhance safety
 - Optimize the roadway footprint
 - Increase capacity
 - Minimize additional right of way
 - Manage traffic better
 - Improve east/west connectivity
 - Improve compatibility with neighborhoods
 - Enhance bicycle, pedestrian and transit options



I-35 Capital Express South Virtual Stakeholder Meeting Dec. 3, 2020 2

Slide 2:

I-35 through Austin is one of the most congested highways in Texas. It serves as the backbone of the local, regional, and national transportation network. Lack of mobility on I-35 threatens the economic livelihood of our city and our state. Improvements to this area are needed due to population and employment growth, which have caused increased congestion in the area. Mobility35 Program goals and objectives include enhancing safety, optimizing the roadway footprint; increasing capacity; minimizing additional right of way; managing traffic better; improving east/west connectivity; improving compatibility with neighborhoods; and enhancing bicycle, pedestrian and transit options.

I-35 Capital Express Program

- Three stand-alone projects:
 - North** - SH 45 North to US 290 East
 - Central** - US 290 East to SH 71/
Ben White Boulevard
 - South** - SH 71/Ben White Boulevard
to SH 45 Southeast
- Proposes to add non-tolled, HOV- managed lanes
 - HOV lanes are reserved for vehicles with multiple occupants, including carpools, vanpools, transit vehicles and first responders

Learn more at My35capex.com



The map, titled "PROGRAM LIMITS", shows the I-35 corridor in Central Texas. It highlights three project segments: North (dark blue), Central (orange), and South (light blue). Key locations marked include Cedar Park, Pflugerville, Manor, Austin, and Buda. Major highways shown include SH 45, US 290, SH 71, and SH 183. A legend at the bottom identifies the colored segments: dark blue for I-35 North Project Limits, orange for I-35 Central Project Limits, and light blue for I-35 South Project Limits. A north arrow is also present.

Slide 3

The I-35 Capital Express Program is part of the larger Mobility35 Program. It is made up of three, stand-alone projects – North, Central and South. The program proposes to add 1-2 non-tolled, high-occupancy vehicle managed lanes along 28 miles of I-35, from SH 45 North to SH 45 Southeast. HOV lanes are reserved for vehicles with multiple occupants, including carpools, vanpools, transit vehicles and first responders.

I-35 Capital Express South

- **Limits:** SH 71 to SH 45 Southeast
- **Proposed improvements:** Two non-tolled managed lanes in each direction
- **Estimated construction cost:** \$300 million
- **Anticipated construction start:** 2022

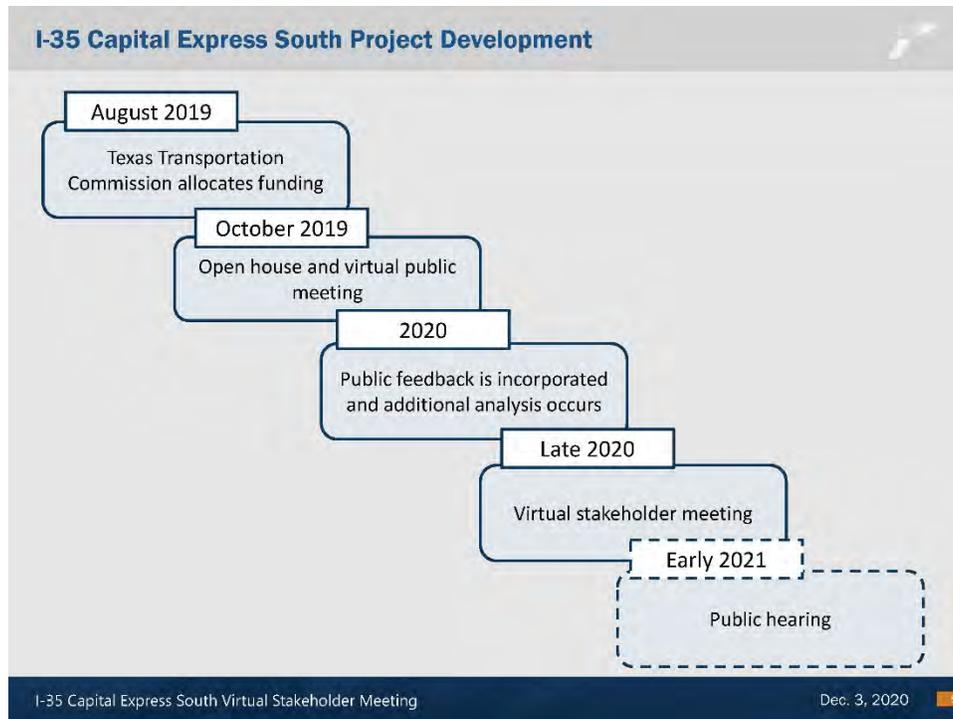


The map shows the project location along I-35 in Southeast Texas. The project corridor is highlighted in orange and runs from SH 71 (Ben White Boulevard) in the north to SH 45 Southeast in the south. Key roads shown include Sunset Valley, Manchaca Rd, Stassney Ln, William Cannon Dr, Slaughter Ln, Congress Ave, Old San Antonio, and FAYS. Other landmarks include Onion Creek Park and Onion Creek. The map also shows I-10, I-20, and I-37. A north arrow and a scale bar are included in the bottom right corner of the map.

I-35 Capital Express South Virtual Stakeholder Meeting Dec. 3, 2020 4

Slide 4

The I-35 Capital Express South project spans 8 miles of I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project proposes to add two non-tolled managed lanes in each direction and improve safety and mobility throughout the corridor. The estimated construction cost is \$300 million. The South project is in the environmental review and project design phase, with construction expected to begin in 2022.



Slide 5

In 2019, the Texas Transportation Commission allocated funding to construct the South project, and TxDOT hosted an open house for the project on October 17, 2019. In 2020, public feedback was incorporated into the project design, and the project team conducted additional analysis to improve mobility and safety. A public hearing for the South project will be held in early 2021.

I-35 Capital Express South Public Engagement

Category	Number of Comments	Category	Number of Comments
Support for Managed Lanes	110*	Multi-Modal/Transit	1
General	3	Traffic	1
Support for Project	5	Traffic and Transit	2
Noise	1	Environmental	8
Access	3	Induced Demand	1
Project Limits	1	Opposition to Tolloed Lanes	6
Design	19	Truck Traffic	1
Bicycle/Pedestrian	10	Safety	2
Public Transportation Transit	1	Connectivity	1

During the Oct. 17, 2019 open house, TxDOT received **176 comments**, with **110** voicing support for managed lanes.

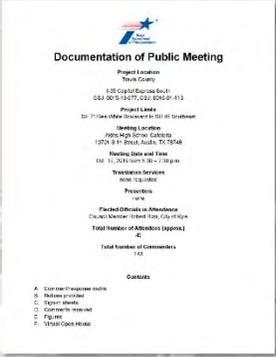
*Includes tolled and non-tolled managed lanes

I-35 Capital Express South Virtual Stakeholder Meeting Dec. 3, 2020 6

Slide 6

During the October 2019 open house, TxDOT received 176 comments, with 110 comments expressing support for managed lanes, including non-tolled and tolled managed lanes.

I-35 Capital Express South Public Engagement



Documentation of Public Meeting

Project Location
Tarrant County
I-35 Capital Express South
CSJ 000-0007, CSJ 000-0113

Project Lead
Dr. P. Hank Olson, Director of I-35 Capital Express

Meeting Location
Joplin High School Cafeteria
1202 S W Street, Suite 1010
Ft. Worth, Texas 76104

Meeting Date and Time
Tue, 12/03/2020 10:00 AM - 11:00 AM

Translation Services
None provided

Presenters
None

Facilitated/Obtained via Alternative
Client Name: I-35 Capital Express
Total Number of Attendees (approx.)
40

Total Number of Commenters
142

Comments

- A. Client representative notes
- B. Meeting agenda
- C. Expert advice
- D. Comments received
- E. FGI, etc.
- F. Virtual Open House

