Appendix G: Comment/Response Matrix from Public Hearing/Notice of Availability of DEIS

Comment/Response Matrix

Comment/Response Matrix

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1	A Abdullah	1/31/2023	MyCapEx Website - Comment Form	ishamay10@gmail.com	Regional Connectivity	San Antonio is the largest city in the nation without a passenger rail. It's time to change that. A line between the cities would bring economic benefits to SA by allowing people who work in Austin to live in our more affordable city and would bring in more weekend and holiday tourists.	Studies have found that 82% of the traffic on I-35 is local. The purpose of the Capital Express Central project is to improve the critical local, regional, national and international thoroughfare of I-35 between US 290 East and US 290 West/State Highway 71, by: • Enhancing safety within the corridor. • Addressing demand by prioritizing the movement of people, goods and services through and across the corridor. • Improving operational efficiency. • Creating a more dependable and consistent route for the traveling public, including bicyclists, pedestrians, emergency responders and transit. This project is needed because this portion of I-35 does not adequately accommodate current and future travel demand and does not meet current federal and state design standards. This has resulted in safety and operational deficiencies on I-35 and can impact crash rates and peak period travel times for all users, including emergency response vehicles and transit. Connecting Austin to other major cities by rail is not included within the scope of this project. Regional rail has been considered in previous studies to improve I-35, such as the Planning and Environmental Linkages Study in 2014. Regional rail was not recommended in this study because it would not create a dependable and consistent route for transit, emergency responders and other motorists. TxDOT has also held several cross-agency meetings including team members from the City of Austin and CapMetro's Project Connect team to ensure the Capital Express Central project aligns with other transportation project goals for the City of Austin. The proposed Project Connect new light rail Blue Line will cross the I-35 Capital Express Central Project at Riverside Drive and cross Lady Bird Lake via a new river crossing parallel to I-35 into downtown.
2	Aaron	1/31/2023	MyCapEx Website - Comment Form	slabs_quit_Oy@icloud.com	Regional Connectivity	As a San Antonio resident, and frequent traveler to Austin, I believe high speed rail between these cities would greatly improve the lives of many and encourage economic growth and prosperity for the region.	See comment #1
3	Aaron Barker	2/24/2023	VOH	aaronwbarker@yahoo.com	Reroute to 130	I am writing in opposition to current plans to expand I-35 through Austin. Expanding I-35 will worsen congestion, just like Houston's Katy Freeway expansion. Please consider rerouting non-local traffic on existing highways such as SH-130 or burying I-35 through the urban core of Austin.	The I-35 Capital Express Central project proposes adding two HOV managed lanes in each direction, as well as strategic intersection bypass lanes. No additional mainlanes are being proposed and I-35 would not be rerouted. The project team has considered and documented community input regarding rerouting traffic from I-35 or redesignating I-35 to SH 130. Every day, more than 200,000 vehicles travel on I-35 within the project area (from US 290 East to SH 71/Ben White Boulevard). Of this amount, 82% is local traffic, meaning it originates or ends in the vicinity of the project area. Through traffic, or traffic that does not start or stop within the project area, comprises 18% of total traffic. With regard to truck traffic, even if there were no trucks that used I-35, the same number of lanes would be required to manage current and future demand. In addition, incentives to use SH 130 would have little effect on trucks needing to make deliveries along the I-35 corridor. Rerouting traffic to SH 130 would also have an impact on Environmental Justice communities that have migrated from east Austin to seek lower cost housing opportunities along the eastern crescent of Austin. The corridor is also part of the Central Texas Turnpike System (CTTS), which is made up of SH 130 segments (from Georgetown to Buda), SH 45 North, Loop 1 and SH 45 SE. An outstanding $3 billion in debt is assigned to the system which would also be the cost to remove the tolls on SH 130. The current $4.9 billion allotted for the I-35 Capital Express Central project would not be eligible for paying this outstanding debt. TxDOT would need a waiver to reduce or remove the tolls. While this does happen, it is usually for a temporary scenario, such as construction.
					Racial justice	Not only will this help heal the downtown divide that has long been a source of inequity based on racial injustices, but it will also give Austinites and all Texans a capitol city with a downtown that is walkable and safe. Do not double down on the historic mistake of putting a congested highway in the middle of a busy downtown. This is a mistake we have a chance to fix now rather than worsen for future generations with an expansion.	I-35 was built along East Avenue in Austin, which was seen as a racial divide in the city's early history, and later evolved as a regional highway corridor from 1930-1950. TxDOT understands the significance of I-35 to the local community and the chance to address local concerns as we develop and implement the Capital Express Central project. This project offers the chance to remove the visual separation within Austin and provide opportunities to reconnect communities and spaces east and west of I-35. The reconnection would involve removing the upper decks and elevated lanes, lowering I-35 through the downtown core, and rebuilding the east-west bridges for wider and safer bicycle and pedestrian crossings. Additionally, proposed improvements include lowering the lanes to remove the visual and psychological barrier in Austin. TxDOT is making extensive efforts to conduct outreach to underserved populations (elderly, minority, geographically dispersed/transient populations, LEP, physically and visually impaired, etc.) with the aim of keeping these populations informed and educated about the proposed project and associated impacts and benefits. The goal is to reach out to these populations and neighborhoods to help them stay included and informed through the I-35 Capital Express Central Project process and verify they are given ample opportunities to participate in the discussion and planning of the proposed improvements. One approach to reach underserved and diverse groups is by holding pop-up events in high-traffic areas. Although TxDOT is invited to participate at a number of events, the project team purposely worked with local businesses, nonprofit and government entities to participate specifically at locations where underserved and underrepresented groups gather, shop and frequent. At pop-up events, tables were set up to provide information about the updated alternatives, gather input and document concerns, and allow populations to talk directly with TxDOT and provide their feedback on the project impacts. TxDOT is working closely with the City of Austin, CapMetro and the community to allow for outside funding to potentially be committed for the development of deck plazas by others to rebuild I-35 in a way that meets the needs of local bicyclists, pedestrians, and transit riders. The City of Austin has its own metrics and priorities related to equity, and we welcome the City's approach to applying an equity framework to the development of proposed local enhancements. As part of the Environmental Impact Statement (EIS), TxDOT has conducted a Community Impacts Assessment, found in Section 3.6 of the EIS. Studying potential effects on communities is an important part of the project development process and provides a mechanism to ensure compliance with related federal regulations, policies, technical advisories, Executive Orders (EOs) and Title VI of the Civil Rights Act of 1964. In addition to this analysis, and in response to public input, additional studies focused on transportation equity were conducted. These studies focused on bicycle and pedestrian activity to identify and prioritize minority and low-income residents, those who do not have a personal vehicle, and other vulnerable transportation users such as youth and elderly populations who may not have the ability to drive. Additionally, TxDOT has added a Construction Noise Impact section that included noise barriers to help mitifgate during constuction for underserved populations.
4	Aaron Lurin	3/7/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin and I hope to live here for many years to come. I do not want to live in a city defined by a large highway and highway pollution. I strongly, strongly oppose TxDOT's plans to expand I-35 and instead support a plan similar to Rethink35s plan. Cities should not be in the way of interstate and international commercial travel, both for the sake of the travel and for the sake of the residents of the city.	Several alternatives were provided by community stakeholder groups, including Reconnect Austin, Rethink35 and ULI Austin, for consideration in the design of the proposed project. To facilitate a fair and independent review of these community alternatives, TxDOT contracted the independent Texas A&M Transportation Institute (TTI) to review and evaluate the feasibility of these concepts. Following their evaluation, TTI concluded that none of the individual community alternatives would be viable as a build option on their own. Therefore, these concepts were not included for further, independent alternatives evaluation in the Environmental Impact Statement (EIS). Each community-proposed alternative had a variety of design concepts that would improve and enhance the alternatives that TxDOT is currently considering. Considering the input from community groups, TxDOT included many project design enhancements from the community alternatives in the preferred alternative. Some of the design enhancements are: • Lowered travel lanes. • More than 15 widened east-west crossings, including a new connection at 5th Street for all users, and new pedestrian crossings at CapMetro's Red Line/Future Gold Line south of Airport Boulevard and between 51st Street and US 290 E. • Low design speeds on frontage roads. • The boulevard section in downtown • Enhanced person-carrying capacity along the corridor by providing a reliable route for transit in managed lanes. • Bicycle and pedestrian enhancements including 20-foot buffers and 10-foot shared-use paths. The "Evaluation of TxDOT Build Alternatives and Community Concepts" report prepared by TTI is available in Appendix T of the EIS.
					Reroute to 130	SH-130 was built for that kind of use and should be toll-free to encourage traffic on SH-130 instead of I-35. Austin has the potential to become a world-class city, but using some of the most economically valuable real estate in this incredible city would be detrimental to that progress.	See comment #3
5	Aaron Madison	3/7/2023	VOH	aaronmadison@gmail.com	Do not widen/no build	It is obvious to anyone who drives on this section of I-35 that it is in serious need of improvement. But I really urge you to make those improvements without expanding the interstate. More lanes will not help. See the New York Times article from January 6, 2023 for reference. I am eager to see a boulevard on top of or next to the interstate and better ways of crossing the interstate by bike or walking. An HOV a lane is a decent idea, but not at the expense of tearing down homes and businesses. I believe the interstate can be improved with better signage, less confusing exits (like the split into upper and lower decks with very little warning), Let's think longer into the future than just ten years. We can do so much better than just adding lanes for cars when there are so many other ways of getting around (bike, train, bus, scooters etc).	I-35 in the project area is one of the most congested roadway sections in Texas. The Capital Express Central project is being proposed to keep this multi-functional interstate moving, as it plays an important role in the transfer of people, goods and services within Austin and throughout Texas and the central United States. Alternatives evaluation criteria were used to compare the alternatives' (build and no build) ability to meet the project purpose and need, review high-level engineering requirements, see preliminary project costs, and understand potential impacts on environmental resources. Modified Alternative 3 has been identified by TxDOT as the Preferred Alternative. More information on alternatives development and evaluation is available in Chapter 2 of the EIS. Capital Express Central project proposes to maintain the same number of mainlanes, three to four in each direction, excluding auxiliary lanes connecting ramps. The main additional capacity proposed as part of the project is in the form of four managed lanes, two in each direction, that seek to provide travel time reliability while limiting the negative impacts of induced demand by restricting usage to high occupancy and mass transit vehicles. These managed lanes would be accessible to multimodal transit options, such as buses, van/carpools or ride sharing to reduce the overall lane miles traveled within the corridor. Bypass lanes are also being proposed to reduce congestion along I-35 at local streets and frontage roads to allow drivers to avoid stoplight-controlled intersections. TxDOT included many project design enhancements from the community in the preferred alternative. Some of the design enhancements are: • Lowered travel lanes. • More than 15 widened east-west crossings, including a new connection at 5th Street for all users, and new pedestrian crossings at CapMetro's Red Line/Future Gold Line south of Airport Boulevard and between 51st Street and US 290 E. • Low design speeds on frontage roads. • The boulevard section in downtown • Enhanced person-carrying capacity along the corridor by providing a reliable route for transit in managed lanes. • Bicycle and pedestrian enhancements including 20-foot buffers and 10-foot shared-use paths.
					Reroute to 130	and by forcing semi trucks to take the toll road around Austin (perhaps a reduced toll for them, or government subsidies could help).	See comment #3
6	Aaron Schechter	2/27/2023	Email	aaron.m.schechter@gmail.com	Do not widen/no build	Dear TXDOT, I am emailing to tell you, like so many others have already, that I believe the I-35 expansion through Austin will be a disaster. This is a colossal waste of money that will literally be a detriment to society. Spending so much money to create an actual disaster. I was lucky to attend the Austin city council hearing on this issue on Thursday March 23rd and the opinions of the speakers were UNANIMOUS in their disdain for this expansion. I live in East Austin and everyone I speak to about this is either very upset about it or simply hasn't heard about the project. I understand that after six years of construction and billions of dollars this could improve commute times for a select few suburbs, that is until the demand for that commute rises again and the traffic is worse than ever before. Please look at the world around you and other highway examples to know that this is a mistake. Thanks for reading, Aaron	See Comment #5
7	Aaron Schechter	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Expanding I 35 would be extremely detrimental to Austin. It is not helping people. It will increase deaths and traffic. An all around bad idea. Please study other highway expansions. Aaron Schechter	See Comment #5
8	Aaron Vollmer	2/20/2023	VOH	advollmer98@gmail.com	General support	I would like to weigh in with a preferred choice for the proposed I-35 redesign. Please strongly consider the Modified Build Alternative #3. This alternate will remove upper decks, enhance east / west connectivity, supports the additional of 15+ acres of new urban park area. Builds pedestrian and bike only bridges while adding 4 HOV lanes for ride share, van pool and emergency services. Thank you for your consideration.	I-35 through downtown Austin, which includes the Capital Express Central project, is often ranked #1 on the state's Most Congested Roadways list. We are working to develop a feasible, constructable and multimodal plan to improve the interstate while minimizing impacts to the Central Texas region.
9	Abby Brown	3/7/2023	Email	abbylbrown@gmail.com	Wilshire	Hello, My name is Abby Brown, I live at 4205 Lullwood Rd in the Wilshire Wood/Schieffer Willowbrook neighborhood with my husband and two small children. The letter you received from the Schieffer-Willowbrook neighborhood association sums up all the salient points of why making Wilshire a cut through would be dangerous and detrimental to our community but I wanted to add my voice and share my concerns. Our neighborhood by design has no sidewalks. This neighborhood is chock full of young kids, there are ten children under the age of 14 that live in the homes of my immediate neighbors alone. They all play tag and various ball games in the street, walk their dogs around the block and run back and forth between our homes playing after school and on the weekends. We put up signs for cars to slow down and sit out and watch the kids when they're playing ball in the street to keep an eye out for cars but if Wilshire becomes a cut through to Airport Blvd it will be a horrible accident waiting to happen. Please consider this in your planning.	The new connection at 41st was requested by the closest neighborhood association to provide better access to the Hancock Shopping Center, and specifically the HEB. The proposed improvements for the I-35 Capital Express Central project will address latent demand (rather than induced demand), which refers to travel that cannot take place because of constraints or congestion. We see latent demand when drivers forego I-35 in favor of neighborhood streets. As a result, traffic spills into neighborhood roadways, which are not designed for through traffic, causing further delays to local travelers.
10	Abby Colton	3/3/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin I, and have been for 7 years. I fully, passionately, and with all of my being reject and oppose TxDOT's plans for I-35 and I OPPOSE expansion. Expansion does not alleviate congestion, especially through a walkable, already congested downtown. Think of the life of this city and it's people. Expansion will ruin what has taken years to build for this city. I expect TxDOT, Austin City Council, and other representatives to stand up for me because this is what I elected them for. Stand up for our people, our city, and our businesses. Abby Colton	See Comment #5
11	Abby Penner	3/7/2023	MyCapEx Website - Comment Form	abby@saigebrook.com	General support	I am commenting in support of Option 3 for the IH 35 expansion that is currently open for comment. I am an affordable housing developer that has multiple properties that would be negatively affected if another option was selected in this area. The city is in a housing crisis and not preserving the newly construction affordable housing along this corridor would be a grave mistake. Please move forward with Option 3 for this expansion and preserve affordable housing in these prime locations of downtown austin.	See Comment #8
12	Abby Plemmons	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, My name is Abby and I live in Tennessee. Nashville and the surrounding area has experienced rapid growth and with that has come expansion of the interstates. I also just learned that Houston has the record for the widest highway. I don't think that's a record anyone should compete for. We know that cars are dangerous, both for the air and for our bodies. Widening the road only adds to this danger as drivers zip around cars and allows for more speeding. I encourage you to look into different means. Abby Plemmons	See Comment #5
					Do not widen/no build	Hello, I am a resident of Austin TX, Williamson County. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. . Highway expansions do not work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 8 years of construction (that will most definitely be delayed and extended) is not worth it for a couple years of congestion relief, only to be undone by a rapidly growing city. I do not want my city to turn into Dallas or Los Angeles. I expect TxDOT and the Austin City Council to stand up for my freedoms and represent me as a resident of Austin, against the never-ending erosion of our public spaces. Thank you.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
13	Abhijit Madhu Kumar	3/7/2023	Email	info@email.actionnetwork.org	Public transit / Multimodal transportation	I am FOR a public transit-first project as an alternative / They also serve to further isolate the citizens of Austin, and lock us into a car-based economy, curtailing our freedom to choose our mode of transportation.	Managed lanes would help manage overall traffic demand and provide qualifying vehicles with a more reliable route, allowing them to bypass congestion and arrive at their destinations more quickly. Where feasible and if outside funding is committed, the I-35 Capital Express Central project will provide direct access ramps between managed lanes and frontage roads for transit vehicles. TxDOT has also held several cross-agency meetings including team members from the City of Austin, CapMetro and Project Connect to ensure the Capital Express Central project aligns with other transportation project goals for the City of Austin. The proposed Project Connect new light rail Blue Line will cross the I-35 Capital Express Central Project at Riverside Drive and cross Lady Bird Lake via a new river crossing parallel to I-35, into downtown. More information can be about Project Connect on the Central website: https://my35capex.com/projects/i-35-capital-express-central/. The addition of restricted managed lanes is also being proposed in the project to provide multimodal transportation opportunities and to encourage users to carpool and to take advantage of mass transit, thus moving more people not cars. At the present time, public transit buses, carpools, registered van pools and emergency vehicles must remain in traffic with all other vehicles on I-35. TxDOT is evaluating multimodal enhancements to east-west crossings, including wider and more accessible cross-streets at multiple locations in the project. TxDOT is also coordinating with the city to tie into the city street network as well as the Butler Hike and Bike Trail at Lady Bird Lake for continuity of bicycle and pedestrian accommodations. In addition, 16.6 miles of shared-use paths will be constructed to connect to all east and west crossings, as well as running parallel to the entire length of the project on both the east and west sides of the highway. TxDOT supports a multimodal transportation system and will continue to collect public feedback and host cross-agency meetings.