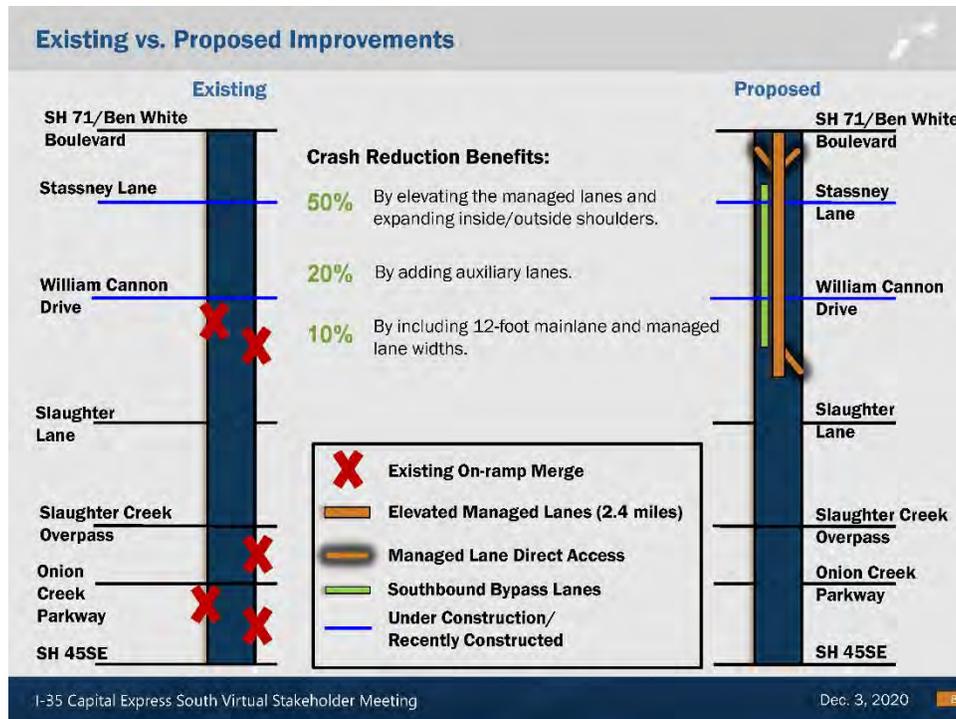
Project website:
My35capex.com

I-35 Capital Express South Virtual Stakeholder Meeting Dec. 3, 2020 7

Slide 7

The Public Meeting Summary report can be viewed on the Mobility35 website, at MY35capex.com, under project information and I-35 Capital Express South.

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Slide 8

The project proposes to add 7.6 miles of non-tolled managed lanes from SH 71/Ben White Boulevard to SH 45 Southeast and adds approximately 13 miles of new shared-use paths in addition to 3 miles of recently constructed shared-use paths. The image to the left depicts operational issues with the existing facility. The red Xs indicate locations where on-ramps directly merge into the outside lane, causing congestion. The proposed I-35 improvements eliminate merging at these ramp locations and will greatly improve operations. The image to the right depicts the proposed elevated managed lanes, which provide benefits such as direct managed lane connections to and from SH 71/Ben White Boulevard and from the northbound entrance from Slaughter Lane. Direct managed-lane connections eliminate weaving across mainlanes. Other benefits include preserving recently constructed improvements, which are shown in bright blue at Stassney Lane and William Cannon; wider travel lanes and shoulders, which reduce crashes by 10% and 50%, respectively; and the southbound bypass lane system from north of Stassney Lane to south of William Cannon Drive, which removes major merging and weaving operations from the mainlanes and reduces through-traffic at intersections. Adding auxiliary lanes reduces crashes by 20%.

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I-35 Capital Express South Proposed Improvements Summary

- Elevates managed lanes from Stassney Lane to Slaughter Lane
 - Allows for better incident management, such as crashes and stranded motorists
 - Accommodates southbound bypass road to serve local access
 - Integrates recently constructed interchange improvements



I-35 Capital Express South Virtual Stakeholder Meeting Dec. 3, 2020 8

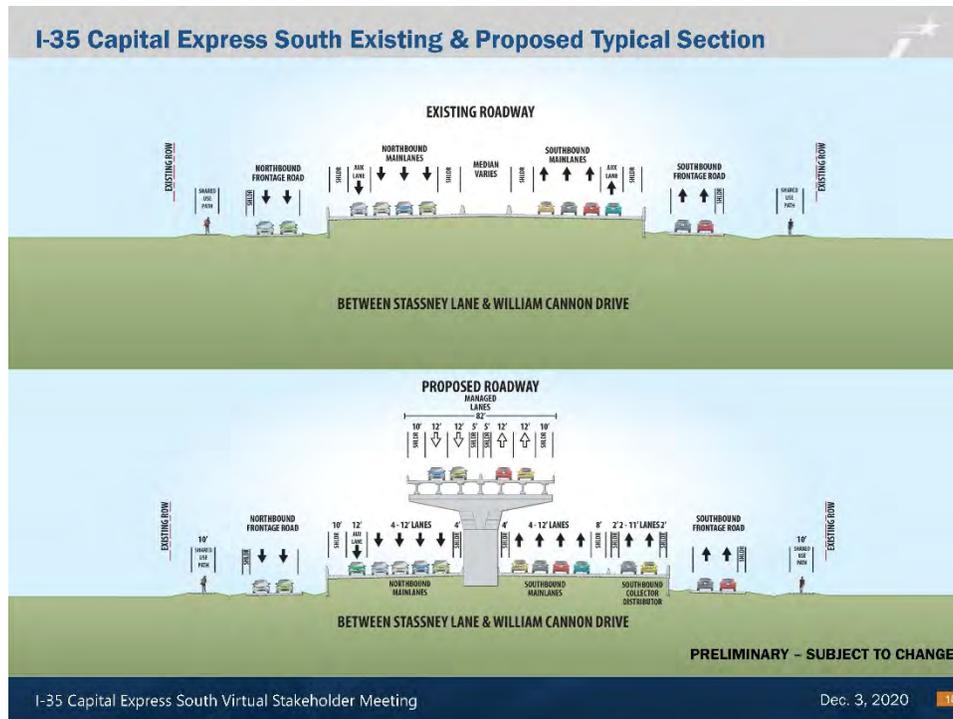
Slide 9

The updated design now proposes elevating the managed lanes between Stassney Lane and Slaughter Lane in the existing I-35 median. The elevated managed lanes allow for better incident management in the event of crashes or stranded motorists. They accommodate a southbound intersection bypass lane to serve local access, and they integrate recently constructed interchange improvements.

Elevating the managed lanes also preserves ROW needed for these improvements. The proposed height of the managed lanes would vary from approximately 20-40 feet above the existing frontage roads.

For reference, the SH 71 5-level interchange is approximately 90 feet tall. The height of the existing upper decks between Airport Boulevard and Martin Luther King Jr. Boulevard range from 25-35 feet above the frontage roads. The renderings shown illustrate what the elevated managed lanes would look like during the day and at night, and are from the perspective of looking south at Stassney Lane.

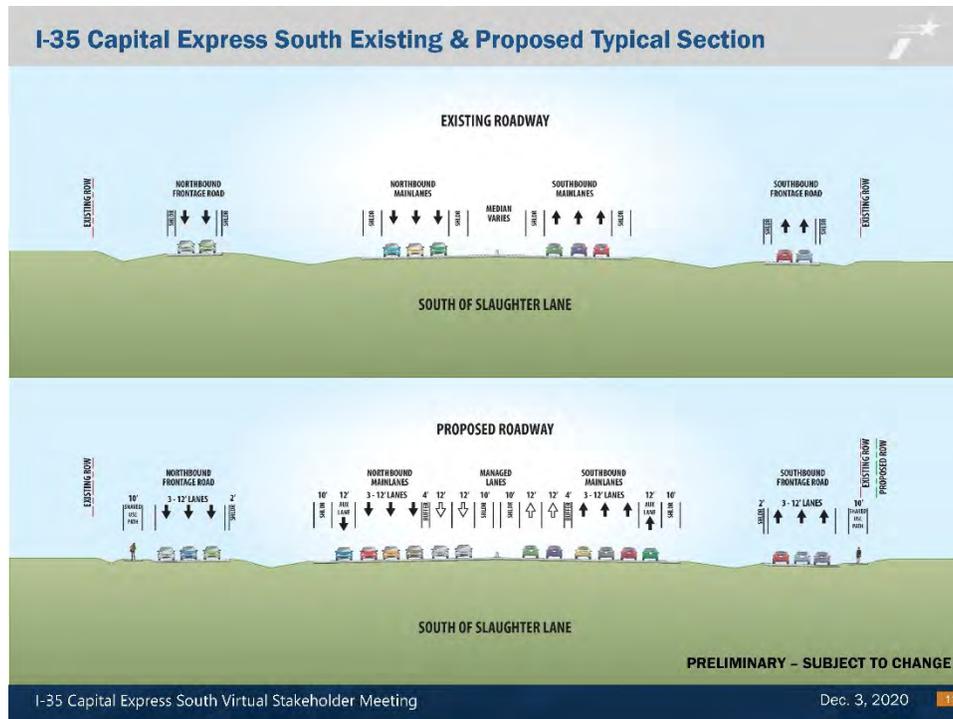
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Slide 10

On this slide, we see a typical cross-section of I-35 between Stassney Lane and William Cannon Drive, facing south. The top image depicts the existing conditions of I-35 along this stretch of the corridor. The bottom image shows the proposed configuration at the same location, which would include two elevated managed lanes in both directions; four mainlanes in both directions; one northbound extended entrance lane; two southbound bypass lanes; two frontage road lanes in both directions; and 10-foot shared-use paths on both sides.

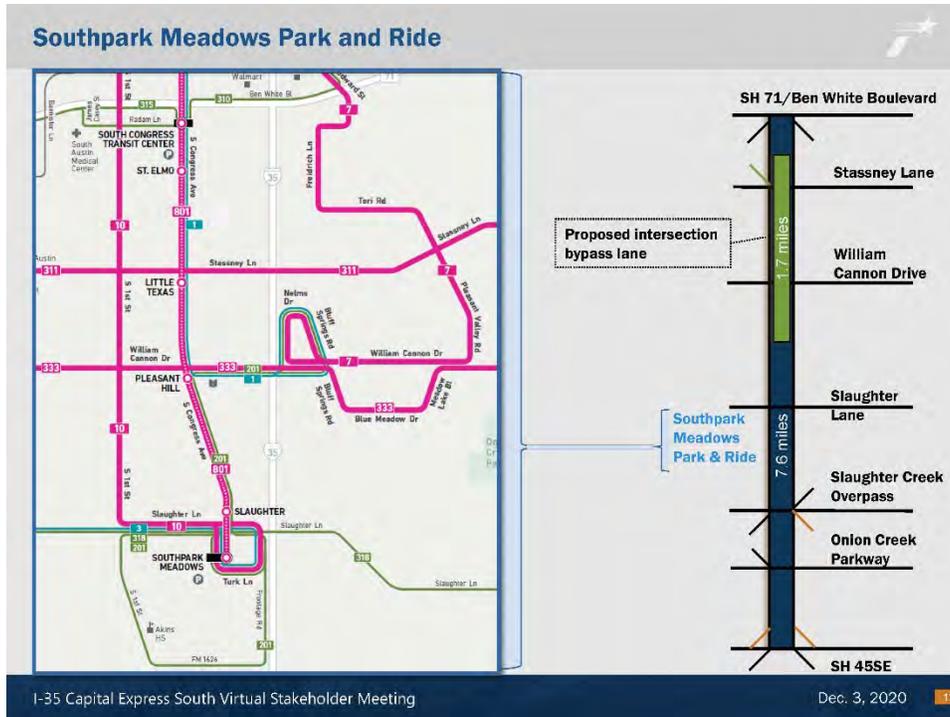
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Slide 11

Here, we see a typical cross-section along I-35 from Slaughter Lane to SH 45 Southeast, facing south. The top image depicts the existing conditions of I-35 along this stretch of the corridor. The bottom image shows the proposed configuration at the same location, which would include two at-grade managed lanes in both directions; one extended entrance lane in both directions; one additional frontage road lane along northbound I-35; and 10-foot shared-use paths on both sides of I-35. On-street bicycle facilities would be added next to the sidewalk.

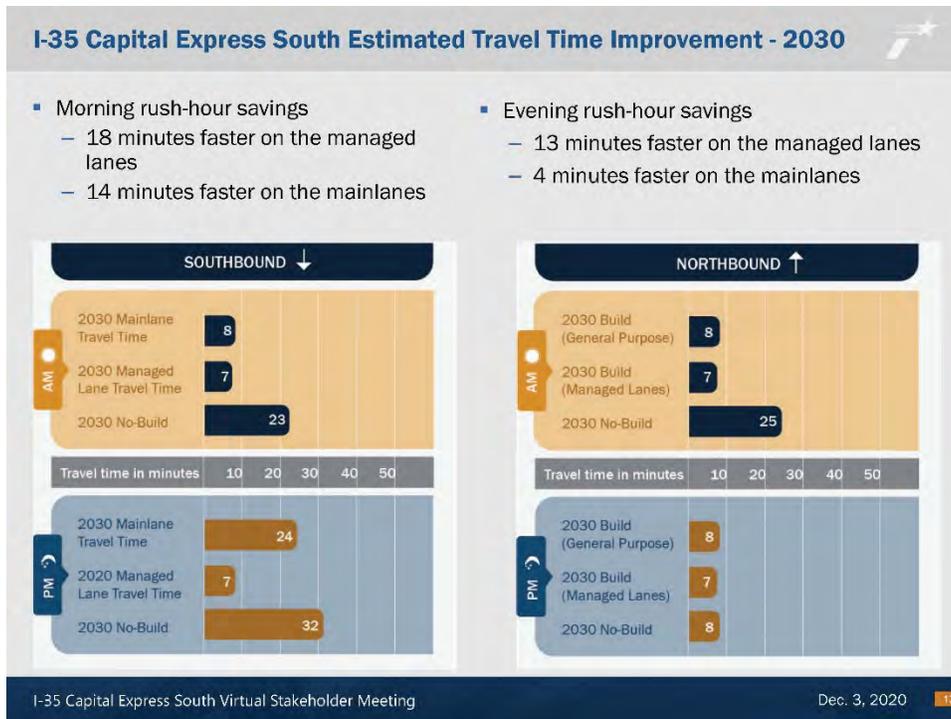
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Slide 12

The proposed improvements will also benefit transit-users. The southbound bypass lanes would allow traffic to bypass the Stassney Lane and William Cannon Drive intersections to get to the Southpark Meadows Park and Ride at Slaughter Lane. Roadway users could also use the proposed southbound auxiliary lane to bypass the Slaughter Lane intersection and access Taft Lane, which provides a traffic signal-free route to the Southpark Meadows Park and Ride.

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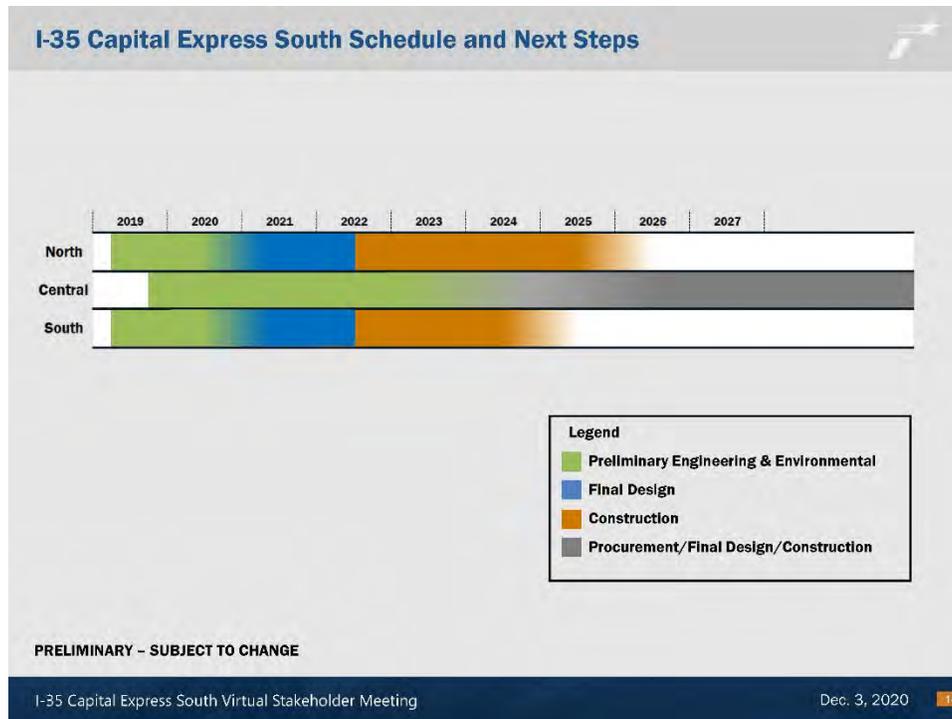
Slide 13

The proposed managed lanes will benefit mobility on both the managed lanes and mainlanes.

With the improvements, a.m. peak travel time in 2030 is estimated to be an average 18 minutes faster on the managed lanes and an average 14 minutes faster on the mainlanes, compared with doing nothing.