14	Abiel Rodriguez	1/31/2023	MyCapEx Website - Comment Form	abielrodriguez9@gmail.com	Regional Connectivity	I'm commenting to show support for a commuter railway system connecting Austin and San Antonio. Not only would it alleviate the severe congestion on I35, it could also lower the maintenance demand on I35. A commuting train can also make it affordable for people with lesser means to travel between the 2 cities and the town between them, provided there are stops in those towns. Creating new car routes, expanding existing highways and providing public transportation routes that use these roads has proven time and time again that they are a band aid solution to our congestion problem. Environmental benefits can also be gained by taking more vehicles off the road, especially if a possible new railway system is not being powered by fossil fuels.	See comment #1
15	Abigayle Weitl	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Highway expansions don't work. They worsen congestion, air, noise, and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is not worth it.Abigayle Weitl	See Comment #5
					Reroute to 130	I am for redesignating another highway such as SH-130 as a public transit-first project, putting people as the priority: not the vehicles	See comment #3
16	Ace Schlameus	2/7/2023	Email	ace.texas@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Ace	See Comment #8
17	Adam	3/7/2023	Email	orangeadam1357@gmail.com	Do not widen/no build	Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero by 2050. Crashes are measurably more important than congestion and cost the people of the Austin region more – using National Safety Council costs of crashes methodology to compare to Texas A&M Transportation Institute congestion methodology. The Texas Transportation Commission Minute Order 115481 directs TxDOT Austin to "work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. The Commission acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing fatalities. It is further ordered that the divisions and districts of the department shall 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." I am concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Road to Zero goal. While reaching zero traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is on target to meet the 2035 goal to cut deaths in half is completely doable and within TxDOT's grasp, based upon the design of the facility and various choices that would result from unambiguously having this goal as the top purpose and need of this project. No project should move forward without a reasonable expectation that the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. Thank you for all that TxDOT is doing and will do in the further development of this project to end traffic deaths. Thank you, Adam	See Comment #5
18	Adam Baratz	3/4/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, I am writing to express my strong opposition to TxDOT's plans for the I-35 expansion in Austin. As a resident of XXX, I believe that this project is flawed and will have serious negative consequences on our community, the environment, and the economy. I support alternative proposals such as the Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project, among others. I believe that TxDOT's process in this project is flawed and fails to take into account several critical issues. In summary, I strongly oppose TxDOT's plans for the I-35 expansion in Austin and urge the agency to reconsider this project in light of its negative impact on climate change and our city's sustainability goals. I appreciate the opportunity to provide feedback, and I hope that TxDOT will take into account the concerns of the community and prioritize sustainable solutions that work for everyone. Sincerely, Adam	See comment #3
					Air Quality/Climate Change	I would like to specifically focus on the impact of this expansion on climate change policy for the city of Austin. Climate change is one of the greatest challenges facing our city and our planet, and it is imperative that we take bold action to address it. Unfortunately, highway expansions have been shown to have a significant negative impact on climate change by promoting more driving and increasing greenhouse gas emissions. I urge TxDOT to reconsider this project and instead prioritize sustainable, environmentally-friendly solutions that reduce driving and promote public transit, bike lanes, and pedestrian walkways. These solutions will not only help reduce greenhouse gas emissions but also improve air quality, reduce traffic congestion, and promote healthier and more livable communities. Almost all highway expansions have failed to provide any long-term benefits and have only worsened congestion, air and noise pollution, and safety.	Regarding the Criteria Pollutants, a Carbon Monoxide (CO) analysis was required and developed for the project under the National Environmental Policy Act (NEPA). Although conformity for Particulate Matter 2.5 microns or less (PM2.5), PM10, Nitrogen Dioxide (NO2), or Ozone would be required under the Clean Air Act (CAA) for projects in nonattainment or maintenance areas, this project area is in attainment or unclassifiable for all Criteria Pollutants (including PM2.5, PM10, NO2, and Ozone); therefore, additional analysis for these Criteria Pollutants was not warranted under the CAA. Additionally, NOX and VOCs are not themselves Criteria Pollutants but are precursor pollutants of Ozone and are addressed when Ozone requirements apply. The Criteria Pollutants have generally been decreasing over time in Texas and in the local area, even with increases in on-road vehicles over the same time period. Only Ozone is currently near the nonattainment standard, but it has been on the decline (see the chart is available in the Public Hearing exhibits at www.my35capex.com/draft-eis/). In addition, the Texas Commission on Environmental Quality (TCEQ) has modeled future emissions of the Criteria Pollutants in their 2015 On-Road Trends Report, which projects continued reductions in on-road emissions of the Criteria Pollutants (and the Ozone precursors) into the future. Lastly, the number of days of Ozone and PM2.5 exceedances has dropped dramatically over the last 20 years, again indicating continued improvement in those pollutants. For all of the above reasons, additional analysis of the Criteria Pollutants would not appear to be warranted. Regarding Mobile Source Air Toxics (MSAT), a MSAT analysis was also required under NEPA. A qualitative MSAT analysis of alternatives was provided in the DEIS and a quantitative MSAT analysis of the Preferred Alternative in the FEIS. As indicated in both of these analyses, MSAT are projected to decline into the future regardless of the alternative chosen due to cleaner vehicles and fuels in conjunction with fleet turnover. This is also consistent with the monitorin data from EPA's National Air Toxics Trends Stations (NATTS), which show a declining trend for MSAT nationwide. The greenhouse gas emissions analysis provided total and annualized 20-year long-term projected GHG emissions from materials, construction, maintenance, and vehicle operations in the corridor for both build alternatives and the No-Build Alternative to compare GHG emissions. The time frame for annualization of GHG emissions is 20 years to be consistent with the proposed project operation between the 2030 opening year and 2050 design year. The GHG emissions estimate does not forecast reductions that might be achieved over the next 20 years with advancing vehicle technology due to market changes and additional regulation.
					Tire Wear	Additionally, the construction impacts, particulate matter pollution from tire wear, and flawed traffic modeling are all significant concerns that TxDOT must address before moving forward with this project.	Tire wear is an issue of concern associated with PM and, as such, is addressed through the Clean Air Act (CAA) process of conformity for PM constituents. Since the project is in an attainment or unclassifiable area for PM, applicable CAA regulations do not recommend additional analysis. FHWA NEPA's guidance also does not recommend additional PM analysis beyond the CAA regulatory requirements.
					Latent/Induced Demand	Furthermore, I would like to highlight the issue of Induced Demand, which has been shown to be a significant concern when it comes to highway expansions. The construction of new highways tends to encourage more people to drive, resulting in more traffic and increased greenhouse gas emissions. I urge TxDOT to carefully consider the impact of Induced Demand on this project and to prioritize sustainable solutions that reduce the need for driving.	I-35 in the project area is one of the most congested roadway sections in Texas. The Capital Express Central project is being proposed to keep this multi-functional interstate moving, as it plays an important role in the transfer of people, goods and services within Austin and throughout Texas and the central United States. The Capital Express Central project proposes to maintain the same number of mainlanes, three to four in each direction, excluding auxiliary lanes connecting ramps. The main additional capacity proposed as part of the project is in the form of four managed lanes, two in each direction, that seek to provide travel time reliability while limiting the negative impacts of induced demand by restricting usage to high occupancy and mass transit vehicles. These managed lanes would be accessible to multimodal transit options, such as buses, van/carpools or ride sharing to reduce the overall lane miles traveled within the corridor. Bypass lanes are also being proposed to reduce congestion along I-35 at local streets and frontage roads to allow drivers to avoid stoplight-controlled intersections. By implementing safety and operational improvements the project will address latent demand (rather than induced demand), which refers to travel that cannot take place because of constraints or congestion. We see latent demand when drivers forego I-35 in favor of neighborhood streets. As a result, traffic spills into neighborhoods causing further delays to local travelers. When additional multimodal opportunities and operational improvements are provided, drivers will likely opt for a more direct route and use I-35. At that point, the latent demand materializes as actual usage. The Texas A&M Transportation Institute (TTI) study found the TxDOT design alternatives would help alleviate traffic from the local street network, found the TxDOT design alternatives would help alleviate traffic from the local street network.
19	Adam Boone	1/31/2023	Email	adam.boone@unity3d.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Adam Boone	See Comment #8
20	Adam Campbell	2/23/2023	Email	adam.fcam@gmail.com	East/West Connectivity	I am fully opposed to the expansion of I-35 through Austin. I grew up next to the Katy Freeway /Beltway interchange (what was for a while the widest highway in the world), have been on crashes on the feeder road right by the old Sams Club, and my dad would commute an hour each way on the highway. TXDOT is known worldwild for building unsually large highways, and in countless examples acorss the world, from the first highways to the newest and widest, they are inefficient and ineffective ways of moving people around and building a city. Thank you for the opportunity to comment on this project! Please take into account my comments and those of our community. Adam Campbell	TxDOT is improving east-west connectivity by rebuilding cross street bridges for wider, safer bicycle and pedestrian crossings. The I-35 Capital Express Program area includes 29 bridges or cross-streets, none of which are more than a mile apart. The distances between these bridges or cross-streets include: •17 at ¼ mile or less. •8 at ½ mile or less. •3 greater than ½ mile apart. TxDOT will improve or reconstruct all the bridges as part of the program or current Mobility35 projects. For each of these bridges, we are providing bicycle and pedestrian paths and tying them into the adjoining street network. The Preferred Alternative for the Capital Express Central project also includes a proposed frontage road shift between Dean Keeton Street and Cesar Chavez Street to create a boulevard-style section within the project limits. We are also working with the City of Austin to analyze trail crossings throughout the corridor that could be built and connected to these crossings. In addition, we are working closely with our agency partners on their efforts to analyze, fund and build deck plazas, or caps. TxDOT believes this partnership could further help connect the east and west sides of the I-35 and improve compatibility with neighborhoods. Additionally, proposed improvements include lowering the lanes to remove the visual and psychological barrier in Austin.
					Multimodal Transportation	For austin the become the world class city its growing to be, I-35 should be no wider, it should be capped all the way up to Airport Blvd, crossings should be frequent (every quarter mile), and Bike, pedestrian, and transit infrastructure should be priortized.	The addition of restricted managed lanes is also being proposed in the project to provide multimodal transportation opportunities and to encourage users to carpool and to take advantage of mass transit, thus moving more people not cars. At the present time, public transit buses, carpools, registered van pools and emergency vehicles must remain in traffic with all other vehicles on I-35. TxDOT is evaluating multimodal enhancements to east-west crossings, including wider and more accessible cross-streets at multiple locations in the project. TxDOT is also coordinating with the city to tie into the city street network as well as the Butler Hike and Bike Trail at Lady Bird Lake for continuity of bicycle and pedestrian accommodations. In addition, 16.6 miles of shared-use paths will be constructed to connect to all east and west crossings, as well as running parallel to the entire length of the project on both the east and west sides of the highway. TxDOT supports a multimodal transportation system and will continue to collect public feedback and host cross-agency meetings.
21	Adam Greenfield	3/7/2023	Email	rethink35atx@gmail.com	Do not widen/no build	**Email Copy:** Dear Mr Abrego and the I-35 Capital Express Central Project Team, Please find an updated version of the letter that Rethink35 sent you two days ago regarding the I-35 Capital Express. Our core message remains the same: I-35 expansion would be deeply harmful and is widely unpopular among the public and local leaders, and we have a momentous opportunity for a transformative alternative that would be an international success story. Do let me know if you have any questions. Thank you for your attention to this matter. Best, Adam Greenfield Executive Director, Rethink35 **The complete PDF is located in the public hearing summary, appendix F:** Increased vehicular-related deaths and life-changing injuries in crashes. Violating official plans and goals, including TxDOT's Road to Zero goals and the City of Austin's Strategic Mobility Plan, Vision Zero goals, Street Design Guide, Imagine Austin Comprehensive Plan, Great Streets Master Plan, climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans. Up to ten years of construction-related pollution and disruption, likely harming or even bankrupting local businesses, for just a few years of congestion relief. TxDOT intends to rush to construction by simultaneously issuing the Final Environmental Impact Statement (FEIS) and the Record of Decision (ROD). This will prevent the community from taking stock of TxDOT's report before a decision is issued. Usually the FEIS and ROD are separated by a moderate span of time. No good reason has been given for this decision, and given the considerable public concern over this project, TxDOT should be slowing down, not speeding up. TxDOT has not taken a "hard look" at a meaningful range of alternatives, as NEPA requires. The analysis of Rethink35 and Reconnect Austin in the DEIS is inadequate. We challenge the following conclusion in connection with Rethink35 in particular: "This is not within TxDOT's jurisdiction" (DEIS, Appendix T, various instances on page 14.)	See Comment #5
					NEPA	TxDOT's narrow focus on moving vehicles ignores its National Environmental Policy Act (NEPA) requirement to conduct "a systematic, interdisciplinary approach which will insure the integrated use of the natural and social sciences and the environmental design arts."13	As stated in section 2.25 of the Environmental Impact Statement (EIS), TxDOT has participated in the National Environmental Policy Act (NEPA) assignment program since 2014. Under the NEPA assignment program, TxDOT is subject to the same procedural and substantive requirements as would apply if the responsibilities were carried out by the Federal Highway Administration (FHWA). As required by FHWA's regulations pertaining to actions evaluated under NEPA, the Capital Express Central project connects logical termini (US 290 East and US 290 West/SH71), has independent utility and significance, and does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. See 23 CFR 771.111(f). This is discussed in more detail in the EIS at sections 2.2.3 and 2.2.4. The Capital Express North and Capital Express South projects are separate projects with their own distinct purposes and needs and logical termini and were properly addressed in their own NEPA studies. In the EIS for the Capital Express Central project, TxDOT did include the Capital Express North and Capital Express South projects and various other past, present and reasonably foreseeable actions in the cumulative impacts analysis. See EIS at section 3.16.4.
					Business/Residential Displacement	The destruction of over 100 homes and businesses, 84% of which are in the environmental justice category, and the loss of land and tax base, in addition to the impacts on nearby properties, both during and after construction.	Minimizing the amount of right of way is one of the major objectives of TxDOT's Mobility35 Program, which includes the I-35 Capital Express Central project. Right of way will continue to be refined as the project moves forward. Among the elements analyzed for the Capital Express Central project are displacements and relocations, the availability of affordable housing, and bicycle and pedestrian improvements as connections between the east and west sides of I-35. Additionally, the Environmental Impact Statement (EIS) evaluated the project as well as past, present and future actions by TxDOT and others. The information about displacements can be found in Section 3.6.7 of the EIS. o Impacts fewer parcels; o Reduces displacements of residences and businesses; o Displaces fewer minority and/or low-income residences and businesses; o Fewer displacements of affordable housing units. Link to TxDOT's right of way forms and publications page: https://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/forms/row.html.