Evening peak travel time in 2030 is estimated to be an average 13 minutes faster on the managed lanes and an average 4 minutes faster on the mainlanes, compared with doing nothing.

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Slide 14

The I-35 Capital Express South project is currently in environmental review and project design. Construction is anticipated to begin in 2022. The North and South projects will be constructed first and will provide a bypass of downtown Austin through other north/south roadways, including US 183, Loop 1, Loop 360 and SH 130.

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The slide is titled "How to Provide Feedback" in a blue header. It contains a bulleted list with three items: an online survey link, an email address, and a phone number for general questions. The footer of the slide includes the meeting title and date.

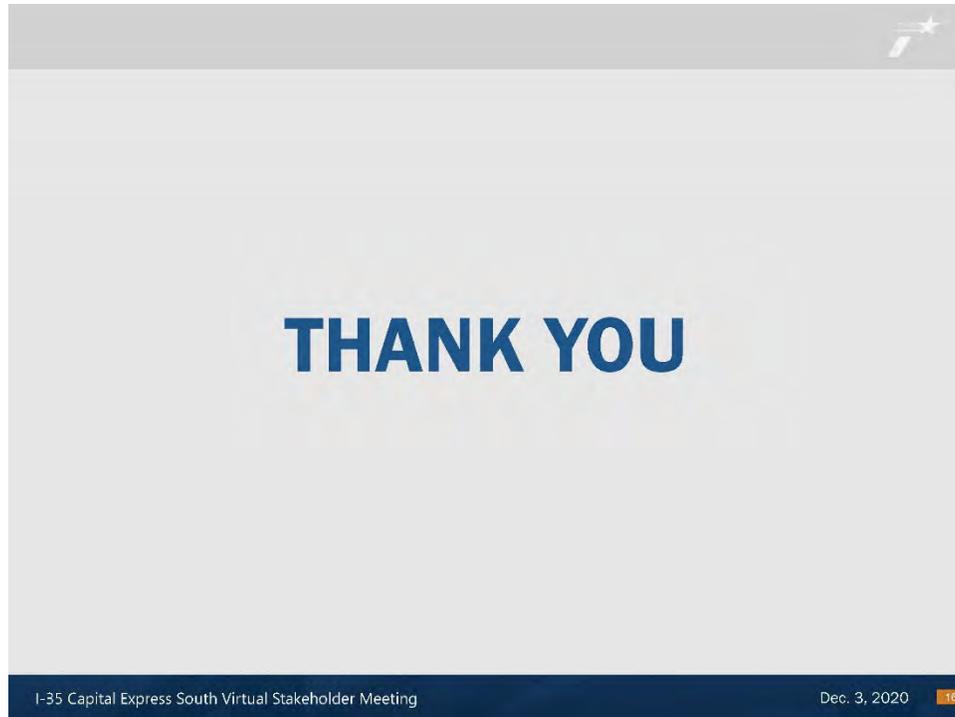
- Online Survey: www.surveymonkey.com/r/CapitalExpressSouth
- Email: My35CapEx@txdot.gov
- For general questions about the proposed project, please call Nic Barbera at (512) 766-3472

I-35 Capital Express South Virtual Stakeholder Meeting Dec. 3, 2020 15

Slide 15

TxDOT encourages your feedback. Comments can be made by completing the online survey provided on this website or by emailing the team at My35CapEx@txdot.gov. For general questions about the proposed project, call (512) 766-3472 during regular business hours.

DRAFT



Slide 16

Thank you for your interest in the Capital Express South project.

**Virtual Stakeholder Meeting
Presentation with script
and
YouTube Screenshot
(Spanish)**

DRAFT



Slide 1:

Bienvenidos a la reunión virtual de partes interesadas del proyecto I-35 Capital Express South, organizada por el Distrito de Austin del Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés). TxDOT agradece su interés y participación en este proyecto. Esta actualización incluye cambios en el diseño del proyecto propuesto que ocurrieron debido a la retroalimentación del público y análisis adicionales para mejorar la movilidad y la seguridad. Con las circunstancias únicas de la pandemia de COVID-19, junto con el compromiso de TxDOT de proteger la salud pública, TxDOT está llevando a cabo esta reunión virtual de partes interesadas sobre las actualizaciones para evitar el contacto en persona. Esta presentación cubre la misma información que el Distrito de Austin habría presentado en una reunión en persona. Todos los materiales de la reunión estarán disponibles en línea en www.Mobility35openhouse.com del 3 al 18 de diciembre, 2020.

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Metas y Objetivos del Programa Mobility35

- La I-35 es una de las carreteras más congestionadas de Texas. En el área de Austin, alberga cinco de los 100 segmentos de carreteras más congestionados, según el Instituto de Transporte de Texas A&M.
- Metas y Objetivos del Programa
 - Mejorar la seguridad
 - Optimizar el impacto vial
 - Aumentar la capacidad
 - Minimizar la servidumbre de tránsito adicional
 - Facilitar la conectividad este/oeste
 - Mejorar la compatibilidad con los vecindarios
 - Aumentar las opciones de tránsito, peatones y ciclistas



I-35 Capital Express South Reunion Virtual de Partes Interesadas Dic. 3, 2020

Slide 2:

La I-35 a través de Austin es una de las autopistas más congestionadas de Texas. Sirve como el pilar de la red de transporte local, regional y nacional. La falta de movilidad en la I-35 amenaza el sustento económico de nuestra ciudad y nuestro estado. Se necesitan mejoras en esta área debido al crecimiento de la población y de empleos, que han aumentado la congestión en el área. Las metas y objetivos del programa Mobility35 incluyen mejorar la seguridad, optimizar el impacto vial; aumentar la capacidad; minimizar la servidumbre de tránsito adicional; mejorar la gestión de tráfico; facilitar la conectividad este/oeste; mejorar la compatibilidad con los vecindarios; y aumentar las opciones para ciclistas, peatones y tránsito.

Programa I-35 Capital Express

- Tres proyectos independientes:
 - Norte** - SH 45 Norte hasta US 290 Este
 - Central** - US 290 Este hasta SH 71/
Ben White Boulevard
 - Sur** - SH 71/Ben White Boulevard
hasta SH 45 Sureste
- Propone agregar carriles administrados sin peaje para vehículos de alta ocupación (HOV, por sus siglas en inglés)
 - Carriles HOV están reservados para vehículos con múltiples ocupantes, incluyendo vehículos compartidos, camionetas compartidas, vehículos de tránsito y de respuesta a emergencias

Obtenga más información en My35capex.com



I-35 Capital Express South Reunion Virtual de Partes Interesadas Dic. 3, 2020

Slide 3

El Programa I-35 Capital Express es parte del más amplio Programa de Mobility35. Consiste de tres proyectos independientes: Norte, Central y Sur. El programa propone agregar 1-2 carriles administrados sin peaje para vehículos de alta ocupación, o HOV por sus siglas en inglés, a lo largo de 28 millas de la I-35, desde el Norte del SH 45 hasta el Suroeste del SH 45. Los carriles HOV están reservados para vehículos con múltiples ocupantes, incluyendo vehículos compartidos, camionetas compartidas, vehículos de tránsito y de respuesta a emergencias.

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I-35 Capital Express South

- Límites: SH 71 a SH 45 Sureste
- Mejoras Propuestas: Dos carriles administrados sin peaje en cada dirección
- Costo de construcción estimado: \$300 millones
- Inicio de construcción previsto: 2022

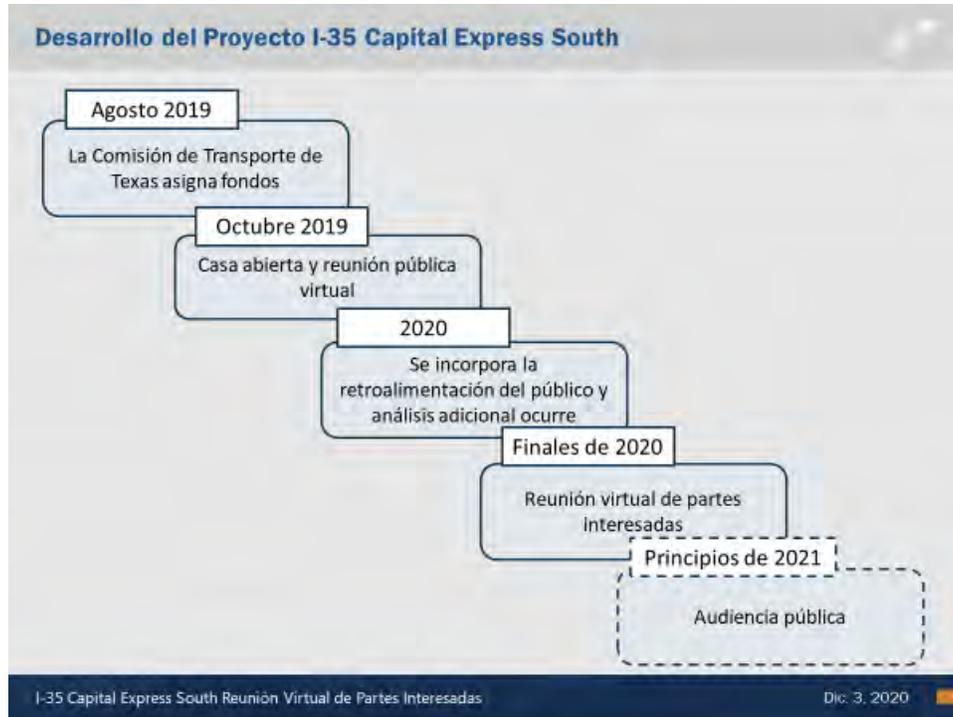


I-35 Capital Express South Reunión Virtual de Partes Interesadas Dic. 3, 2020

Slide 4

El proyecto I-35 Capital Express South se extiende por 8 millas de la I-35 desde la SH 71/Ben White Boulevard hasta el Suroeste del SH 45. El proyecto propone agregar dos carriles administrados sin peaje en cada dirección y mejorar la seguridad y la movilidad a través de todo el corredor. El costo estimado de la construcción es de \$300 millones. El proyecto I-35 Capital Express South está en la fase de revisión ambiental y diseño del proyecto, y la construcción está prevista para comenzar en el 2022.

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Slide 5

En el 2019, la Comisión de Transporte de Texas adjudicó fondos para construir el proyecto, y TxDOT organizó una reunión de puertas abiertas para el proyecto el 17 de octubre del 2019. En el 2020, los comentarios del público se incorporaron al diseño del proyecto y el equipo del proyecto realizó un análisis adicional para mejorar la movilidad y la seguridad. Se realizará una audiencia pública para el proyecto I-35 Capital Express South a principios del 2021.

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I-35 Capital Express South Participación Pública

Categoría	Numero de Comentarios	Categoría	Numero de Comentarios
Apoyo para Carriles Administrados	110*	Multimodal/Tránsito	1
General	3	Tráfico	1
Apoyo para el Proyecto	5	Tráfico y Tránsito	2
Ruido	1	Ambiental	8
Acceso	3	Demanda Inducida	1
Límites del Proyecto	1	Oposición a los Carriles con Peaje	6
Diseño	19	Tráfico de Camiones	1
Bicicleta/Peatón	10	Seguridad	2
Tránsito de Transporte Público	1	Conectividad	1

Durante la reunión de puertas abiertas del 17 de octubre de 2019, TxDOT recibió **176 comentarios**, con **110** expresando su apoyo para los carriles administrados.
* Incluye carriles administrados con peaje y sin peaje

I-35 Capital Express South Reunión Virtual de Partes Interesadas Dic. 3, 2020

Slide 6

Durante la reunión de puertas abiertas de octubre del 2019, TxDOT recibió 176 comentarios, con 110 comentarios que expresaron su apoyo para los carriles administrados, incluyendo los carriles administrados con y sin peaje.

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I-35 Capital Express South Participación Pública



Documentation of Public Meeting

Project Location:
Texas County

Project Name:
I-35 Capital Express South

Meeting Location:
Arling Center Galleria
1001 S. W. Blvd., Suite 7010
Dallas, TX 75216

Meeting Date and Time:
Dec 17, 2020 10:00 AM - 1:00 PM

Meeting Details:
Public Meeting

Project ID:
1000

Project ID Link to Information:
Construction Start Date: TBA
Total Number of Mileposts: 10.2
Local Number of Communities:
102

Summary:

1. Construction start date
2. Project location
3. Project name
4. Meeting location
5. Meeting date and time
6. Meeting details

**Sitio Web del Proyecto:
My35capex.com**

I-35 Capital Express South Reunión Virtual de Partes Interesadas

Dic. 3, 2020

Slide 7

El informe resumido de la Reunión Pública se puede ver en el sitio web de Mobility35, visitando My35capex.com, bajo la información del proyecto I-35 Capital Express y I-35 Capital Express South.

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I-35 Capital Express South Resumen de Mejoras Propuestas

- Mejoras de movilidad y seguridad
 - Agrega 7.6 millas de carriles administrados sin peaje desde SH 71/Ben White Boulevard hasta SH 45 Sureste
 - Agrega 1.7 millas de carriles de circunvalación de intersección para un acceso más seguro y rápido hacia/desde los carriles principales y para beneficiar la movilidad local y regional
 - Agrega aproximadamente 13 millas de nuevas rutas de uso compartido en adición a las 3 millas de rutas de uso compartido construidos recientemente
 - Elimina 5 fusiones directas de carriles principales
 - Mejora las conexiones este/oeste por encima o por debajo de la I-35



I-35 en el Carril de Circunvalación de Parmer Lane en construcción.

I-35 Capital Express South Reunion Virtual de Partes Interesadas Dic. 3, 2020

Slide 8

El proyecto propone agregar 8 millas de carriles administrados sin peaje desde el SH 71/Ben White Boulevard hasta el Suroeste del SH 45. Propone agregar 1.7 millas de carriles de circunvalación de intersección para un acceso más seguro y rápido hacia y desde los carriles principales para beneficiar la movilidad local y regional. Agrega aproximadamente 13 millas de rutas de uso compartido en adición a las 3 millas de rutas de uso compartido construidas recientemente. Elimina 5 fusiones directas de carriles principales y mejora las conexiones este/oeste por encima o por debajo de la I-35.

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I-35 Capital Express South Resumen de Mejoras Propuestas

- Eleva los carriles administrados entre Stassney Lane y Slaughter Lane
 - Permiten un mejor manejo de incidentes en caso de accidentes o conductores varados
 - Acomoda un carril de circunvalación hacia el sur para dar acceso local
 - Integra mejoras de intercambio construidas recientemente



I-35 Capital Express South Reunión Virtual de Partes Interesadas Dic. 3, 2020

Slide 9

El diseño actualizado ahora propone elevar los carriles administrados entre Stassney Lane y Slaughter Lane en la mediana existente de la I-35. Los carriles administrados elevados permiten un mejor manejo de incidentes en caso de accidentes o conductores varados. Acomodan un carril de circunvalación de intersección hacia el sur de la intersección para dar acceso local e integran mejoras de intercambio construidas recientemente. Elevando los carriles administrados también preserva servidumbre de tránsito necesaria para estas mejoras. La altura propuesta para los carriles administrados variaría de aproximadamente 20 a 40 pies por encima de los carriles principales existentes. Como referencia, la intersección de 5 niveles de la SH 71 tiene aproximadamente 90 pies de altura. Las gráficas que se muestran ilustran cómo se verían los carriles elevados controlados durante el día y la noche. Estos son desde la perspectiva de estar mirando hacia el sur en Stassney Lane.

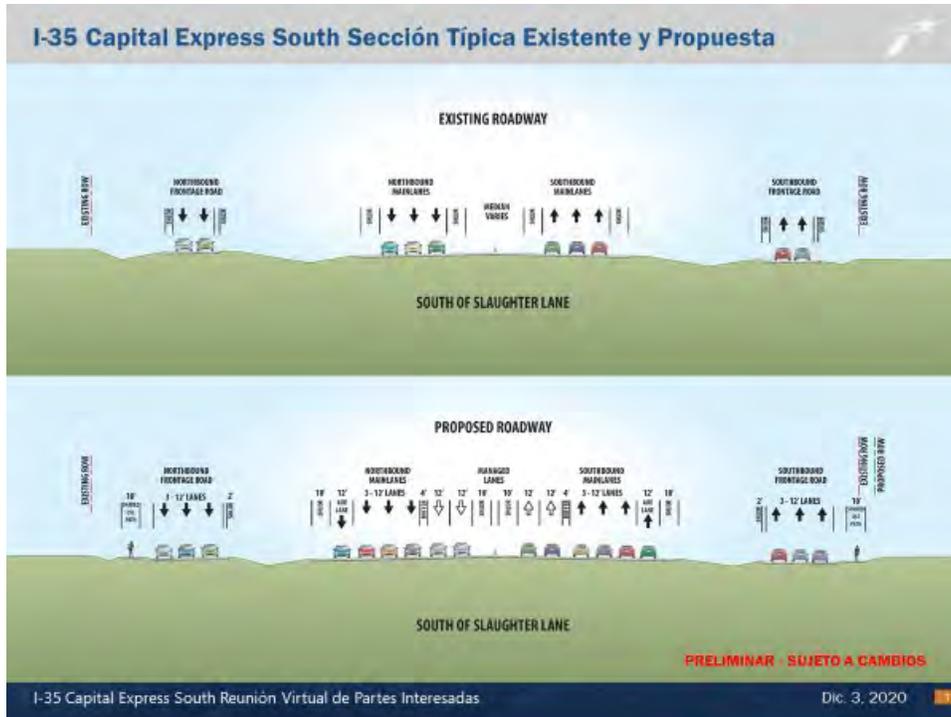
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Slide 10