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Air Quality/Climate Change	Increased air, noise, and water pollution and the resulting impacts on human health due to the increased number of cars on the road. It is well known that people living near a highway, particularly children, the elderly and other vulnerable citizens, are at increased risk of asthma, impaired lung function, cardiovascular morbidity, dementia and premature death TxDOT's study of air quality (DEIS appendix P) only examines CO2. Increasing carbon emissions in a climate crisis. The study should include NO2, PM2.5, and PM10, as well as conduct a regional emissions analysis for NOx and ozone precursors. A quantitative analysis and health impact assessment should also be performed for all pollutants. TxDOT's greenhouse gas analysis (DEIS Appendix V) is only for construction impacts, not long-term impacts. TxDOT should assess the project's long-term greenhouse gas impact compared to the No Build scenario.	See Comment #18
22	Adam Hite	2/7/2023	MyCapEx Website - Comment Form	adamchristopherhite@gmail.com	Do not widen/no build	I do not support the latest proposal by TxDOT. We need to tear down I-35. I-35 is the most dangerous roadway in Austin, yet TxDOT is expanding to 20 lanes against the wishes of the community and the people who live closest to the highway, who will be most affected.	See Comment #5
					Air Quality/Climate Change	Scientists say we only have a short amount of time to mitigate the worst effects of climate change yet we are expanding a highway that would massively increase air pollution in our city. Expanding I-35 will increase traffic, increase pollution, increase displacement, and destroy local businesses. I say NO!	See Comment #18
23	Adam Hockenberry	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin TX, and I opposed TXDOTs plans for the I35 expansion. Having lived in several cities throughout this country for various points of time, I just can't understand how/why TXDOT believes that this major metropolis should have an interstate running directly through the heart of downtown. There are too many other cities in this country to list, because it would essentially be every single one of them, who have a very simple ring structure to route thru-traffic around the heart of downtown. We're now the 11th largest city in this country by population, and still our major downtown highway is full of traffic not originating nor terminating anywhere within city limits. It's flabbergasting. I'm not saying that the ills of I35 would be relieved by routing traffic along SH-130 (as originally intended, if i understand correctly). Instead, with the tolls, we have made it both more expensive to avoid the city and longer. Who would do this under the current scenario? Precisely no one which is why all traffic just chugs through downtown. Even if we lower the barrier for taking SH-130 and prohibit thru-traffic on I35 downtown portions, I35 is still a scar that bisects this city in two. Truly, it's comically terrible and dangerous to try and walk from one side of I35 to the other nearly anywhere within city limits and long term this has to be dealt with. But rather than massively expand the highway and further encourage thru-traffic to route through the heart of our nations 11th largest city, let's think first about traffic control methods to make the portion of this large highway that run through the city actually serve the city and its surrounding area. Once we have a sense of how traffic is mitigated with a ring system using SH-130, we can begin discussions about how to lower this highway to create more pedestrian friendly crossings without expanding it. This is a once in a generation choice and people 40 years are going to be living with the consequence of our 22 lane (are you kidding me?) decision. We can, and must, do better.	See Comment #5
					Reroute to 130	But like for starters let's get rid of the toll for traffic taking this route and post signage that thru-traffic needs to exit. I'm sure there are enforcable ways to make SH-130 absorb a tremendous amount of thru-traffic thus freeing up the downtown segment of I35 for urban uses.	See comment #3
24	Adam Johnson	2/7/2023	Email	ajohnson@walterpmoore.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Adam Johnson, P.E.	See Comment #8
25	Adam Knott	3/6/2023	Email	info@email.actionnetwork.org	Bury/tunnel	Mobility35 Program Manager Tommy Abrego, Hi, I visited Austin for a wedding this past year. While there I was tasked with driving around the city to pick up a few orders. I just want to say the massive highways I was constantly on were pretty horrifying. They were way too big and made the city look and feel crowded and dirty. Do not expand this highway. In fact, you should turn it into a boulevard or just get rid of it to improve Austin.	During previous public and agency engagement, TxDOT heard extensive feedback about burying, tunnelling and capping I-35, specifically Alternative 1 which considered tunneling I-35. TxDOT found the following reasons Alternative 1 was not considered feasible as the Preferred Alternative: The Preferred Alternative will be carried forward based on: •Faster response times for EMS, police, fire department and hospitals. •Shorter construction duration by 1.5 years. •Improved traffic operations during construction with fewer lane closures. •Fewer utility conflicts and lower relocation costs. •Fewer drainage conflicts. •Lower construction costs. •Lower annual and lifetime maintenance requirements and cost. TxDOT, through coordination with the City of Austin, is looking to utilize deck plazas, to be paid for by others, in certain areas of the project. The Preferred Alternative was evaluated for the ability to accommodate locally funded enhancements. TxDOT is working closely with the City of Austin, which is leading the conceptual analysis of caps and other local enhancements, as well as with University of Texas on this initiative. They have identified the specific locations and limits to the locations for this project. Further, based on input from community groups including Downtown Austin Alliance, Reconnect Austin and Rethink35, TxDOT implemented a proposed boulevard concept within the project limits.
26	Adam Lefto	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm writing to express my opposition to the Tx dot plan to widen i35. This city is set to become a construction nightmare if these plans move forward. Additional options that avoid a massive 10 year disruption should be considered first. As a 10 year resident of the city and homeowner in Windsor Park,Many cities have solutions like this. I lived in Indiana for awhile and you never had to go into Indianapolis to get through it. I think more people would use 183 of it hadn't been slapped with a toll. Lastly, I feel compelled to say that the traffic in Austin is not so terrible that it warrants such a massive and destructive project. Even at peak hours. I grew up in the New York City area and we aren't nearly as bad. Plus there are local options. I prefer to drive a few extra minutes down Lamar or airport or manor than to be on a highway anyway. So let's be smarter and not make a huge mistake. Please. And thanks for representing these concerns and considering NOT turning austin into a dusty, gross demolition site.	See Comment #5
					Reroute to 130	I can speak first hand to the benefits of rerouting solutions that move traffic AROUND the city. The best way to get from 290 in the north to 71 in the south is to go down 183. I think it would be great, for example, if large trucks and other non local traffic were encouraged to pass through the Austin area without heading downtown.	See comment #3
27	Adam Long	2/16/2023	VOH	adam@adamlong.com	Do not widen/no build	Do not widen I-35! Many studies have shown that widening freeways does not reduce congestion, it simply induces more demand to use that freeway. A freeway through the heart of downtown Austin was already a bad idea, please do not make it worse by widening it. Not only will this fail to solve the problem, it will also displace many local businesses. Please find ways to direct through traffic around the city and provide better alternatives for local commuters so the freeway is not the only way to get where people are going.	See Comment #5
28	Adam Longley	3/7/2023	MyCapEx Website - Comment Form	adamlongley@gmail.com	Caps/Deck Plazas	As a native Austinite and father of two currently living less than a 1/4 mile from I-35 (just south of the airport exit) I wanted to humbly suggest that TxDOT reconsider the existing plans in favor of a plan that caps 35 from downtown to at least north of UT campus. I understand the need to improve the existing infrastructure but this is an opportunity to get this right for the longterm. Austinites and their representatives in city council overwhelmingly support minimizing the barrier between east and west Austin, especially in the central district. More widespread capping would reconnect important parts of the business district and allow for additional growth in the form of green/open space, additional room for (taxable) residential and commercial development and future public transportation expansion opportunities. Additionally, its a great opportunity for TxDOT to be the hero and provide an innovative and bold plan that is forward-thinking and in line with the wishs of the folks that live, work and commute in the shadow of I-35. Thanks very much for your consideration, Adam	See Comment #42
29	Adam Norwood	2/25/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Having reviewed the current DEIS draft and related presentation materials, I'm disappointed that TxDOT is only moving forward with Build Alternative 2 and Modified Build Alternative 3 (the No-Build Alternative I will presume is not up for actual consideration, despite its inclusion as a benchmark). The two alternatives selected both include a sizable expansion of the number of lanes and overall footprint of the project, including displacement of existing business and housing along the corridor, which I am opposed to. I-35 has been a significant physical and cultural barrier in Austin for generations, and this expansion will only increase that burden and division through the current century. Other regional highway expansion efforts, like the Katy Freeway, are notable for contributing to even slower, worse traffic situations for the residents of Katy and Houston. The continuing cultural division, poor downtown connectivity, and the assumption that only solution to unpleasant traffic congestion is to add more of it (if historical precedence of other expansion efforts continues to hold true) seems to be contrary to the stated need and purpose for this project, as stated in the DEIS. While "land development" might indeed be outside TxDOT's purview, it doesn't make sense that such a massively impactful project cannot listen to the alternatives proposed by the communities that it ultimately serves. Adam Norwood	See Comment #5
30	Adam Pettinger	3/7/2023	MyCapEx Website - Comment Form	alpettinger@comcast.net	Bike/ped safety	I live on the east side of I-35 and work on the west side. I bike to work and it is already very difficult, not safe, and not comfortable to cross I-35 to get to and from work. I am worried expanding the interstate will make make my situation worse, maybe preventing my ability to bike at all. I love biking and taking public transit, and want to see our community move away from car dependency, and change our infrastructure to support healthier, more equitable, and varied commuting options. Additionally, I have heard that Austin taxpayers will be footing the bill for this? I do not understand why we would be on the hook for an interstate project, and would much prefer our money be spent on more efficient ways to get people to work.	Modified build alternative 3 would improve bicycle and pedestrian accessibility by adding shared-use paths on the east and west sides of the corridor. The preferred alternative would also improve east-west connections for existing roadway crossings, adding pedestrian signals at all intersections and ensuring pathways are compliant with the Americans with Disabilities Act (ADA). The project team conducted eight walking tours with the Active Mobility Working Group from the City of Austin. These tours helped inform bicycle and pedestrian groups of the proposed improvements included in the I-35 Capital Express Central project, including the proposed widened bridges, and also informed TxDOT of local bicycle and pedestrian issues. The Active Mobility Working Group included community members that are considered elderly, physically and visually impaired, and those who seek to be representatives for these populations. TxDOT continues to coordinate closely with the City of Austin on their trail connections and bicycle and pedestrian paths. For more details, see section 4.1.4 in the Environmental Impact Statement (EIS) here. TxDOT also hosted Volunteer Opportunity in Community Engagement (VOICE) meetings focused on providing information and collecting feedback about the proposed bike/pedestrian enhancements within the project limits in April 2021 and 2022. Continuous bicycle and pedestrian paths in both directions are included in the preferred alternative. There are 16.6 miles of shared-use paths in construction or design, 13 connections to the urban trail network and bicycle network, and over 25 intersections that contain bypass lanes to reduce through-traffic and create safer areas for people walking, biking and rolling. Based on input from community groups including Downtown Austin Alliance, Reconnect Austin and Rethink35, each east-west crossing within the project has been enhanced to include wider bridge structures including 30-feet of combined shared-use paths and buffers between bicyclists and pedestrians and vehicular travel lanes to make biking and walking across the corridor a safer and more user-friendly experience. At frontage road intersections, safety improvements for bicyclists and pedestrians include proposed enhanced crosswalk striping and signage as well as improved right-turn lanes that will provide better visibility for drivers, bicyclists, pedestrians and slow turning vehicles. When a TxDOT roadway is located within the Austin city limits, TxDOT works with the City of Austin to ensure new bicycle infrastructure meets the City of Austin bike lane criteria. The criteria recommends 12 feet for a two-way protected bike lane or 10 feet in a constrained environment that remains off-street. Smaller widths are acceptable for one-way bike lanes and might vary by street level, but are recommended to be 7- to 8-feet-wide with a minimum effective width of 5 feet permitted for short distances (<100 feet) to navigate obstacles. Additional criteria regarding buffers, slope, bike lane surface and more can be found in the Austin, TX Transportation Criteria Manual.
31	Adam Stern	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, More concrete is not the answer. Increasing lanes is proven to be in effective. Please listen to Austin to invest in Long-term benefits.	See Comment #5
32	Adam Thomas	1/31/2023	MyCapEx Website - Comment Form	adamthomas0618@gmail.com	Regional Connectivity	Can we have a bullet train from Sam Antonio to Austin?	See comment #1
33	Adam Wilson	3/7/2023	MyCapEx Website - Comment Form	adam@griffinschool.org	Business/Residential Displacement	Pleasese consider all possible ways to limit the impact of I-35 in Central Austin neighborhoods and use this construction as an opportunity to reconnect the community east and west of the highway. Thanks you for considering the need of the central Austin neighborhoods!	See Comment #21
					Business/Residential Displacement	I live in 78751 just west of I-35, and I am concerned about the impact of the I-35 expansion project on my neighborhood (Hyde Park) and the whole city	See Comment #21
					Reroute to 130	The best possible outcome is for truck traffic to be routed around Austin in Loop 130.	See comment #3
					Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin Texas. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. TxDOT's process in this project is flawed: Highway expansions DON'T work. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Latent/Induced Demand	It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
34	Addie Tumbusch	3/7/2023	Email	ajt3374@utexas.edu	Air Quality/Noise	They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	TxDOT conducted an Environmental Impact Statement (EIS) which evaluated studies on several environmental topics, including air quality and traffic noise. To review the findings of these evaluations, please see sections 3.12 and 3.14 in the EIS. Further, TxDOT provided a quantitative Mobile Source Air Toxics (MSAT) evaluation of the Preferred Alternative as part of the combined EIS and Record of Decision (ROD) to be released later in 2023. See Appendix P of the FEIS. The air quality analysis conducted for the I-35 Capital Express Central project is in accordance with the Austin/Round Rock region's current attainment and unclassifiable status for all National Ambient Air Quality Standards. It also follows TxDOT's guidance for complying with the Clean Air Act, National Environmental Policy Act (NEPA) and Federal Highway Administration code regarding project effects on air quality (see the Air Quality Toolkit: https://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/air-quality.html).For the traffic noise analysis, TxDOT performed a field validation of the existing conditions for select locations along the corridor. These validation sites were used to calibrate the Traffic Noise Model during the evaluation of the build and no build alternatives. TxDOT conducted a traffic noise analysis in accordance with TxDOT's Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. An evaluation of existing and predicted traffic noise levels was conducted to determine which adjacent receptors may be impacted by traffic noise and would potentially benefit from feasible and reasonable noise abatement.The Preferred Alternative–Modified Build Alternative 3–would impact 49 out of the 94 representative receivers analyzed. A barrier analysis determined that ten noise barriers would benefit 218 noise receivers for this alternative at the following locations: • Cherrywood Neighborhood • Aura University Park Apartments • Swede Hill Lofts • AMLI Eastside Apartments • Residences at Saltillo Apartments • 3Waller Apartments • Berkshire Riverview Apartments • Motel 6 • Grace Woods Apartments • Festival Beach Community Garden and Food Forest TxDOT will conduct noise workshops with the property owners and residents associated with proposed noise barriers to determine whether they want traffic noise barriers. The final decision to construct the proposed traffic noise barrier would not be made until completion of the project design, utility evaluation and polling of property owners and residents associated with a proposed noise barrier.
35	Addison Hill	3/7/2023	Email	info@sg.actionnetwork.org	Air Quality/Noise	Mr TxDOT. Good afternoon, I am writing to share that I oppose expanding I-35. It is too disruptive to the central Austin area in terms of noise, pollution, and traffic danger. I am unconvinced that it will alleviate any traffic problems long term. Best, Addison	See Comment #34
					Public transit / Multimodal transportation	Money would be better spent on public transportation options.	See Comment #13
36	Adham Elattal	2/10/2023	MyCapEx Website - Comment Form	a.elattal@samsung.com	General support	The only question i have, is this expansion would equate to having more Tolls to pay when the expansion is used? If it's not, it would be great solution for the traffic problems here in Austin. IF it is, then i think we do not need it atm.	See Comment #8
37	Adison Heyne	2/8/2023	Email	aheyne@austinchamber.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Adison Heyne	See Comment #8
38	Aditya Ali	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I strongly oppose this expansion and think it's wrong for the direction of the city of Austin,	See Comment #5
					Public transit / Multimodal transportation	we need to focus on expanding our public transport systems as more people are pushed to the outskirts of the city and beyond	See Comment #13
39	Aditya Tewari	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose TxDOT's plans for I-35 and I oppose the expansion of this road. I am part of the staff at the University of Texas at Austin and live quite close to the University. I-35 is exclusively the wrong way to get anywhere, whether it be to or from the airport, or up town to visit my parents. This is because it is ill-placed and a highway expansion will simply invite more traffic in the Austin area. Texas already saw this with the Katy Freeway. As a young adult looking to buy a house and make a life for myself in the city I grew up in. I'm afraid I will never be able to afford housing here. As a member of staff I work 7 days a week tirelessly for the University. As someone that the state of Texas has decided to compensate poorly for their relentless work, for the students at the University of Texas. I am asking you, no begging you to please represent citizen's such as myself; reject TxDot's Proposal. Aditya Tewari	See Comment #5
					Public transit / Multimodal transportation	Austin is expanding and instead needs proper public transportation to support the expansion.	See Comment #13
					Business/Residential Displacement	I know and love and displace businesses in order to make traffic worse around the university area. Expanding a highway like this will remove parts of communities	See Comment #21
					Community Alternatives	Another more acceptable idea is the Rethink35 idea to turn I-35 into a boulevard that can be used to lessen gentrification as more people flood into Austin destroying the housing market.	See Comment #4
					Air Quality/Noise	the already existing construction in the area is a nightmare, I cannot imagine if I-35 is expanded. I need my sleep and this kind of constant construction around the University area will undoubtedly make that more difficult, especially if it lasts a decade.	See Comment #34
40	Adrian Hillmann	1/31/2023	MyCapEx Website - Comment Form	adrian.hillmann@gmail.com	Regional Connectivity	Would like to emphasize support for mass public transportation especially from SA to Austin.	See comment #1
41	Adriel Meditz	2/6/2023	Email	adriel.meditz@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT.	See Comment #8
42	Adrienne Lusk	3/3/2023	VOH	adrienne.lusk@gmail.com	Caps/Deck Plazas	TXDOT should help pay for the decks. It is TXDOT's decision to make adjustments to the corridor, tough badly needed, but they should not do a half assed job and expect the city to fill in where they purposely left off. The state has the money to pay for the decks so they should pay for them. All environmental aspects have to be implemented. If this is indeed thinking about the future of growth along the corridor and in Austin, don't mess this up. The city has to deal with this and has no choice. TXDOT can at least think critically about the impact of historical and traditional construction norms usually implemented and do something different because this area is packed with people staying still in the corridor and passing through it. The decisions made and enforced by TXDOT will impact this area for a long long time. Be diligent and make sure isn't another failed project or another project that did not reach its potential when it had the chance. Focus on what actually happens in this specific area of the corridor, make environmental factors priority, pay for the decks, and actually have one of the best sections of highway corridor int he nation.	The Preferred Alternative proposes to accommodate potential caps which could be locally funded. TxDOT is working closely with the City of Austin and the University of Texas, which is leading the analysis of caps and other local enhancements. The City of Austin could potentially implement cap and stitch development, funding and implementation within the Capital Express Central project. If outside funding is committed, TxDOT's proposed improvements will include the structural infrastructure to support the city's cap and stitch plan. Working together with the community, our agencies can bring improvements to enhance connectivity within our city. (The actual deck caps are not included in this project). Similar projects across Texas were funded through local partnerships, such as the Klyde Warren Park in Dallas.
					Air Quality/Noise	Incorporate every environmental aspect focused on traffic congestion, emissions, oil build up from excessive use, unprecedented temperatures and heat waves, any living being along the corridor.	See Comment #34
43	Adrienne Marie Herring	3/7/2023	MyCapEx Website - Comment Form	amherring12@gmail.com	Do not widen/no build	this project will massively and unnecessarily expand the footprint of I-35 into north-central neighborhoods without offering commensurate community benefits, such as strengthening connections between neighborhoods and offsetting the negative physical and psychological impacts of the highway on residents and communities.	See Comment #5
					Business/Residential Displacement	this project will massively and unnecessarily expand the footprint of I-35 into north-central neighborhoods without offering commensurate community benefits, such as strengthening connections between neighborhoods and offsetting the negative physical and psychological impacts of the highway on residents and communities.	See Comment #21
					East/West Connectivity	We live in East Central Austin, with the proposed changes become a high concern for the safety of families and children in the area as many kiddos and families walk to school and/or the community park.	See Comment #20
44	Aidan Aannestad	2/9/2023	VOH	a.aannestad@gmail.com	Do not widen/no build	I do not understand how encouraging more car use is going to solve congestion issues. It's well-known that adding lanes adds more car use and fundamentally does not solve congestion problems - see, e.g., what happened in San Francisco in the 90s when they *removed* a major highway and saw congestion go down. The solution to congestion problems is fundamentally about getting cars off of the road - not sacrificing more and more space and money and air quality on the altar of the holy car. and better access to freight rail for all the trucks that use I-35 to transit Austin. I fundamentally do not see how any car-based solution will solve problems caused by our over-reliance as a society on cars. TXDOT has historically dismissed rail, and it's not clear that that's for any reason other than just a culture rooted in a mid-20th century misunderstanding of why passenger rail was failing at the time. It's time for a future-looking TXDOT that can pivot to promoting efficient, accessible, and environmentally-friendly mass transit options over inefficient and societally horrifically expensive single-person means of transit.	See Comment #5
					Public transit / Multimodal transportation	Our culture is changing - young people are constantly wondering why they have to buy cars instead of taking trains where they need to go. It's time for TXDOT to listen. We need functional, usable long-distance passenger rail.	See Comment #13
45	Aidan Maxwell	3/7/2023	Email	fnj@everyactioncustom.com	Do not widen/no build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposals. The travel demand models that only seek to optimize this project to slightly speed up long distance single occupant vehicle travel do not represent my needs and desires or the vast majority of the reasons that I need safe, multimodal access in the Austin region. The regional growth forecasts that project a future with the vast majority of residents living in car-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the lifestyle that I want to live. Thank you for all that TxDOT is doing to improve safe, multimodal access for all.	See Comment #5
					Bike/ped safety	Please build an analytical model to be able to understand how different alternative transportation investment scenarios will provide for safe, multimodal access for each neighborhood in the Austin region. This should analyze how many jobs people from each census tract or transportation analysis zone can reach within a half hour by walking, biking, wheelchair, transit, and personal motorized vehicles in the no build, alternative 2, modified alternative 3, ReThink35, and Reconnect Austin scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable Transit-Oriented Development scenario that was made available to the Texas A&M Transportation Institute when they were developing analysis for this project.	See Comment #30
					Public transit / Multimodal transportation	I wish I did not have to drive as much as I have to drive today. Driving is one of the most dangerous way to travel in Texas, with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't..	See Comment #13
46	Aidan Vaughan	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi there, To whom it may concern, I vehemently oppose TxDOT's plan for I-35 and I oppose expansion. For all of us who are begging the city to reconsider their plans, I want to understand why TxDOT thinks their plan is even a viable option for Austin? Every piece of evidence shows conclusively that highway expansion is a short term solution. Traffic may ease for a few months but then it will become significantly worse. As explained by every traffic engineer, you will increase the demand for road travel thus creating even more traffic. The solution is to have fewer cars on the road. We do that by prioritizing other means of travel. Fewer vehicles leads to less congestion. The plan to expand I-35 is doing something for the sake of saying you are doing something, and nothing more. ed Bus and Bike lanes, which would then make public transit more appealing as transit times would radically drop. Additional construction should focus on speeding up the Austin Light Rail Plan not adding cars to our roads. In truth, expansion shouldn't even be up for debate, it's a god awful plan. We should be discussing ways for us to downsize I-35. The suggestions I have made above are ones that I'm sure many others have already spoken about at length. We should be proposing that traffic be redirected to another main highway so that Austin may reclaim its city from the cars and turn it into a city for people. Austin has the good fortune of still being a relatively small city. Now is the time to capitalize on that by bringing us closer together through making the city more friendly towards walking biking and public transit. This will help us exponentially. It will be far easier to build new housing and retail on the edges of town if they are easily connected to the Austin center by public transit. Amongst everything else mentioned, the TxDot is one of the worlds greatest contributors of pollution. Texas drivers contribute more co2 than every train in the world combined. Expanding I-35 is a plan that would be considered 25+ years ago. We are so far behind the rest of the modern world regarding our approach to transit that it is laughable and heartbreaking. TxDOT could give us so much more. Please do not expand this highway. Help make Austin and Texas better.	See Comment #5
					Public transit / Multimodal transportation	Expanding the highway would lead to greater traffic, greater pollution, in both tire fragments and emissions, and make the quality of life for those of us in Austin significantly worse.	See Comment #13
					Air Quality/Noise	Other options for construction would be to include protect	See Comment #34

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Regional connectivity	Why not build a light rail system in Austin instead of expansion? Why not focus on a worthy goal and Connect your 4 biggest cities in Texas by train, rather than have thousands upon thousands make 3-4 hour drives in every direction.	See comment #1
47	Aisling Maxwell	3/7/2023	Email	aisling@tipit.net	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose the current I-35 plan. I want something better for austin, please do not add 20 lanes of highways Aisling Maxwell	See Comment #5
48	AJ Mattingly	2/8/2023	Email	aj.mattingly@sprinklr.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
49	Ajay Gadwal	3/6/2023	VOH	ajaygadwal12@gmail.com	Latent/Induced Demand	This project is an absolute unmitigated disaster and a waste of time, money, and resources. I am very disappointed that this is the best TxDOT could do. Expanding i35 will not solve any of our problems. In fact, it will make things in Austin much worse. Just look at what happened with the Katy Freeway in Houston. Induced Demand will result in us just being back to square one with traffic and congestion after the completion of this project. This project will also go over the budget as the cost of materials is going up. If we were really listening to Austin's residents, we would invest this money in a more robust light rail system. It would be more efficient and much safer. i35 is dangerous and car crashes are out of control.	See Comment #18
					Reroute to 130	We also need to enact change and make it mandatory for large trucks to use 130 when they are just passing through Austin.	See comment #3
50	Alan Cazares	1/31/2023	MyCapEx Website - Comment Form	2526cazares@gmail.com	Regional Connectivity	I'm in support of the creation of a network commuter rail system between San Antonio and Austin.	See comment #1
51	Alan Dunne	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, I oppose the plan to widen the I35 for many reasons. Firstly widening highways and buildings roads just induce demand and bring more cars that then block the road shortly after works. Yours, Alan Dunne	See Comment #5
					Air Quality/Noise	Air pollution will also get worse.	See Comment #34
					Climate change	Climate change is going to be dreadful in TX. We should not be bringing more emissions.	A summary of the project-level Greenhouse Gas and Climate Change assessment is available in section 3.24 and Appendix V of the Environmental Impact Statement (EIS). The vast majority of on-road GHG emissions will be reduced through changing vehicle technology - primarily EVs or other advanced technology, with nominal reductions from the design of any particular roadway segment. In section 3.34.2, there is a brief summary of recent final and proposed EPA vehicle standards that will provide substantial emission reductions (about 13-14 billion ton CO2 reduction nationwide). Smog is an issue of concern associated with Ozone and, as such, is addressed through the Clean Air Act (CAA) process of conformity for Ozone constituents. Since the project is in an attainment or unclassifiable area for Ozone, applicable CAA regulations do not recommend additional analysis. FHWA NEPA's guidance also does not recommend additional Ozone analysis beyond the CAA regulatory requirements."
52	Alan Groves	3/7/2023	MyCapEx Website - Comment Form	alan.m.groves@gmail.com	Do not widen/no build	I am extremely concerned about the plans for the I35 expansion to increase traffic, and ultimately congestion in Central and East Austin. The mixing of long distance intercity traffic with short distance local traffic produces an inevitable disparity in vehicle speeds. We need local roads for local traffic, and highways for intercity travel. In particular the plan to connect the 35 to Airport Blvd through Wilshire Wood seems particularly inappropriate given that there is already an existing connection just 150 yards further north.	See Comment #5
					Reroute to 130	I feel strongly that traffic should be being routed around the city center rather than through it.	See comment #3
53	Alan Hecht	2/23/2023	Email	hecht.alan@gmail.com	Do not widen/no build	Hi: I oppose expanding I-35! My understanding is that expansion will only worsen traffic.	See Comment #5;
					Bike/ped safety	There should be many more crossings east-west across I-35, that are friendly to both pedestrians and cyclists, with any plan being considered.	See Comment #30
					Community Alternatives	There should be alternatives to expansion studied, such as Reconnect Austin and Rethink 35.	See Comment #4
54	Alan Nirenberg	2/8/2023	MyCapEx Website - Comment Form	Aniren@plainscapital.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
55	Alan Salinas	1/31/2023	MyCapEx Website - Comment Form	asalinas.southwestern@gmail.co	Regional Connectivity	Would love train access to Austin. May benefit from low plane prices given the airport you fly out of.	See comment #1
56	Alastair Lyon	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, I'm writing to you because I oppose the expansion of I-35 in Austin. I am not resident of the area but I am Texas resident in the Dallas area. but its a gross waste of Texas and Federal tax payer money. Widening an urban highway is probably the worst investment we could make as it destroys local wealth and costs a lot to maintain. Texas claims to be a state that is a good steward of tax payer $ but then seems to spend it wastefully in several areas. Please put a stop to this insanity. Regards, Alastair Lyon	See Comment #5
					Air Quality/Noise	Not only is this bad for Austin as it will make it will increase air pollution and destruction of productive real estate,	See Comment #34
57	Alda England	1/31/2023	MyCapEx Website - Comment Form	alda.l.england@gmail.com	Regional Connectivity	I would like there to be concrete plans to build a commuter railway system between San Antonio and Austin. It would help decongest the traffic along I35 and provide a more reliable and timely transportation for travelers.	See comment #1
58	Ale D	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Dear TxDot, I am writing to express my strong opposition to the proposed expansion of Interstate 35. While I understand the need for efficient transportation, I believe that the expansion of this highway will have serious negative impacts on our community and environment. Furthermore, I believe that the expansion of I-35 will lead to even more car dependency, resulting in less sustainable transportation options. In light of this, I strongly urge you to reconsider the expansion of I-35 and instead prioritize investments in sustainable transportation infrastructure, including improved sidewalks and bike lanes. By doing so, we can create a healthier, more livable community for all. Thank you for considering my views on this matter. Sincerely, Ale	See Comment #5
					Public transit / Multimodal transportation	As someone who cares about the environment and reducing our carbon footprint, I believe that we need to be investing in more sustainable forms of transportation, such as public transit, biking, and walking.	See Comment #13
					Air Quality/Noise	Firstly, I urge you to consider the negative effects on our air quality that will result from this expansion. With more lanes and increased traffic, the emissions from cars and trucks will only increase, worsening the air quality in our city. This has severe consequences for the health of our citizens, especially those with respiratory issues.	See Comment #34
					Bike/ped safety	I would like to emphasize the need for better sidewalks and bike lanes in our community. These infrastructure improvements would make it safer and more accessible for pedestrians and cyclists to get around, reducing our reliance on cars and promoting a healthier lifestyle.	See Comment #30
59	Ale De Angulo	1/19/2023	MyCapEx Website - Comment Form	alesita27@gmail.com	Bike/ped safety	Our house is approximately 500 feet from I-35 between 38th street and 32nd street. This street connects Mueller and Cherrywood (East) with Hancock and Hyde Park (West). Is an important connection between East and West Austin. However, this street is currently unsafe for pedestrians and bikers. It lacks good and safe infrastructure for pedestrians and bikers. It lacks safe sidewalks, protected bike lanes, and stop signs. TxDOT should also study and consider the pedestrian and bike safety crossing of I-35 at 38th and 1/2 street.	See Comment #30
					East/West Connectivity	TxDOT has an opportunity here to help Austin connect EAST and WEST by improving this street at I-35 and thoughtfully designing a cap at this intersection that has pedestrians and bikers in mind. A well-designed cap at this interesction should at least include protected bike lanes and pedestrian crossings as well as wide and accessible sidewalks.	See Comment #20
					Air Quality/Noise	The noise and pollution from this construction would affect our health significantly.TxDOT should consider building a sound barrier before the construction starts and also plan other ways to mitigate the effects that this project could have on the people close to I-35.	See Comment #34
60	Ale De Angulo	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi TxDot, You and me know that adding lanes to highways doesn't fix traffic! So why are we spending millions of dollars on something that won't fix the traffic problem but create a bigger scar in the middle of Austin. I-35 is dangerous, inefficient and ugly. Let's think outside the box. Let's be smart about this one! Ale De Angulo	See Comment #5
					Reroute to 130	Let's separate interstate traffic from city traffic. Let's divert loud trucks to go around our city.	See comment #3
					Public transit / Multimodal transportation	Let's invest in public transportation, bike lanes and pedestrian bridges.	See Comment #13
					Bike/ped safety	Let's invest in public transportation, bike lanes and pedestrian bridges.	See Comment #30
61	Alec Ajnsztajn	3/7/2023	Email	info@email.actionnetwork.org	Air Quality/Noise	Mobility35 Program Manager Tommy Abrego, As a Texan our air quality and pollution in our urban areas are driven by cars. This project will add more vmts and hurt us all. We can't keep building lanes! Alec Ajnsztajn	See Comment #34
62	Alejandra Chavez	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Harris County and I visit Austin frequently on day trips and long vacations. I appreciate the city and it's culture through its local businesses and good use of transportation. I oppose the plans for 1-35 and I oppose the expansion. I do not believe this plan would alleviate congestion in the 10 years it takes to actually finish the project.	See Comment #5
					Public transit / Multimodal transportation	Allocate those funds into public transportation to alleviate congestion in 5 years and use the other 5 years to see the community benefit from that access.	See Comment #13
63	Alejandro	1/23/2023	MyCapEx Website -	alexanderejames02@gmail.com	Do not widen/no build	Stop expanding highways.	See Comment #5
					Regional Connectivity	support interstate Transit.	See comment #1
64	alejandro delgadillo	1/31/2023	MyCapEx Website - Comment Form	adelgadillo337@gmail.com	Regional Connectivity	We need high speed rail in texas	See comment #1
65	Alejandro Olague-Cortes	2/10/2023	Email	aolaguecortes@garzaemc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
66	Aleks Jasso	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Aleks Jasso	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
67	Alessandra Burenin	2/9/2023	Verbal Comment	info@email.actionnetwork.org	General support	Alessandra Burenin, with – a realtor with Berkshire Hathaway. I was having a great conversation with a gentleman who used to do commercial real estate in New York. And he mentioned that three buildings in the Rainey District just got approved for a 32 density which I'm not exactly sure what that means. But I'm going to look into it. The normal density is a factor of 12 and I think there are buildings being – downtown being approved at – in the 20s and 30s. So I'm very concerned about that. Even though I love this project, I'm so excited about it. I hope the whole – the entire length of I-35 through Austin is – gets covered with – with a cap. I'm very excited, especially about the caps. I like the pedestrian crossovers. Those were amazing. I really have more positive things than negative but I am – I am concerned about the spillover factor for Rainey and the downtown area. Already the congestion through Cesar Chavez is impacted just with normal traffic. So if there's a heavier flow, I'm very concerned with how that's going to impact the residential area of Rainey Street as it grows, and the downtown area as it grows.	See Comment #8
68	Alex	3/1/2023	MyCapEx Website - Comment Form	adelafuente@allresco.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
69	Alex	3/4/2023	MyCapEx Website - Comment Form	alesita27@gmail.com	Bike/ped safety	Hi TxDOT, Thanks for listening and I really hope that you take the voice of thousands of people in central Austin seriously. In short, we do no not want an expansion of I-35. We don't even want any kind of highway right in the middle of town. It is 2023. Haven't we learned by now that more lanes do not fix traffic problems? Haven't we learned that to fix our gridlock and deadly roads we have to invest in public transportation, pedestrian crossings and protected bike lanes? Why can we move away from car centric cities? Why?! Most people hate driving on I-35, wasting hours seating in traffic and putting their lives in danger every day. I live about 100 feet from I-35 and I see at least 2 accidents a week. I think we can do better. Why can we make I-35 more pedestrian, bike and environmental friendly and divert trucks and interstate traffic around the city? This is an opportunity for us to innovate and think outside the box. Adding more lanes is definitely not it! Please think this through. Invest in serious pedestrian crossing options. Like pedestrian-only bridges. Invest in truly protected bike lanes. Invest in public transportation. But please do not waste our taxpayer money putting more lanes on a dirty, loud and dangerous road.	See Comment #30
					Reroute to 130	Make I-35 a toll road and SH130 a free road for trucks and comercial vehicles. Is that possible?	See comment #3
					Sound walls	Invest on serious noise mitigation strategies.	TxDOT conducted a traffic noise analysis in accordance with TxDOT's Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise (TxDOT, 2019b). An evaluation of existing and predicted traffic noise levels was conducted to determine which adjacent receptors may be impacted by traffic noise and would potentially benefit from feasible and reasonable noise abatement. The Preferred Alternative–Modified Build Alternative 3–would impact 49 out of the 94 representative receivers analyzed. A barrier analysis determined that ten noise barriers would benefit 218 noise receivers for this alternative at the following locations: • Cherrywood Neighborhood • Aura University Park Apartments • Swede Hill Lofts • AMLI Eastside Apartments • Residences at Saltillo Apartments • 3Waller Apartments • Berkshire Riverview Apartments • Motel 6 • Grace Woods Apartments • Festival Beach Community Garden and Food Forest TxDOT will conduct noise workshops with the property owners and residents associated with proposed noise barriers to determine whether they want traffic noise barriers. The final decision to construct the proposed traffic noise barrier would not be made until completion of the project design, utility evaluation and polling of property owners and residents associated with a proposed noise barrier.