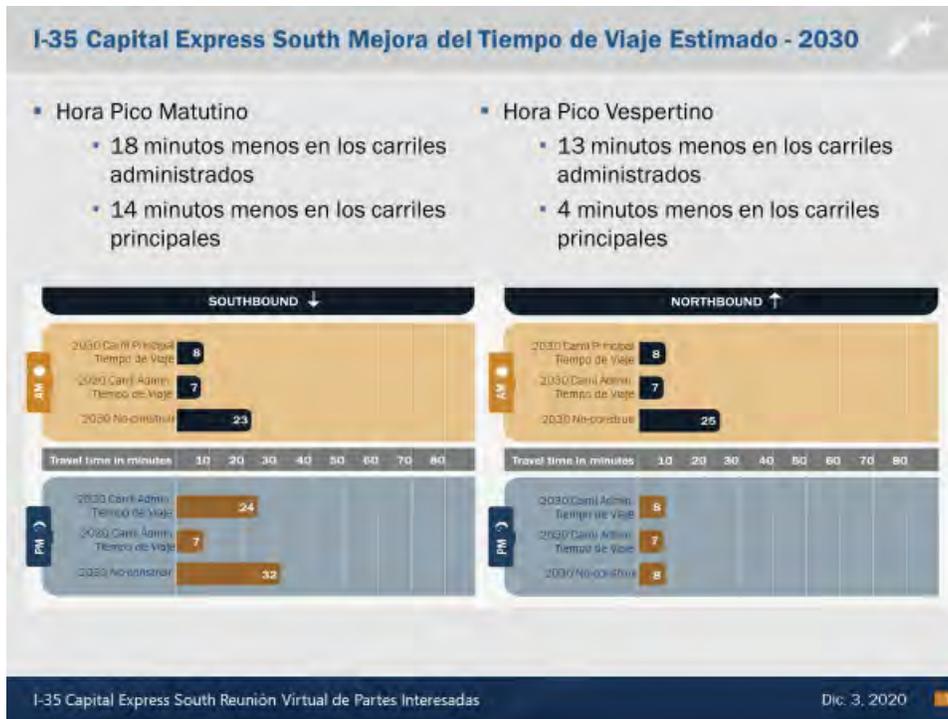
En esta diapositiva, vemos una sección transversal típica de la I-35 entre Stassney Lane y William Cannon Drive, de cara hacia el sur. La imagen superior muestra las condiciones existentes de la I-35 a lo largo de esta porción del corredor. La imagen inferior muestra la configuración propuesta en la misma ubicación, que incluye dos carriles administrado elevados en ambas direcciones; cuatro carriles principales en ambas direcciones; un carril de entrada extendido en dirección norte; dos carriles de circunvalación en dirección sur; dos vías de servicio en ambas direcciones; y rutas de uso compartido de 10 pies en ambos lados.

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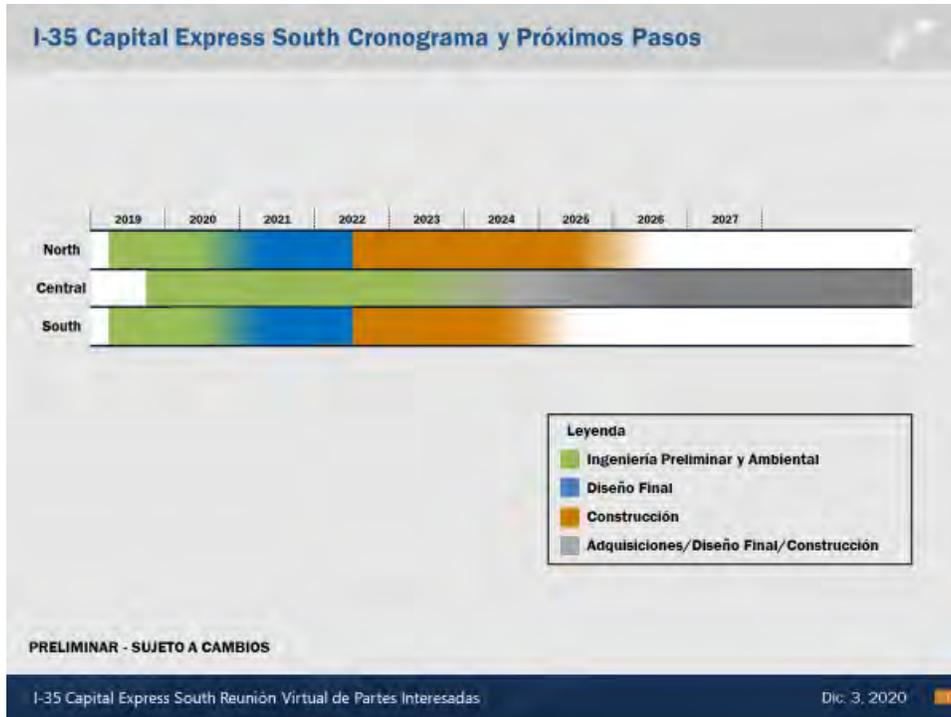
Slide 11

Aquí, vemos una sección transversal típica a lo largo de la I-35 desde Slaughter Lane hasta el Suroeste del SH 45, de cara hacia el sur. La imagen superior muestra las condiciones existentes de la I-35 a lo largo de este tramo del corredor. La imagen inferior muestra la configuración propuesta en la misma ubicación, que incluiría dos carriles administrados a nivel en ambas direcciones; un carril de entrada extendido en ambas direcciones; una vía de servicio adicional a lo largo de la I-35 en dirección norte; y rutas de uso compartido de 10 pies en ambas direcciones de la I-35. Se agregarían instalaciones para bicicletas en la calle junto a la acera.



Slide 12

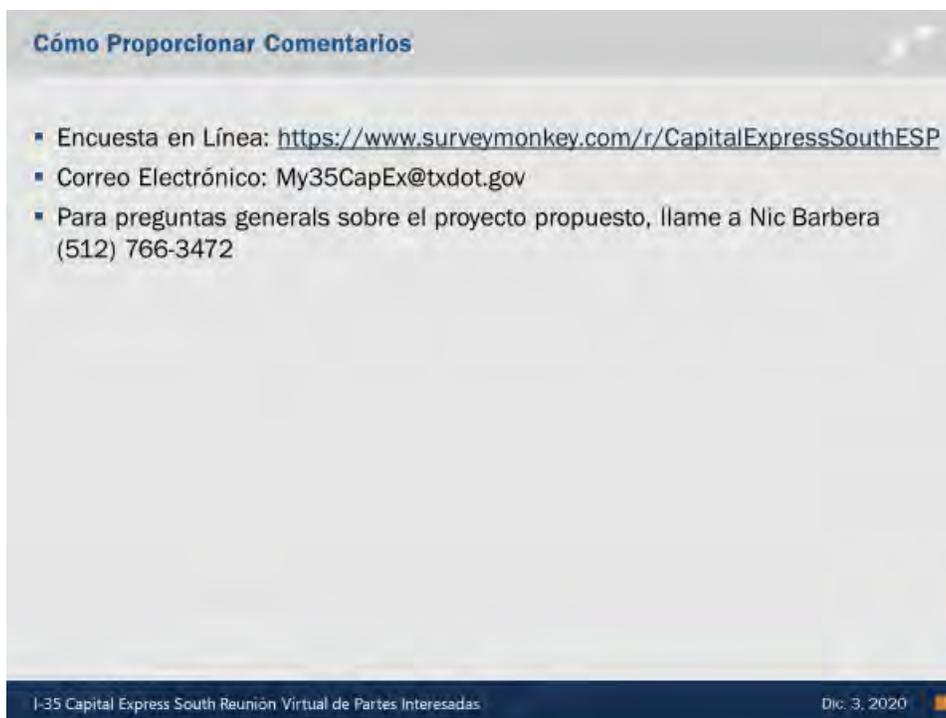
Los carriles administrados propuestos beneficiarán la movilidad tanto en los carriles administrado como en los carriles principales. Con las mejoras, se estima que el tiempo promedio de viaje en la mañana (a.m.) para el 2030 será de 18 minutos más rápido en los carriles administrados y 14 minutos menos en los carriles principales, comparado con no hacer nada. El tiempo promedio de viaje en la tarde (p.m.) para el 2030 se estima que será 13 minutos menos en los carriles administrados y 4 minutos menos en los carriles principales en comparación con no hacer nada.