70	Alex Brown	3/7/2023	MyCapEx Website - Comment Form	alexbrown.acb@gmail.com	Do not widen/no build	Expanding I-35 through downtown Austin doesn't help the situation. Most of the traffic is passing through carrying freight from San Antonio to Dallas. 1 light rail car is equivalent to 52 cars or 26 assuming each person carpooled with another. Europe has been investing in public transit before cars existed and it works if you take the time and effort. More accessible public transit = increased density in housing = more apartments/condos = more property taxes and income for the state of Texas. Increasing highway lanes is anti business.	See Commen #5
					Reroute to 130	The solution to the problem is making a loop around downtown Austin, utilize toll road 130 and invest more in public transit.	See comment #3
71	Alex Choy	3/1/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, Hi, I have been a resident of Austin, TX since 2013, currently living in District 1. As someone who is familiar with the streets and highways in Austin, I oppose the expansion of I-35. Having the freeway exist as it currently does is already a major eyesore. Having a major interstate run through the urban core of a city simple doesn't make sense. It has been made clear by many examples and studies that highway expansion does not work to reduce congestion, not to mention the environmental impacts of it all. I am for converting I-35 as it is into a different roadway configuration and designating a different highway such as SH 130 as an interstate. I hope this is an option that is seriously considered. Alex Choy	See comment #3
72	Alex De La Fuente	2/3/2023	MyCapEx Website - Comment Form	adelafuente@allresco.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
73	Alex De La Fuente	2/8/2023	Email	delafuentealex7@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Alex De La Fuente Sent from my iPhone	See Comment #8
74	Alex Dey	3/7/2023	MyCapEx Website - Comment Form	alexldey@gmail.com	Do not widen/no build	Generally opposed to large scale expansion of I-35 as a solution to traffic congestion given the lack of evidence of its effectivenesd.	See Comment #5
					Reroute to 130	Would be better to reroute thru-traffic around the city.	See comment #3
					Caps/Deck Plazas	if the expansion goes through, highly encourage efforts to cover or cap the highway in multiple areas beyond downtown including at 51st street to create better connections from side to side and to be pedestrian/bike friendly.	See Comment #42
75	Alex Elk	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I can see I-35 from my livingroom window. Do you know what I see everyday? Gridlocked traffic and fatal accidents. I-35 is broken. However the solution is not more lanes. I-35 is already too loud and hard to cross as it is. Adding lanes won't fix the traffic problems and it won't fix the accidents. We know this from many studies showing that adding lanes doesn't decrease driving time. I am less than a quarter mile from a grocery store but walking to it takes me about 40 minutes because I have to cross pedestrian prohibited I-35. Why are we dividing Austin in such a harsh way? Wouldn't it be better to invest the money plan for this project on making Austin safer, healthier and more environmentally friendly? Alex Elk alesita27@gmail.com Harmon 78705, Texas 78705	See Comment #5
76	Alex Fernandes	2/7/2023	Email	Alex.Fernandes@jll.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
77	Alex Greenwald	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Adding more lanes to highways does not help traffic. It temporarily reduces congestion but in doing so increases demand and then in a few years traffic is just as bad as it has always been but now with an even larger highway. Austin needs options other than driving. We have a beautiful city full of nature. We need more ways to experience that city not drown it in exhaust and noise pollution. Alex Greenwald	See Comment #5
					Public transit / Multimodal transportation	Austin needs more alternatives to driving on highways. We need more rail lines that actually go places where people live and want to go.	See Comment #13
					Bike/ped safety	We need better walking options. Too often pedestrians are hardly given a sidewalk (if they're lucky) that's right next to cars going in excess of 40 mph. We need far better cycling infrastructure. I bike to commute as well as for exercise and the bike lanes in this city aren't great. They end suddenly, force cyclists into the road or on to sidewalks. They are hardly maintained and are full of construction, potholes and debris that make them largely unusable.	See Comment #30
78	Alex Guzman	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, it's not worth it. The whole "adding another lane" mentality is so 2000s, it is not worth the time and energy. alex guzman	See Comment #5
					Public transit / Multimodal transportation	Support public transportation	See Comment #13
79	Alex Harris	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Please consider not expanding I35. It's seen in other cities (houston for example) that these expansions do not improve the underlying traffic problem and the construction will worsen it. Please consider an alternative to spending money on something that is only marginally effective in the best case scenario.	See Comment #5
					Public transit / Multimodal transportation	Money would be better served designing a new highway, increasing public access to transportation in the form of buses/rail systems in the city, and improved avenues within town.	See Comment #13
80	Alex Haynes	3/7/2023	Email	alexbernardhaynes@everyactioncustom.com	Do not widen/no build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #5
					Community alternatives	Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals.	See Comment #4
81	Alex Lamb	3/7/2023	VOH	alexbernardhaynes@everyactioncustom.com	Air Quality/Noise	Please dont expand the road much. There are way too many people living in Austin now. The city is being ruined. But do get rid of the constant merging as the road splits and connects several time. The splitting causes backups when the sides are forced to rejoin again. Get rid of the exits around 6th street. To hell with those drunks. They shouldn't be getting on the highway after drinking. Create special lanes for the trucks that keep taking over the roads. Have them keep to one side, and eliminate most of the exits so there isnt so much merging. And most importantly, get rid of those giant lights yhat you can see for miles! They're horrible. Please consider the people who live here more than the business interests that think they are in charge.	See Comment #34
					Sound walls	And the highway is so damn NOISY. Please put up tall walls on the sides of the highway to contain the sound and force it upwards.	See Comment #69
					Do not widen/no build	Mobility35 Program Manager Tommy Abrego, This expansion proposal is so wrong for our city in so many ways. .	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
82	Alex Larson	3/6/2023	Email	info@email.actionnetwork.org	Reroute to 130	Instead of expanding a highway that cuts through prime real estate in our city we should spend more money routing traffic away from the city's center and instead focus on cap and stitch projects for I35	See comment #3
					Caps/Deck Plazas	we should spend more money routing traffic away from the city's center and instead focus on cap and stitch projects for I35	See Comment #42
					Bike/ped safety	Our city will only become more car dependent if we expand the infrastructure that makes living here so unfriendly to pedestrians and bikers.	See Comment #30
83	Alex Love	1/24/2023	MyCapEx Website - Comment Form	dlove2016@gmail.com	Regional Connectivity	I would appreciate more resources be directed to the plans for the commuter rail. It would alleviate traffic more efficiently (fiscally and environmentally) and give people without a personal vehicle a reliable way to travel.	See comment #1
84	Alex Meed	3/7/2023	Email	meedalexa@gmail.com	East/West Connectivity	Dear members of the commission, As a Downtown Austinite, I urge you to consider the needs of all Austinites, all road users, and the environment, and refuse to adopt a plan that simply widens the road and doesn't work for anyone. I've never owned a car. I rely heavily on public transit and, especially, on walking to get where I need to go. And without a doubt, the most difficult trips are where I need to cross I-35. Whether I'm commuting to work, attending a club meeting, or coming back from a weekend brunch, the interstate is a long, tall, imposing obstacle. The lanes are wide, the crossing points few, the traffic heavy. I have to memorize where to cross, then either wait eons for a traffic light to change or, if there isn't one, just dash across the frontage road when a car isn't coming.	See Comment #20
					Racial Justice	I-35 doesn't look like a wall, but practically, it is one. Everyone uses the roads, but not everyone has a car. We need an I-35 that works not just for drivers, but also for cyclists, pedestrians, transit users, scooter users, and others. Right now, it doesn't—and if the adopted plan simply widens the road, it won't work for anyone. It will induce automotive demand without making I-35 any less of a barrier between the sides of Austin. It will just mean more lanes to cross, more layers of the wall. I-35 has long been a scar on the Austin urban cityscape, a vestige of racist redlining. And it still divides Austin today. You can see it in everything from racial compositions to political election returns. Even if the interstate isn't drawn on the map, it's clearly visible as a knife-edge where the map colors change. As TxDot commissioners, you have a generational opportunity to further entrench this legacy or dismantle it. I hope you will do the latter.	See Comment #3
85	Alex Reynolds	3/7/2023	Email	info@sg.actionnetwork.org	Bike/ped safety	Mr TxDOT TxDOT, The core driver behind this expansion is supporting unsustainable, petroleum heavy transport of goods on i-35. As a bike commuter, getting across 35 is already incredibly unsafe. This change will only worsen options for walking and riding especially as large venues (DKR stadium, moody arena, Waterloo greenway) are built without any truly accessible means to access them safely. Alex Reynolds	See Comment #30
					Community alternatives	Please consider more people first options as laid out in reconnect Austin and rethink35 to better serve the people of Texas and stop prioritizing businesses over humans	See Comment #4
86	Alex Schuessler	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, my name is Alex Schuessler and I live in Austin. I am writing in opposition to TxDOTs I35 expansion plans and my support of transit projects such as Project Connect. Expanding I35 will not and has not solved the traffic problems, and will at best waste billions of our taxpayer dollars. If I35 has to be both a city street and an interstate highway, its two functions will always conflict with each other. The most important but broader solution I believe would be an increased focus on transit, particularly rail transit. Investing in car infrastructure has only gotten us deeper and deeper into traffic issues and expensive maintenance obligations. Our current car infrastructure is already too expensive to maintain, and further expansion of our liability is wasteful. In addition, as an individual driving is dangerous and an expensive obligation. Most of the time it feels like there are no other feasible options and I am forced to drive and contribute to the traffic problems we all hate facing. If it were possible and safe for me to do so I would gladly walk, bike, or ride the train where I needed to go. I would look favorably towards representatives who would oppose this highway expansion and implement better solutions. Alex Schuessler	See Comment #5
					Reroute to 130	I agree with Rethink 35 and strongly support rerouting through traffic to SH-130 to reduce the conflict between local and through traffic. I think this is probably one of the best possible steps that could be taken.	See comment #3
87	Alex Shawver	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi y'all, I'm Alex, and I live in a big new apartment complex right on I35 and 32nd street. I moved here from Dallas where one of my favorite places to be is the Arts District and Klyde Warren Park which is a capped highway. I might not know all the ins and outs of my new community, but sinking and capping the highway without harming existing businesses seems like a wonderful solution that I hope might work, and not just downtown! A lot of us in Hyde Park and Cherrywood would love our community even more if it were connected by the highway rather than further divided. Thanks for your consideration! Alex Shawver	See Comment #5
					Business/Residential Displacement	My favorite restaurant is Tequeria Los Altos which will be demolished if the expansion goes forward as planned.	See Comment #21
88	Alex Verdugo	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Hi y'all, I whole heartedly oppose the growth of I35. I35 expansion will make Austin less appealing and further drive down economic growth. Alex Verdugo	See Comment #5
					Racial justice	As we know, this highway has historically destroyed communities of color in East Austin and will further perpetuate the equity divide that was initiated decades ago.	See Comment #3
					Bike/ped safety	This will discourage cycling and walking through the Austin Metropolitan Service Area,	See Comment #30
					Air Quality/Noise	it will exacerbate pollution, and is a short term solution to the our aging infrastructure. Expanding highways is not the solution as our climate changes, and implicitly requiring people to own cars to simply get around makes our accessibility worse.	See Comment #34
					Community Alternatives	Let us support initiatives that Rethink35 and provide walkable solutions that will keep the city thriving economically.	See Comment #4
89	Alex Zhu	2/11/2023	VOH	alexz7803@gmail.com	Do not widen/no build	The expansion of i35 is a band-aid solution to the traffic congestion Austin sees.	See Comment #5
					Public transit / Multimodal transportation	The primary reason traffic gets so congested is because of the lack of available public transit options, forcing many people to drive around the city instead of taking alternatives such as a train or bus.	See Comment #13
90	Alexa Lund	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Alexa Lund	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts,	See Comment #18
					Bike/ped safety	Focus of pedestrian safety and add more walking areas!	See Comment #30
91	Alexa Roland	2/14/2023	Email	alexa@urbanspaceinteriors.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
92	Alexa Smith	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, This i35 expansion project will not reduce traffic and will be a giant waste of tax payer money. Even though I currently live in round rock with my parents, I commute to UT and spend most of my days walking, biking, scootering, and taking public transportation around austin. I have seen up close and personal how i35 has decimated neighborhoods and ruined beautiful parts of austin. I go to campus at least five days a week and most days I am there well after the last train or bus leaves back to round rock so not driving my car down 35 to campus is not usually an option. The commute from round rock is long and filled with traffic at all times of day and this will only worsen if i35 is expanded. The only way to reduce traffic is to provide options that have some advantage over driving a car. TXDOTs i35 expansion plan is an evil waste of money and is not taking into account the actual needs of residents.	See Comment #5
					Racial justice	The construction of i35 furthered segregation in austin and an expansion of it is just further supporting the already extensive damage i35 has done to austin and its surrounding communities.	See Comment #3
					Bike/ped safety	In the future, I hope my commute will look different because my city has provided funding to public transportation and made it more accessible. I do not want my commute to look different because I am now sitting in 10 lanes of traffic instead of 4.	See Comment #30
					Public transit / Multimodal transportation	I want austin to become a city that is well connected through public transportation.	See Comment #13
					Community Alternatives	Rethink35's plan is an alternative I support to benefit the general public more.	See Comment #4
93	Alexander Mallett	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Are you mad? Sorry, I come from a background where are trying to reduce cars, where possible. Now from my limited knowledge, if you widen a motorway in some places, or for you Americans INTERSTATE, then the congestion just moves further along. More cars means more pollution means more death!! I expect TxDOT, Austin City Council, and other representatives to stand up for me. Warm regards Alexander	See Comment #5
					Public transit / Multimodal transportation	I am in favour of a public transport project that would relive the need for this, such as dedicated bus lanes to cut journey times. It is ludicrous to think of in this climate, pun intended, to think that it is smart to design for more cars!	See Comment #13
					Air Quality/Noise	More cars means more pollution means more death!!	See Comment #34
94	Alexander Novotny	1/18/2023	Email	smartoneinok@aol.com	General support	I am 100% for this plan. The only thing I would improve is getting it done faster.	See Comment #8
95	Alexander Pasch	3/6/2023	MyCapEx Website - Comment Form	alexanderpasch@gmail.com	Do not widen/no build	I am writing today in opposition to the I-35 Expansion. I want downtown Austin to look more beautiful and support more modes of transit besides cars. I know City Hall is moving in the direction of supporting more alternative modes of transport (especially through Project Connect which a clear majority of Austin voted for). Expanding the highway goes very much against this vision and makes it harder to support the infrastructure that would make Austin a more modern and multi-modal transit city. I understand that most people right now take most trips by car, but that does not mean that for a growing city this need be the case into the future, especially when the city votes for politicians and referendums that support other options.We as a city are trying to change, but we are starting from a point which has barely considered the needs of anyone besides drivers. We dedicate more space, money, and resources to cars than any other mode of transport by far. Continuing this model is a mistake, especially for a project that will not solve traffic and makes our other transit projects harder. In the future, if highway expansion occurs, it will be seen as a huge mistake that fights against the growing tide of people who recognize what it takes to build a beautiful, healthy, and efficient city. I want the TxDOT to acknowledge that cities like Austin have interests too, which deserve to be taken seriously. For the health of Austin, please do not go forward with this project, and if it must be done, modernize the highway and make it safer instead of expanding it to take more of the valuable land that we can use in so many better ways.	See Comment #5
					Public transit / Multimodal transportation	If more resources were directed towards other transit options as to make them more convenient, more people would use those other options (as is made obvious based on American history and other cities in America or other countries).	See Comment #13
					Air Quality/Noise	Car transit is less energy efficient, more dangerous, more anti-social, more polluting, more noise-polluting, takes much more space, and promotes a more sedentary and less healthy lifestyle.	See Comment #34
96	Alexander Tedford Barclay	1/26/2023	MyCapEx Website - Comment Form	Alextbarclay@gmail.com	Do not widen/no build	I-35 is a monstrosity that has divided Austin for far too long and this project only makes it worse. It will induce more demand for car travel and make traffic and congestion even worse than it is today. TXDOT should be focused on decreasing the number of lanes for general use and increasing the number of lanes for mass transit and bicycling, the only proven long term solution for urban transportation.	See Comment #5
97	Alexandra Authier	2/23/2023	Email	info@sg.actionnetwork.org	Air Quality/Noise	Mr TxDOT TxDOT, Wide polluting highways through town are not what I want for Austin. Alexandra Authier	See Comment #34
					Bike/ped safety	I want safe, pleasant, and walkable and bikeable streets.	See Comment #30

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98	Alexandra Boone	1/31/2023	Email	aboone@garzaemc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
99	Alexandra Boone	2/8/2023	MyCapEx Website - Comment Form	aboone@garzaemc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas. Alexandra Boone	See Comment #8
100	Alexandra Evans	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a member of the Austin community, I greatly OPPOSE expanding I-35. It's bogus to think that more lanes = less traffic at this point in time when all research concludes otherwise.	See Comment #5
101	Alexandra Krylova	3/2/2023	MyCapEx Website - Comment Form	alex.krylova22@gmail.com	Do not widen/no build	Expanding I35 will only increase the demand for car traffic, eventually reaching the same level of traffic congestion as before- this has been consistently noted as a consequence of expanding highways.	See Comment #5
					Business/Residential Displacement	It is not worth displacing local businesses, increasing pollution, and decreasing the livability and visual appeal of Austin.	See Comment #21
					Public transit / Multimodal transportation	Instead, consider investing in expanding and improving public transportation, which is a solution that will actually decrease the demand for cars in the city.	See Comment #13
102	Alexandra Smither	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, My name is Ally and I am writing in solidarity from Houston. TxDOT needs to commit to a different future across the state in terms of solutions. It is a scientific fact that expanding roadways does not fix congestion but in fact makes it worse. It's tike for TxDOT to update their modeling systems to account for science instead of the industries pouring dollars into political coffers and pouring concrete on homes. Expanding I35 will cause irreparable damage. Be better. Don't do it. Chart a new course. Ally Smuthwr	See Comment #5
103	Alexandria De Luna	1/20/2023	MyCapEx Website - Comment Form	Alexandria.n.delunais@gmail.com	Do not widen/no build	Quit expanding i35 and give us an efficient rail system! efficient public transportation or bust! FUCK THE EXPANSION OF I35	See Comment #5
104	Alexandros Kinalidis	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Hello! If you think expanding I35 through downtown Austin will help ease traffic you have to be willfully ignorant. I grew up in Houston and they've had decades of expanding highways to prove that it doesn't solve a single congestion issue. Grow a spine and do the right thing. Every time I walk or bike somewhere crossing a major road like airport or 35 is a complete disaster. Be better, use the front part of your brain. Do you want to visit a concrete hellscape like Houston, or would you rather visit Barcelona? Thank you for your time! Alexandros Kinalidis apkinalidis@gmail.com 1308 Singleton Ave Austin , Texas 78702	See Comment #5
					Public transit / Multimodal transportation	That money should be used to build train lines and bike lanes and improve existing car infrastructure.	See Comment #13
105	Alexia Angelides	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, TX. I oppose TxDOT's plans for I-35 and I oppose expansion. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Alexia Angelides	See Comment #5
					Community alternatives	I am in support of a public transit-first approach, and in support of the Rethink35's proposal.	See Comment #4
					Air Quality/Noise	highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution	See Comment #34
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
106	Alexis	2/8/2023	MyCapEx Website - Comment Form	arkraus@gmail.com	Do not widen/no build	To whom it may concern, I am writing to VEHEMENTLY oppose the expansion of I-35 through central Austin. I oppose proposal number 3, but I also oppose all other lane expansion proposals through central Austin. Any plan that displaces hundreds of homeowners and businesses, and causes 600+ people to lose their jobs (regardless of if you think you can replace them - you really can't do so in the same neighborhoods.) As a longtime tax-payer and homeowner in Central and East Austin, I believe that I-35 is not conducting this process in good faith. I believe you are unwilling to work with us. We will oppose anyway project that expands lanes and removes housing and jobs. Moreover, I oppose the expansion of I-35 on the basis of public health. Adding more lanes to I-35 in such a dense urban zone will increase traffic, air pollution, noise pollution, traffic related injuries and fatalities, and auto-pedestrian fatalities. The damage TXDOT's latest and prior proposals will do to our community is an irresponsible use of public money because it will not improve traffic in Central Austin. It will make traffic worse, amongst the other things mentioned in bold above. Expanding urban highways in Texas, anywhere, will encourage car travel in an environment that is more suitable for bus and train travel.	See Comment #5
					Climate change	Car travel in already car-dense areas like Central Austin is counter to environmental initiatives needed to combat climate change.	See Comment #51
107	Alexis Amenson	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of the chestnut neighborhood of Austin, TX. I vehemently oppose the expansion of I35. Studies on the effects of expanding highways prove that highway expansion projects rarely reduce traffic and when they do, the effects last for only a couple years. Are we as Austin residents supposed to just get used to continuous expansion of I35? What does reduce traffic is higher density housing nearer to the city, safer biking and walking options, and better public transportation options. Do we want to continue to the practice of perpetuating socioeconomic disparities via public infrastructure? Please reconsider expanding I35. Alexis Amenson	See Comment #5
					Business/Residential Displacement	Expanding I35 will negatively affect housing and businesses near the highway, much of which is already considered to be low-income housing.	See Comment #21
108	Alexis Benitez	2/10/2023	Email	alexisbenitez2017@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
109	Alexis Herzog	2/7/2023	Email	Alexis_Herzog@gensler.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Alexis Herzog	See Comment #8
110	Alexis Kraus	2/8/2023	Email	arkraus@gmail.com	Do not widen/no build	To whom it may concern, I am writing to VEHEMENTLY oppose the expansion of I-35 through central Austin. I oppose proposal number 3, but I also oppose all other lane expansion proposals through central Austin. As a longtime tax-payer and homeowner in Central and East Austin, I believe that I-35 is not conducting this process in good faith. I believe you are unwilling to work with us. We will oppose anyway project that expands lanes and removes housing and jobs. Moreover, I oppose the expansion of I-35 on the basis of public health. Adding more lanes to I-35 in such a dense urban zone will increase traffic, air pollution, noise pollution, traffic related injuries and fatalities, and auto-pedestrian fatalities. The damage TXDOT's latest and prior proposals will do to our community is an irresponsible use of public money because it will not improve traffic in Central Austin. It will make traffic worse, amongst the other things mentioned in bold above.	See Comment #5
					Business/Residential Displacement	Any plan that displaces hundreds of homeowners and businesses, and causes 600+ people to lose their jobs (regardless of if you think you can replace them - you really can't do so in the same neighborhoods.)	See Comment #21
					Climate change	Expanding urban highways in Texas, anywhere, will encourage car travel in an environment that is more suitable for bus and train travel. Car travel in already car-dense areas like Central Austin is counter to environmental initiatives needed to combat climate change.	See Comment #51
111	Alexis Levin	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a lifelong resident of San Antonio and oppose TxDOT's plans for I-35 and I oppose expansion because of the issues it would cause to residents and travelers. As I have grown up in San Antonio, I have seen numerous highway expansions and frequent construction on our local and statewide highways. Throughout this time, I have never seen an improvement in driving times, efficiency, safety, or convenience. In fact, this construction has only hindered driving abilities and convenience. I expect TxDOT, Austin City Council, and other representatives to stand up for me. While I'm not a resident of Austin, this highway expansion will directly impact surrounding cities and inter-city transportation and I hope that TxDOT and Austin City Council will do well to represent their constituents and their wishes properly.	See Comment #5
					Business/Residential Displacement	This plan includes 10 years of construction which will severely negatively impact Texas drivers and displace businesses and residents for an unnecessary highway expansion that is severely flawed and actively ignores the historical failure that has been highway expansions.	See Comment #21
112	Alfonso Lucio	2/8/2023	Email	alucio@austinchamber.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Best Regards, Alfonso Lucio	See Comment #8
113	Ali	1/26/2023	MyCapEx Website - Comment Form	ali.avara@fourtrealty.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. This is a public transportation project that is MUCH MUCH overdue. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
114	Ali Bagheri	2/23/2023	Email	info@sg.actionnetwork.org	East/West Connectivity	Mr TxDOT TxDOT, I live just east of 35 in Windsor Park. I bike from my house into West Austin often, and there are very few safe crossings - one is at St. Johns and the next is at 51st. East-west crossings should be at least every 1/4 mile.	See Comment #20
					Air Quality/Noise	Expansion will worsen traffic and I am particularly concerned with the worsening air quality near I-35 that affects me and my 6 year old daughter.	See Comment #34
					Community Alternatives	I want community alternatives to expansion to be considered, like those that Reconnect Austin and Rethink 35 have proposed.	See Comment #4
115	Ali Bagheri	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, and I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am very concerned about the major impacts of air, noise, and water pollution expanding through the densest population of the city. I am also concerned that expanding I-35 is the wrong solution for improving intra-city transportation of all kinds (not just cars) and will worsen the East-west divide. As a native Texan, I believe we can be an example to the rest of the country of creating innovative solutions, and do better to demonstrate our commitment to a safer cleaner transportation system for all.	See Comment #5
					Community Alternatives	I am FOR the Rethink35 proposal, and redesignating another highway such as SH-130 as an interstate.	See Comment #4
116	Ali Broom	2/22/2023	Email	ali.broom@hwgc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8

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117	Ali Dossani	1/12/2023	Email	adossani@mlrpc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
118	Ali Khataw	1/16/2023	Email	alikhataw@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Ali Khataw	See Comment #8
119	Alice Andrews	3/4/2023	Email	aliceandrews@utexas.edu	Caps/Deck Plazas	Mobility35 Program Manager Tommy Abrego, I have lived in District 9 for 45 years and in that time IH35 has changed from an impediment to a true barrier to getting around town for local pedestrian, bicycle, and car traffic. It generates air and noise pollution that is getting worse by the year, with "rush hour" traffic lasting all day and emergency vehicle sirens day and night. Living just east of UT our nearest ways to get across town to use MoPac as an alternate north-south route are 15th St. and 38 1/2 St., both also prone to gridlock. We are boxed in by traffic that will not be alleviated by widening IH35 through downtown. Using the cap and stitch model on IH35 at cross streets from 290 /71 West flyovers in the south to 183 in the north would go a long way to reinstating access by east Austinites to the rest of the city. It may also help vent the pollution on underground lanes to more industrial stretches of IH35 north and south of those exits, rather than to the heavily pedestrian tourist, government, and university areas and neighborhoods that border it through downtown. Austin is an ozone valley and adding more exhaust in central city makes no sense. Alice Andrews	See Comment #42
					Reroute to 130	Besides this fix for IH35 I wish all through traffic would be forced to use Loops 130 and 45 to get past Austin. Ever since NAFTA the increasing number of 18wheelers on IH35 is downright dangerous, preventing smaller vehicles from getting around/between them to their exits as they move through town. I have followed thousands of trucks that do not use any downtown exits. They do not need to be on IH35! Move them to the less dense areas served by these loops, please. My dream would be to see NO TRUCKS signs on all of IH35 through town, not just the inside lane. Perhaps tolls on the loops could be removed for 3-axle trucks specifically as incentive, or perhaps the new IH35 lanes could come with even higher tolls than the loops charge. Reduced downtown through traffic would also reduce the number of new lanes needed for local traffic making it easier to put them underground.	See comment #3
					Do not widen/no build	The current model does not work for anyone. It's not faster, safer, or time-saving. This is our chance to correct the wrongs inflicted on east Austin citizens by the IH35 expansion 50 years ago and move traffic out of the city. Do not turn our city into concrete spaghetti bowls like Houston and Dallas. Please, please let eastsiders rejoin the rest of the city, with more green space, less pollution and noise, and fewer semi trucks.	See Comment #5
120	Alice Claussen	1/31/2023	MyCapEx Website - Comment Form	Aliceclaussen56@yahoo.com	Regional Connectivity	There needs to be a rail system between San Antonio and Austin. It will help the economy in both cities, improve the environment, and ease traffic on the freeway. It's 2023, it's time for Texas to have a better transport system.	See comment #1
121	Alice Graulty	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a child, I remember my grandmother describing to me what it looked like before I-35 was built. I was shocked that this highway hadn't always been there. And when I saw pictures of what it used to look like downtown before the upper-deck, my heart sank at how wrong we had gotten it. We are about to get it wrong again, and we can never go back. I grew up in 78723, where I still live. I have a 7-year old and a 1-year-old. Nothing makes me want to move away more than the thought of I-35 getting bigger. How can we possibly be adding more highway lanes when we have projects in the works for trains, when we know that highways only create more traffic after just a short period of congestion relief. Austin is smarter than this. Highways are not going to attract more visitors or dwellers. . If highway expansions worked, we would have something to talk about. But they don't. We are looking at a decade of construction for a short period of relief before everything is back where it started, but worse. Look. If Covid 19 showed us anything it's that people are capable of doing hard things. It also completely changed the way people get to work. Have you done new traffic studies since we had a boom in working from home? Turn the highway into a boulevard, improve our air quality, our life quality. Please stand up for Austin. This is our only chance to get this right. Alice Graulty	See Comment #5
					Air Quality/Noise	I don't want the noise pollution, I don't want the smog, I don't want the concrete, and I don't want the extra lanes that will only attract more drivers.	See Comment #34
					Reroute to 130	Send traffic around Austin, seek alternative way s of relieving congestion	See comment #3
122	Alice Henigin	3/7/2023	MyCapEx Website - Comment Form	alice@bigquilter.com	Funding	Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	The Capital Express Central Project is funded by TxDOT through transportation provided through CAMPO and other transportation dollars.