Slide 13

El proyecto I-35 Capital Express South se encuentra actualmente en revisión ambiental y diseño del proyecto y la construcción está prevista para comenzar en el 2022. Los proyectos Norte y Sur se construirán primero y proporcionarán un desvío del centro de Austin a través de otras carreteras al norte/sur, incluyendo la US 183, Loop 1, Loop 360 y el SH 130.

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Slide 14

TxDOT anima la retroalimentación. Se puede proporcionar comentarios completando la encuesta en el sitio de internet o enviando un correo electrónico al equipo en My35CapEx@txdot.gov. Para preguntas generales sobre el proyecto propuesto, llame al (512) 766-3472 durante el horario regular de oficina.

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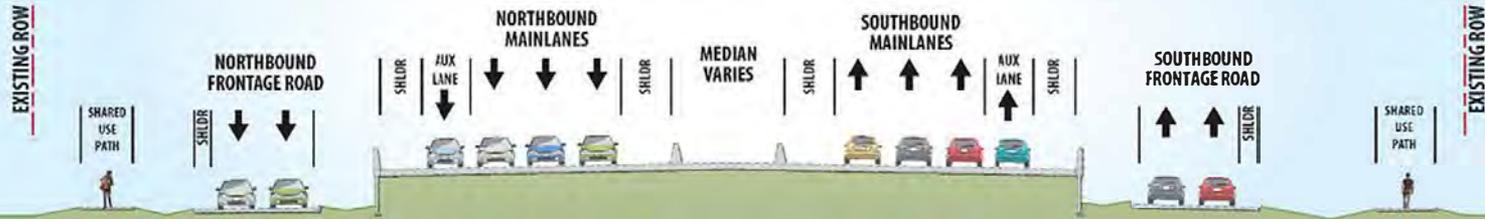
Slide 15

Gracias por su interés en el proyecto I-35 Capital Express South.

Typical Sections

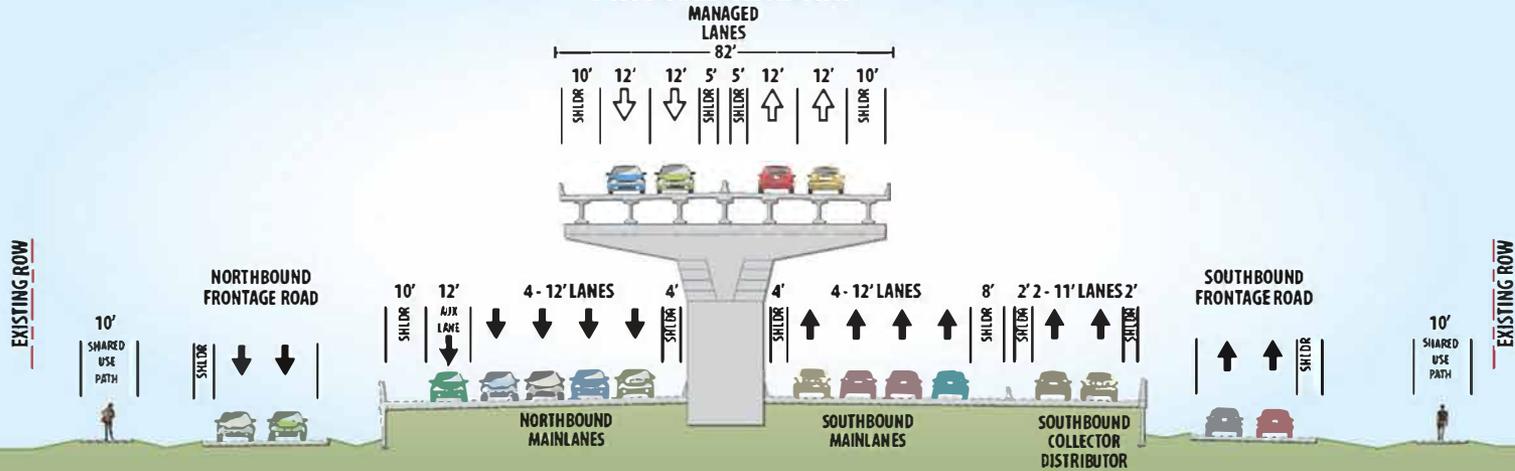
Typical Section 1
(Between Stassney Lane & William Cannon Drive)

EXISTING ROADWAY



BETWEEN STASSNEY LANE & WILLIAM CANNON DRIVE

PROPOSED ROADWAY

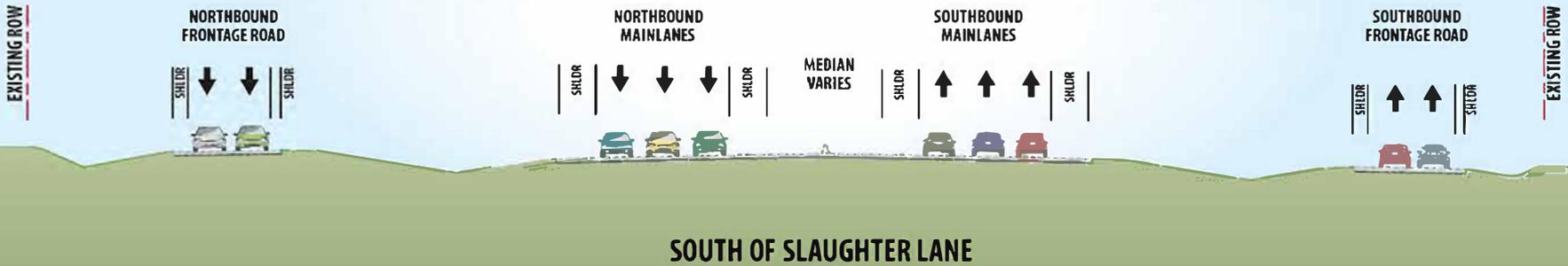


BETWEEN STASSNEY LANE & WILLIAM CANNON DRIVE

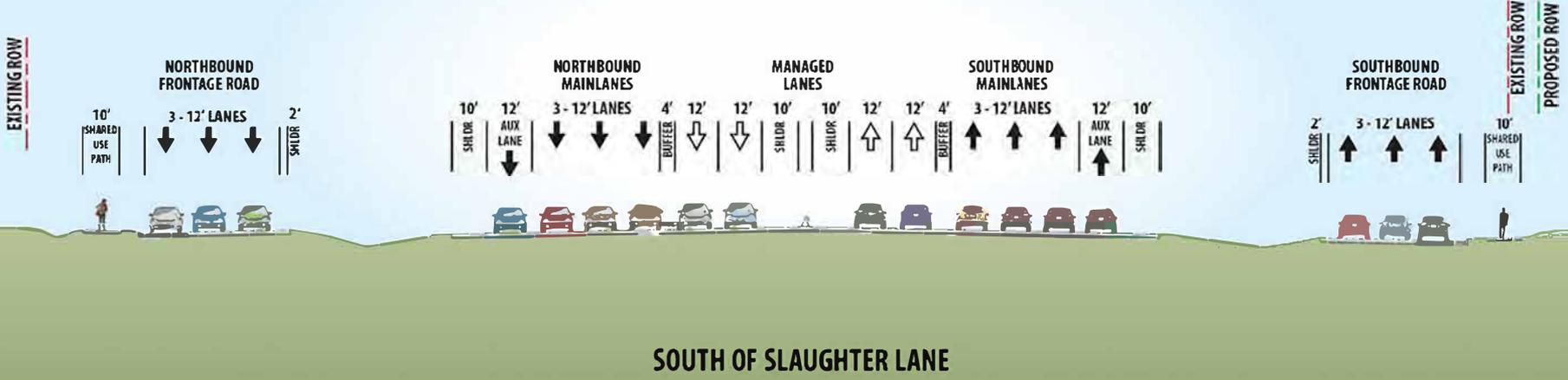
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Typical Section 2
(South of Slaughter Lane)

EXISTING ROADWAY



PROPOSED ROADWAY



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Virtual Stakeholder Meeting Website Analytics

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Capital Express South Virtual Stakeholder Meeting Website Report

This is a high-level view of analytics for the Capital Express virtual stakeholder meeting. Data is shown from 12/03/2020 to 12/18/2020.