123	Alice Kirchoff	2/10/2023	VOH	alicekirchoff@gmail.com	Caps/Deck Plazas	I hope that the addition of park space stitches would be reconsidered and added as part of the main plan. I noticed that the documents stated that these stitches could be added after the completion of the project, but that sounds like a mess and something that will never happen. I feel that not including this park space is a big miss for the future of the city. The downtown population and surrounding areas will continue to grow and more green space is needed.	See Comment #42
124	Alice Min	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I live right next to 35, and it is noisy, stinky and makes walking a dangerous activity. I do not want 35 to be expanded. And I'm a driver too! Those would benefit the communities and people of Austin! Alice Min	See Comment #5
					Public transit / Multimodal transportation	I would much rather have the city spend it's money on eco friendly and more accessible public transportation and sidewalks.	See Comment #13
125	Alicia Anchondo	3/7/2023	Email	info@email.actionnetwork.org	Air Quality/Noise	Mobility35 Program Manager Tommy Abrego, To whome it may concern, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Austin is growing at a fast rate and adding MORE construction that takes YEARS is ridiculous and not worth it.	See Comment #34
					Water Quality	Stop trying to change austin. People are coming over BUT YALL are trying to rip away what's left of this culture. Not to mention the increased amounts of air noise, water pollution and environmental hazards this will bring will be disastrous.	To meet local, state and federal requirements, TxDOT will conform to the following water quality measures: •Texas Commission on Environmental Quality (TCEQ) Storm Water Pollution Protection Plan (SWPPP) (mainly concerned with pollutant control during construction, PS&E/construction element) to reduce erosion and construction-related stormwater discharge. •Section 401 of the Clean Water Act to comply with federal clean water standards as administered by the TCEQ. •U.S. Army Corps of Engineers Section 404 to fill impacts to waters of the U.S., expecting nationwide permits with preconstruction notifications. •Separator system would be installed on the I-35 depressed lanes considered tunnel segments to separate out pollutants (chemical spill and vehicle leakage, etc.). •Drainage tunnel would be designed as an inverted siphon to inherently allow particles to settle prior to discharge into local waterways. •Tunnel would be pumped after each event to keep pumps operational and maintain oxygenation levels prior to discharge. TxDOT is also coordinating with the City of Austin to conform to the city's Municipal Separate Storm Sewer System (MS4) program. Please see section 3.10 of the Environmental Impact Statement (EIS) for more detailed information about water quality measures TxDOT has conducted.
126	Alicia Post	3/7/2023	Email	alipost007@yahoo.com	Wilshire	I am writing regarding the proposed connection from E 41st St. to Wilshire Blvd. My understanding is that 41st Street would connect from the west side of I-35 across the Interstate to the east side to join Wilshire Boulevard and Schieffer Avenue in a continuing line to Airport Boulevard. This proposal would change Wilshire Boulevard from a quiet residential street into a busy, potentially dangerous cut-through thoroughfare. I live on Wilshire Blvd and have for many years. I am opposed to this connection, without solid traffic calming measures. I agree with others on my street and in the neighborhood and ask the City of Austin and TxDOT to please support efforts to mitigate the increased traffic anticipated in the proposed thoroughfare that will meet the goals of the I-35 project to connect east and west Austin, while still ensuring the safety of children and pedestrians in our neighborhood and leveraging the investments already made in our neighborhood to encourage safe and walkable streets and increase bicycle traffic.	See comment #9
127	Alicja Witkowski	2/22/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose the expansion of I-35 for environmental, aesthetic, and health reasons. Instead, Alicja Witkowski	See Comment #5
					Public transit / Multimodal transportation	I would like to see more money and time invested in public transportation and making Austin more bike and pedestrian friendly.	See Comment #13
128	Alisa Viedma	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Central Austin, and I strongly oppose TxDOT's proposal to widen 35. We have seen time and time again that adding more lanes to a highway does not resolve the issue of congestion and instead will only create more traffic. Perhaps it is time to rethink our strategy on how we plan our roads and cities so that they become more human friendly and less car friendly? In reviewing the various alternatives proposed by TxDOT, it is easy to see that there was a preference from the start. It is hard to believe that any investigations aimed at identifying the 'best' solution was not biased from the start given this departments track record of opting to build more and bigger highways rather than considering alternative modes of transportation to move Texans. Alisa Viedma	See Comment #5
129	Alison Satt	2/8/2023	Email	alisontsatt@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Alison Satt	See Comment #8
130	Alison Walgren	2/16/2023	Email	abwalgren@yahoo.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
131	Alison Wenzel	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello. I am an Austin resident and I 5th generation Texan who strongly opposes I-35 expansion. Highway expansions do not work - research has proven this time and time again. . Texas needs to transition to wide, open loops around our major cities, instead of digger a deeper divide through a city. Alison Wenzel	See Comment #5
					Air Quality/Noise	With a city the size of Austin, there's no reason for thru traffic to travel through the heart of the city, impeding local traffic and causing immense air pollution to communities of Texans who don't have any other choice but to live beside the freeway	See Comment #34
132	Alissa Rhee	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am a resident of Austin City Council District 7. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. They also disproportionately displace marginalized communities who sit at the heart of our city. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Public transit / Multimodal transportation	I want to see more accessible and comprehensive public transit that can make living in Austin that much better.	See Comment #13
					Community Alternatives	I support the Rethink I-35 proposal and a public transit-centric project.	See Comment #4
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
133	Alissa Zachary	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm a lifelong resident of Austin and I think the planned expansion of I-35 to 18 lanes. The first issue is that more road creates more traffic. It's called Induced Demand and it's well documented. This is not a plan to reduce congestion in the roads, this is a plan to kick the can. Make congestion on bigger more intrusive highways a problem that has to solved in 10 years, again, when there's really no more room, instead of being a little bit smarter now. See e.g. the Katey Freeway which hurt the area more than it helped. Doing the same thing and expecting different results is madness. What we have now is better and we should be working to increase connection by increasing public transit, making the central artery of the city a boulevard, and/or making bikes and the like more welcome. That would be the most logical act, unless, as I've said before there are motives more sinister. . Would TxDot be willing to do this kind of destructive land grab on MoPac? Surely, that highway could bear at least half of what is proposed for I-35? I have not heard any reason an expansion of MoPac wouldn't relive central city congestion by diverting large trucks and haulers. Please look into this first. I expect TXDoT to follow best practices and the actual peer reviewed data on traffic management rather than thinly veiled political whim. I expect the Austin City Council to fight like hell against this abusive plan. Sincerely, Alissa Zachary	See Comment #5

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					Air Quality/Noise	The second issue is the incredible increase in pollution that would be created by both the construction process and the proposed finished product.	See Comment #34
					Racial Justice	This plan is stupid. It's so stupid, I have to think it is motivated by arational factors like racism, classism, or a desire to "punish" Austin for not being a red city. I have lived in an Austin where people are afraid or resentful of having to cross the highway. Where it became a huge border between neighbors, between races, and polarized the city. I would not put it past a few of our state reps to want to devalue land in East Austin with the intent of depressing the growing political power of historically Black and Hispanic communities. They've been pretty open about closing accessible polling places. An expanded 18 lane I-35 would only make disenfranchisement easier	See Comment #3
134	Allan Cook	3/7/2023	MyCapEx Website - Comment Form	allancook@gmail.com	Water Quality	Here are some suggestions: 1. There should be ways to treat water runoff from the new road;	See Comment #125
					Public transit / Multimodal transportation	2. There should be "Bus Only" on-ramps and off-ramps so that public transit gets priority over single-person vehicles; and 3. There should be "Bus Only" lanes.	See Comment #13
135	Allen	2/8/2023	MyCapEx Website - Comment Form	ayarj12@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
136	Allen Gross	1/19/2023	MyCapEx Website - Comment Form	allenrgross@gmail.com	Do not widen/no build	I oppose the I-35 Capital Express project. Please stop adding lanes to highways. These are enormous expenses that do nothing to solve transportation problems. They just create more demand, use more land, divide and destroy communities, lower density, increase commutes, and polute. This way of thinking is further entrenching us in a highly inefficient mode of transportation and a car-centric society.	See Comment #5
					Public transit / Multimodal transportation	Our money would be much better spent on rail between cities as far as TxDOT is concernced, and I hope TxDOT continues to shift toward rail and other alternative modes of transportation.	See Comment #13
137	Allen Gross	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose I-35 expansion. Please stop adding lanes to highways. TThis way of thinking is further entrenching us in a highly inefficient mode of transportation and a car-centric society. Allen Gross	See Comment #5
					Air Quality/Noise	These are enormous expenses that do nothing to solve transportation problems. They just create more demand, use more land, divide and destroy communities, lower density, increase commutes, and polute.	See Comment #34
					Multimodal Transportation	Our money would be much better spent on rail between cities as far as TxDOT is concernced, and I hope TxDOT shifts toward rail and other alternative modes of transportation.	See Comment #20
138	Allen Hah	3/6/2023	Email	mobility35@allenhah.mailbolt.com	Caps/Deck Plazas	Mobility35 Program Manager Tommy Abrego, Hello - I am an owner resident of the Cherrywood Neighborhood, and I am writing to strongly oppose the latest plan by TxDOT to proceed with the I-35 Capital Express Central project. There is a growing consensus and an expanding body of public policy research that disproves the idea that larger freeways aid in congestion or provide a benefit to the citizens of the city. I recently stayed at a boutique hotel in Dallas just on the other side of the 75 freeway from Southern Methodist University, and I was in shock of how far and disconnected I felt from the SMU campus even though I was just on the other side. I realized that the current plans to bury and expand the I-35 without a cap was going to create a very similar dynamic, and that is unacceptable. . I grew up in California and realize now how much of my childhood was wasted sitting in traffic. We do not have to make the same mistake. During that same trip to Dallas, I also spent time playing with my children at the Klyde Warren Park in Dallas after spending the morning at the Perot Museum and was taken back by the vision that could be. By recapturing valuable downtown real estate from freeways and giving it back to the public, we can enjoy a future that is more communal, safe, and enjoyable than what was envisioned 50 years ago. If you happen to visit Dallas, I would encourage you to check out both sites (75 freeway straddling the SMU campus and Klye Warren Park) to give an idea of what could be. Thank you for your attention. Allen H	See Comment #42
					Bike/ped safety	We need to allocate resources away from car-centric transportation and more towards pedestrian, cycling, and mass transit options	See Comment #30
139	Allen Kemp	3/6/2023	Email	akemp47@icloud.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
140	Allison Bodin	3/6/2023	MyCapEx Website - Comment Form	allison@studiobalcones.com	Multimodal Transportation	I would like to see the following reflected on these plans; more prioritization of non-motorized pedestrian and bicycle infrastructure especially around major intersections, more shade and trees, better mitigation for environmental impacts including reduced air quality and increased noise along the entire corridor, water quality protections that meet city of Austin and federal standards for waters of the u.s. including the Colorado River and Ladybird Lake.	See Comment #20
141	Allison Drish	3/7/2023	MyCapEx Website - Comment Form	Allison.drish@gmail.com	Business/Residential Displacement	I support the Austin City Council's demands for the I35 project, especially the plea to minimize the number of homes and business displaced, incentivizing 18 wheelers to use 130 instead, and please please please do not shut down parts of the hike and bike trail for six years. That is an awful, awful idea.	See Comment #21
142	Allison Stilley	1/27/2023	MyCapEx Website -	stilleynick@gmail.com	Do not widen/no build	More lanes on 35 is not a solution for current or future traffic congestion.	See Comment #5
					Regional Connectivity	Building and expanding passenger rail on the corridor is.	See comment #1
143	Allyson Garro	3/1/2023	Email	allyson@coco-coquette.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello~ I'm writing in opposition to the expansion of i-35 through downtown. We've seen this before and it doesn't fix the congestion problem. Austin is at a turning point, and this is an opportunity to think differently and make changes that will support the residents who live here; not just those who are passing through Austin can join cities like Portland, San Francisco, and even Paris, which have put the health of their urban centers before the fleeting convenience of added lanes. I live in District 1, and have a small business 1 mile from downtown, in District 3. Please listen to the people you represent in our plea to rethink this flawed plan. Sincerely, Allyson Garro	See Comment #5
					Community Alternatives	. If we were to divert the highway around downtown, as modeled by the Rethink35 proposal,	See Comment #4
144	Alma Vasquez	1/12/2023	Email	almavasquez50@gmail.com	General support	I approve it	See Comment #8
145	Alonzo Ramon	1/31/2023	MyCapEx Website - Comment Form	alonzo.ramon06@gmail.com	Regional Connectivity	I used to live in San Antonio when I was a UTSA student from 2018-2021. Now I live in Fort Worth and I often ride the Trinity Rail Express (TRE), TEXrail, and occasionally Dallas' DART light rails, and they've been very effective and efficient at connecting communities throughout the DFW area. I avoid traffic and it's very inexpensive. San Antonio is the only major US city without a public light-rail system, and it would be extremely beneficial for there to be either a light-rail system within the city, or connecting to Austin and cities in between.	See comment #1
146	Aly Tharp	3/6/2023	Email	info@email.actionnetwork.org	Climate Change	Mobility35 Program Manager Tommy Abrego, I am an Austin resident since 2016. I volunteer with the Festival Beach Food Forest, which will be negatively affected by highway expansion due to increased heavy machinery and traffic in the adjacent areas causing increased pollution and cutting off foot traffic flow. Adequately adapting to the climate crisis will require an investment in more high speed rail and fast, affordable, electric/renewable public transit for both short and long distance travel. We cannot continue designing transit infrastructure with cars as the primary (and in many cases, only) form for rapid transit, if we are to successfully adapt to the realities of climate change. The I-35 expansion plan is an investment in the wrong direction! TXDOT needs to develop a transit plan that considers the reccomendations of federal and IPCC climate report summaries for lawmakers, and reduces reliance on fossil fuels as quickly as possible. Aly Tharp	See Comment #51
147	Alyssa Galloway	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As someone who was born in Austin and grew up in the hill country, I am proud to call this beautiful land of Texas my home, and I want to be a part of making it better and more equitable for future generations. I-35 has been a terrible nuisance, eyesore, and a curse to east side communities since it's construction, it's time for the central Texas community to do better. Expanding this highway is a shortsighted bandage for the Austin traffic issue. Whatever road construction we do needs to be suitable for the long term, and highway/freeway construction efforts are never going to be able to keep up with this city's astronomical population boom. Alyssa Galloway	See Comment #5
					Bike/ped safety	We need to prioritize investments into making this city as bike-able, walkable, and ride-share friendly as possible if we ever hope to mitigate the traffic horror we are in. I-35 placement is now fully enveloped into the heart of downtown Austin, let's treat it as such and use this area for local city transport, bike paths, and infusing additional green space into what has been a concrete nightmare for far too long.	See Comment #30
148	Alyssa Peters	3/7/2023	Email	alyssa.r.peters@gmail.com	Do not widen/no build	Hi, I have been living in Austin for 28 years. Expanding highways DOES NOT improve traffic, but rather makes it worse, the science is clear. Please use this money for another solution, not one that would make the problem worse. More transit would help traffic. More or wider highways will not. Thanks, Alyssa	See Comment #5
					Business/Residential Displacement	Please do not expand i-35, which would cause huge disruptions to daily commutes, and destroy businesses and homes and standard of living for other home-owners and business-owners.	See Comment #21
149	Amador Salazar	1/20/2023	MyCapEx Website - Comment Form	Amadorsalazar23@gmail.com	Do not widen/no build	Widening roads is not the solution that Central Texas needs. We cannot continue to keep widening lanes we need improved transit systems. We need rail! Revive the Lone Star Rail proposal.	See Comment #5
150	Amanda Braziel	3/7/2023	MyCapEx Website - Comment Form	Albraziel@gmail.com	Parks	It is not okay to seize acres of precious park land on Waller Beach to expand I35. It is not okay to expand I35. The highway is big enough and intrusive enough and toxic enough as it is. You have an opportunity to do something special, unique, and community-focused. Don't perpetuate the originally racist highway put into place to divide our city.	TxDOT recognizes the importance of parks to the Austin community. Throughout the design process, TxDOT has limited right of way acquired from all parks, which are protected resources. A Section 4(f) Individual Evaluation was prepared for the Environmental Impact Statement (EIS) which explains how Modified Alternative 3 incorporates all possible planning to minimize harm or mitigate adverse impacts or effects to properties protected under Section 4(f) of the Department of Transportation Act of 1966, Section 6(f) of the Land and Water Conservation Act, and Chapter 26 of the Texas Parks and Wildlife Code. Every effort would be made to restore areas of temporary use after the highway project is constructed. Details regarding how TxDOT plans to minimize harm or mitigate adverse impacts or effects to each of the Section 4(f), Section 6(f) and Chapter 26 protected properties are provided in Appendix M of the EIS. TxDOT is working closely with the City of Austin Parks and Recreation Department to mitigate park impacts. Detours will be provided for trail closures during construction, and temporary relocations of designated accessible parking spaces will be made for International Shores at Town Lake_3 and Edward Rendon parks.