Key Takeaways

Page Views/Sessions

- **Total Page Views** - 2,214
- **Total Users** - 572
- **Total Number of Sessions** - 767
- **Avg Session Duration** - 2:40m
- **Bounce Rate** - 39.11%



Page Data

This data shows the number of views for the main pages of the site. For context, *unique page views* are not counting repeated views of the page. *Average time on Page* shows which pages the users stayed on the longest and gives a nod to the engaging content. For this VOH, people spent the most time on the Feedback and Project Presentation pages. [Click here for larger version.](#)



Website Analytics Report - Page 2

Page	Pageviews	Unique Pageviews	Avg. Time on Page	Entrances	Bounce Rate	% Exit
	2,214 % of Total: 100.00% (2,214)	1,828 % of Total: 100.00% (1,828)	00:01:25 Avg for View: 00:01:25 (0.00%)	767 % of Total: 100.00% (767)	39.11% Avg for View: 39.11% (0.00%)	34.64% Avg for View: 34.64% (0.00%)
1. /	791 (35.73%)	604 (33.04%)	00:00:50	579 (75.49%)	31.43%	34.13%
2. /project-presentation/	474 (21.41%)	401 (21.94%)	00:02:29	44 (5.74%)	72.73%	31.22%
3. /project-overview/	369 (16.67%)	309 (16.90%)	00:01:31	55 (7.17%)	61.82%	36.04%
4. /project-fact-sheet/	209 (9.44%)	186 (10.18%)	00:00:40	10 (1.30%)	10.00%	20.57%
5. /give-us-feedback/	194 (8.76%)	166 (9.08%)	00:03:27	37 (4.82%)	70.27%	62.89%
6. /informacion-en-espanol/	91 (4.11%)	84 (4.60%)	00:00:26	2 (0.26%)	0.00%	10.99%
7. /thank-you/	29 (1.31%)	25 (1.37%)	00:00:23	2 (0.26%)	50.00%	55.17%
8. /updates-thank-you/	15 (0.68%)	13 (0.71%)	00:00:08	0 (0.00%)	0.00%	0.00%

User Behavior

This area showcases how users moved through the site and wherein the user journey they left the site (number of drop-offs) or completed their journey. [See a larger version here.](#)



Acquisition

From our data, we're also able to see how users get to the site. The great majority came from directly visiting the site and most of the referrals came from my35capex.com.

Default Channel Grouping	Acquisition		Behavior			
	Users [?] ↓	New Users [?]	Sessions [?]	Bounce Rate [?]	Pages / Session [?]	Avg. Session Duration [?]
	572 % of Total: 100.00% (572)	570 % of Total: 100.00% (570)	767 % of Total: 100.00% (767)	39.11% Avg for View: 39.11% (0.00%)	2.89 Avg for View: 2.89 (0.00%)	00:02:40 Avg for View: 00:02:40 (0.00%)
1. Direct	390 (66.55%)	388 (68.07%)	506 (65.97%)	33.20%	2.99	00:02:49
2. Referral	99 (16.89%)	88 (15.44%)	147 (19.17%)	38.10%	3.09	00:02:52
3. Social	54 (9.22%)	52 (9.12%)	66 (8.60%)	62.12%	2.36	00:02:05
4. Email	37 (6.31%)	36 (6.32%)	39 (5.08%)	76.92%	1.92	00:01:21
5. Organic Search	6 (1.02%)	6 (1.05%)	9 (1.17%)	55.56%	1.78	00:00:29

Continued on the next page.

Website Analytics Report - Page 4

Source	Acquisition			Behavior		
	Users	New Users	Sessions	Bounce Rate	Pages / Session	Avg. Session Duration
	99 % of Total: 17.31% (572)	88 % of Total: 15.44% (570)	147 % of Total: 19.17% (757)	38.10% Avg for View: 39.11% (-2.60%)	3.09 Avg for View: 2.89 (6.99%)	00:02:52 Avg for View: 00:02:40 (7.87%)
1. my35capex.com	30 (29.41%)	21 (23.86%)	59 (40.14%)	37.29%	3.27	00:03:16
2. my35construction.org	21 (20.59%)	19 (21.59%)	30 (20.41%)	36.67%	3.20	00:03:34
3. actionnetwork.org	15 (14.71%)	13 (14.77%)	16 (10.88%)	43.75%	2.88	00:02:54
4. cbsaustin.com	15 (14.71%)	15 (17.05%)	17 (11.56%)	35.29%	3.00	00:01:02
5. communityimpact.com	13 (12.75%)	13 (14.77%)	13 (8.84%)	53.85%	2.23	00:01:19
6. nextdoor.com	4 (3.92%)	4 (4.55%)	4 (2.72%)	50.00%	2.00	00:00:09
7. l.messenger.com	1 (0.98%)	1 (1.14%)	3 (2.04%)	0.00%	3.67	00:00:17
8. mail.google.com	1 (0.98%)	1 (1.14%)	3 (2.04%)	0.00%	4.33	00:12:52
9. tollroadsnews.com	1 (0.98%)	1 (1.14%)	1 (0.68%)	100.00%	1.00	00:00:00
10. us3.admin.mailchimp.com	1 (0.98%)	0 (0.00%)	1 (0.68%)	0.00%	6.00	00:01:22

Audience

Below is a high-level view of the demographics (technology and location)

- **Desktop** - 391
- **Mobile** - 164
- **Tablet** - 17
- **Austin Users** - 370
- **Georgetown Users** - 5
- **Round Rock Users** - 14



Website Analytics Report - Page 5

City	Acquisition			Behavior		
	Users	New Users	Sessions	Bounce Rate	Pages / Session	Avg. Session Duration
	495 % of Total: 86.54% (572)	492 % of Total: 86.32% (570)	686 % of Total: 89.44% (767)	35.13% Avg for View: 39.11% (-10.18%)	3.02 Avg for View: 2.89 (4.59%)	00:02:52 Avg for View: 00:02:40 (7.51%)
1. Austin	370 (74.30%)	366 (74.39%)	521 (75.95%)	33.59%	3.09	00:02:55
2. San Antonio	24 (4.82%)	24 (4.88%)	29 (4.23%)	62.07%	1.97	00:00:32
3. Houston	22 (4.42%)	20 (4.07%)	34 (4.96%)	50.00%	2.29	00:04:20
4. Round Rock	14 (2.81%)	14 (2.85%)	14 (2.04%)	42.86%	2.07	00:02:25
5. Pflugerville	8 (1.61%)	8 (1.63%)	11 (1.60%)	36.36%	2.27	00:04:05
6. Dallas	5 (1.00%)	5 (1.02%)	5 (0.73%)	20.00%	3.00	00:03:21
7. Georgetown	5 (1.00%)	5 (1.02%)	6 (0.87%)	50.00%	2.17	00:02:22
8. Cedar Park	4 (0.80%)	4 (0.81%)	5 (0.73%)	20.00%	3.20	00:03:42
9. Fort Worth	4 (0.80%)	4 (0.81%)	4 (0.58%)	0.00%	7.25	00:05:43
10. Bear Creek	3 (0.60%)	3 (0.61%)	3 (0.44%)	0.00%	5.00	00:01:12

Device Category	Acquisition			Behavior		
	Users	New Users	Sessions	Bounce Rate	Pages / Session	Avg. Session Duration
	572 % of Total: 100.00% (572)	570 % of Total: 100.00% (570)	767 % of Total: 100.00% (767)	39.11% Avg for View: 39.11% (0.00%)	2.89 Avg for View: 2.89 (0.00%)	00:02:40 Avg for View: 00:02:40 (0.00%)
1. desktop	391 (68.36%)	389 (68.25%)	538 (70.14%)	33.46%	3.12	00:02:55
2. mobile	164 (28.67%)	164 (28.77%)	209 (27.25%)	55.02%	2.27	00:01:46
3. tablet	17 (2.97%)	17 (2.98%)	20 (2.61%)	25.00%	3.10	00:04:58