151	Amanda Breazzano	3/6/2023	Email	amanda@breazzano.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm a resident of south Austin, right off 35, and I am strongly opposed to exposing 35. Enlarging highways doesn't work and adds to congestion and pollution. Amanda Breazzano	See Comment #5
					Multimodal Transportation	Austin needs and deserves a better solution that relies on alternative modes of transportation.	See Comment #20
152	Amanda Coupe	2/8/2023	Email	amanda.coupe@streamrealty.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
153	Amanda De Santiago	1/31/2023	MyCapEx Website - Comment Form	mandyv0692@gmail.com	Regional Connectivity	We need a rail system in San Antonio/Texas overall. The lack of investment in commuter interest is terrible.	See comment #1
154	Amanda Gibson	2/7/2023	Email	amanda.gibson0107@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Thank you, Amanda	See Comment #8
155	Amanda guillen	2/5/2023	MyCapEx Website - Comment Form	Guillenmandy@gmail.com	Regional Connectivity	Please build a metro rail of some sort from Austin to San Antonio.	See comment #1

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
156	Amanda Jauregui	1/27/2023	MyCapEx Website - Comment Form	ang150230@gmail.com	Regional Connectivity	I would love to have a commuter rail between Austin and San Antonio. I would prefer that then driving!	See comment #1
157	Amanda Mote	2/8/2023	Email	amote@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
158	Amanda Penney	1/31/2023	MyCapEx Website - Comment Form	Akpenney7@gmail.com	Regional Connectivity	A commuter rail between San antonio and Austin, and in the future expanded to DFW would provide a much needed interconnection for Tx.	See comment #1
159	Amanda Pouncy-Ross	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Texas can and should invest in things that it's residents want and Austin residents do not want expansion. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Amanda Pouncy-Ross	See Comment #5
					Business/Residential Displacement	Displacing hundreds of businesses and people to expand I35 is irresponsible and wrong. We need better options that encourage us to consider our neighbors and the impact we have on our environment.	See Comment #21
160	Amanda Rose	3/7/2023	MyCapEx Website - Comment Form	rose_acr@hotmail.com	Do not widen/no build	My comments for the record re: Capital Expansion project of IH35. The proposed project could do much, much more to support East/West Connectivity, support easier on- / off- ramps to IH 35 and seek to minimize the neighborhood division that IH35 has traditionally been through the heart of Austin. I challenge TXDOT to look again at the proposed plans and do better with fresh and creative eyes, and with additional funding from the 2022 Instrastructure bill. This once in a lifetime project could leave a lasting positive impact on generations of travelers	See Comment #5
					East/West Connectivity	Austinites and we deserve more creative solutions, including much better east- / west- connections and better crossings at grade including more cap and stitch interchanges.	See Comment #20
161	Amanda Wolfe	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, It only relieves congestion very temporarily and in fact increases the demand surpassing the original congestion. Austin is growing yes, but we need to make our city LESS dependent on driving. TXDOT you need to listen to residents and stop sweeping comments like this under the rug. This is not the solution for Austinites. I grew up in Austin and when I inevitably have to drive, I have taken to avoiding driving on I 35 even if I have to go the long way around because it's a mess and the proposed plans will only make it worse. Do better! A more holisitic rethinking of 35 is long overdue. Amanda Wolfe	See Comment #5
					Latent/Induced Demand	Have you heard about this thing called Induced Demand? We KNOW and have known for years that ADDING lanes and EXPANDING highways is a mistake.	See Comment #18
					Racial Justice	We need to be spending our transportation funds on healing the wounds made when I 35 was used to segregate our city, reconnect our city, and explore options that make transit, walking, and biking safer and more convenient options!	See Comment #3
162	Amber Novak	2/24/2023	Email	amberanovak@gmail.com	Do not widen/no build	And this is why: -it won't help with congestion in the long run. All the studies show this. Shame on TXdot. -The current plan is clearly only meant to benefit cargo and statewide transportation, not the local Austin-area commuters that go to school and work. -Listen to the people you are purporting to work for. Listen to the taxpayers. We are saying NO to this plan. Thank you for reading and feel free to contact me, Amber Novak	See Comment #5
					Racial Justice	-it's racist and discriminatory to low SES households. I can't believe that in 2023 Austin is STILL taking the land and property value of the poorer neighborhoods and the traditionally non-white neighborhoods.	See Comment #3
					Bike/ped safety	-It's truncating our city, making it less connected, less walkable, less bikeable (all things that will put MORE cars on the road, not fewer). A huge swath of highway dividing the wealthy and less wealthy half of the city is NOT what Austin needs.	See Comment #30
					Reroute to 130	How much money and resources is the trucking lobby putting into this plan? Build the truck and cross-state drivers alternatives AROUND the city. Make I-35 a no-truck route like MoPac is. Remove the motivation to be on I-35, don't make it wider. STOP funneling interstate traffic through the middle of a city.	See comment #3
163	Amber Soria	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, The expansion plan does not make sense for our growing city. I-35 runs through Texas, while expanding the austin section may seem like a good idea for the residents, it will only create more congestion through the several and very close on and off ramps. Not to mention the eyesore this will cause the downtown area. Amber Soria	See Comment #5
					Reroute to 130	There should be an alternative to either reroute those traveling through texas around the city or offer our residents a different highway/loop to navigate the city. Expanding the highway lanes doesn't help Houston and it won't help Austin.	See comment #3
164	Amber Taylor	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, We know that highway expansions don't work. The city of Austin deserves better. Amber Taylor	See Comment #5
165	Amir Jackson	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Houston, TX. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me Amir Jackson	See Comment #5
					Reroute to 130	I am FOR the Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, and a public transit-first project.	See comment #3
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
166	Amit Sharma	2/6/2023	MyCapEx Website - Comment Form	amitsharma@mac.com	General support	Design looks good, considering widening the bike/pedestrian lane and adding a safety wall between them	See Comment #8
167	Amy	2/9/2023	Physical Comment	amyksch@gmail.com	General support	Well thought out. Enjoyed format of the meeting and accomodations. Looking forward to using the shared use path when biking downtown and from the west to east sides. I support the project.	See Comment #8
168	Amy	3/6/2023	Email	amyksch@gmail.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR The Rethink35 proposal. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me	See Comment #5
					Reroute to 130	I am FOR the Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, and a public transit-first project.	See comment #3
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
169	Amy Bench	3/7/2023	MyCapEx Website - Comment Form	amybench@gmail.com	Do not widen/no build	Hello, As a longtime (25+ year) resident of Austin, currently in East Austin just blocks from I35, I am concerned that the proposed highway expansion will only do more to increase traffic, noise, pollution, and separate east from west. Please keep in mind the desires for the citizens of Austin, especially those of us in close proximity to I35. Uphold rigorous environmental and safety standards while reviewing plans for I35 modernization. Thank you, Amy	See Comment #5
					Air Quality/Noise	We need greater measurements of air quality during this "environmental" review	See Comment #34
					Caps/Deck Plazas	We have an opportunity to connect- by cap and stitch- the neighborhoods east of I35 with those west of the highway. -We should have more caps (bury the freeway in longer segments so we truly create connections between east and west), -Early plans suggested TXDOT would pay for the project,	See Comment #42
					Multimodal Transportation	Any plan to update I35 should include this way to make our city more friendly to safer, cleaner modes of transportation, as well as provide additional land for parks.	See Comment #20
					Water Quality	Engineers should study ways to treat the water runoff	See Comment #125
170	Amy Concilio	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I am writing to voice my strong opposition to the expansion of I-35 through downtown Austin. This is not what we- the citizens of the City of Austin- want. I have talked to 100s of neighbors and colleagues about this issue and not one person is supportive of TxDOT's current plan to expand the highway. TxDOT's models assume that people (including those who are moving here) want to get around by car, but if you look at the public polls it's pretty clear that Austinites are ready for change and this is true for urban populations and young people in America in general. With massive publi c support for the expansion of our light rail, bus system, and bike and ped paths, we have an incredible opportunity to re-imagine how we get around and reshape our city to make sustainable transportation a reality and to meet our climate goals. That is overwhelmingly what young people want. TxDOT's plan to widen the highway is outdated thinking that does not serve future generations. Please think about the future, *listen* to the community, and give us real alternatives. Amy Concilio	See Comment #5
					Climate Change	As a climate change scientist who volunteered time to help the city develop the Climate Equity Plan, I am incredibly frustrated and disappointed with this plan, which will negate all the progress that we have made and are making on reducing our carbon emissions. We know from years of empirical evidence that expanding highways leads to more traffic, more pollution, and more greenhouse gas emissions.	See Comment #51
					Community Alternatives	I would be much happier with the community alternatives suggested by Rethink35 or Reconnect Austin, which you have not truly studied.	See Comment #4
171	Amy De Luna	3/7/2023	Email	amy.deluna@everyactioncustom.com	Do not widen/no build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #5

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					Community alternatives	I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals.	See Comment #4
172	Amy Hufford	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, The plan to expand I 35 is not something that will benefit Austin or Austinites. It will not benefit Central Austinites, who will lose their homes and property. It will not benefit those who suffer during their commute through construction. It will not benefit drivers passing through Austin, as there are already better routes with less traffic where they can do that now. It will not benefit residents who are trying to travel from east to west. As far as I can tell, it will benefit those who built highways. I went alternatives to the current plan to be considered. Thank you, Amy Hufford	See Comment #5
173	Amy Kempe	3/7/2023	Email	info@email.actionnetwork.org	Business/Residential Displacement	Mobility35 Program Manager Tommy Abrego, What about the citizens and our businesses? Are you just gonna plow us all down?? You don't live where we do so have so perspective and empathy. Amy Kempe	See Comment #21
174	Amy Kennedy	3/6/2023	MyCapEx Website - Comment Form	akennedy369@gmail.com	General support	While I am in agreement with the need to expand I35, I would have liked to see a more community integrated plan. Not just more dirty and noisy highway. The early ideas of having stitches along the top portions of I35 similar to the Klyde Warren Park in Dallas were great. I had hoped to see an improvement similar to this for 78752. An area that over the years has been underserved by the community that could greatly benefit from the beauty a stitch could offer. The idea of stitches would have been an opportunity to offer more to the residents of the east side of I35 and bring improvement and additional green space to central and downtown Austin. We will certainly need more green space in the I35 corridor as we grow and we are dealing with the emissions from more vehicles. I would also like to hear more about planned walls to protect the communities along I35 similar to the Loop 1 - MoPac corridor. We need to protect our communities from the noise and vehicle emission pollution. The mark was missed along Loop 1 to greatly incorporate more native plants that could help additionally with both noise and vehicle emissions. And make the experience of driving beautiful like many other cities have accomplished. (Phoenix AZ for example) Please do better and keep the future in your sights, because our children need a great and amazing vision. Thank you	See Comment #8
175	Amy Love Fisher	2/7/2023	Email	afisher@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Amy Love Fisher Senior Vice President, Commercial Escrow	See Comment #8
176	Amy Rowland	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a resident of Austin, I strongly oppose the TxDOT expansion of I-35. By enacting this plan, you actively ignore that highway expansions don't work and only make things more congested for a long time just for a short relief. Not to mention the massive amount of pollution this project would cause. This is not a long term solution I want, nor is it the solution that is best for this city. Amy Rowland	See Comment #5
					Public transit / Multimodal transportation	I strongly believe that a public transit first proposal would be the best way to expand our driving system, as well as lift up our most vulnerable citizens and reduce pollution from vehicles. Hopefully you take my letter, as well as my peers' letters, into consideration.	See Comment #13
177	Amy Rung	3/6/2023	Email	amyrung@moreland.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Amy Rung	See Comment #8
178	Amy Todd	3/6/2023	VOH	amyksch@gmail.com	Do not widen/no build	I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR The Rethink35 proposal. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand	See Comment #18
					Construction	It ignores construction impacts	Construction of the proposed project is anticipated to cause temporary impacts to traffic and construction noise. Construction would be phased and last for approximately six years. Section 3.17 of the Environmental Impact Statement (EIS) located here, discusses the proposed phasing of the construction and potential impacts during construction activities. Noise associated with the construction of the project is difficult to predict. A Construction Noise Analysis for the proposed project was completed and is included in Appendix X of the EIS. Suggested mitigation of construction noise for the proposed project includes: •Temporary noise barriers will be evaluated for the various construction phases of the project and where feasible the temporary noise barriers will be included in the plans at specific locations. TxDOT may maximize shielding by using barriers from existing stockpiles, shipping containers and site buildings, if available. •Community notification – provide information to residences potentially effected by construction noise ahead of construction activities. •Use of media – provide information to communities via a range of available media including websites, emails, community-based forums, newspaper, letterbox drops, etc. •Be proactive in complaint resolution. Appoint a contact person. Develop a plan for receiving, managing, and responding to complaints in a timely manner. Consider a hotline or other point of contact for the community to ask questions or file a formal complaint. •Restrict larger noise impact activities such as hoe ram, rock hammering or piling to daytime. •Designated areas will be restricted from stockpiling. •Locate Haul roads and site access as far as possible from noise sensitive receptors if practicable (TxDOT would limit the use of residential streets for haul roads). •Consider locations to designate plant and stockpile locations. •Construct proposed permanent noise barriers prior to roadway construction when feasible.
					Tire Wear	It ignores particulate matter pollution from tire wear,	See Comment #18
					Water Quality	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #125
179	Amy Younkman	2/21/2023	Email	amycyounkman@gmail.com	General support	I watched the U-Tube about the Central IH35 proposed expansion and I am definitely in favor of it; especially making biking and walking safer. It is much needed! Thank you!	See Comment #8
180	Ana Gonzalez	1/24/2023	Email	gonzalez@aquilacommercial.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Ana Gonzalez A	See Comment #8
181	Ana Lopez	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a lifelong resident of Austin, TX, and I'm writing to express my disdain toward this heinous proposal. Austin is congested enough as is — I can barely drive around MY city without fear. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Keep the concrete hellscape in Dallas. Ana Lopez	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air Quality/Noise	They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
182	AnaRose Hebein	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Wells Branch & drive into downtown Austin every weekday—most often taking I-35. As a resident, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. TxDOT's process in this project is flawed: I hope TxDOT, Austin City Council, and other representatives to stand up for me. AnaRose Hebein	See Comment #5
					Community Alternatives	I am FOR The Rethink35 proposal & support more public transit access and carpool designation.	See Comment #4
					Latent/Induced Demand	It ignores Induced Demand	See Comment #18
					Air Quality/Noise	construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions worsen congestion (just one example includes the Katy Freeway), air noise	See Comment #34
					Water Quality	and water pollution, safety, and transportation options beyond driving.10 years of construction for just a few years of congestion relief is absolutely not worth it.	See Comment #125
183	Anat Schechtman	3/6/2023	Email	info@email.actionnetwork.org	Air Quality/Noise	Mobility35 Program Manager Tommy Abrego, I am a resident of Cherrywood neighborhood in Austin, and I'm writing to express my opposition to TxDOT's plans for I-35, and for the I-35 expansion. It has been proven in many other cities that Highway expansions don't work, and instead, they worsen congestion, air noise and water pollution, safety, and transportation options beyond driving, I'm also opposed to suffering through ten years of construction for just a few years of congestion relief. Anat Schechtman	See Comment #34
					Reroute to 130	I would like to see TxDOT focus on redesigning another highway such as SH-130 as an interstate, and turning I-35 into a boulevard going through town.	See comment #3

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184	Andre M Boudreaux	3/7/2023	Email	andre.boudreaux@utexas.edu	Delwood	I am a proud resident of Delwood 2, which is a residential neighborhood located at the interchange between Airport Blvd and I-35. I feel compelled to write to you today to express my disappointment with the current proposal for rebuiding I-35 through central Austin. I would also like to pass along my neighborhood's agreed upon stance on the highway expansion. The proposed alternatives for rebuilding I-35 through the central segment do not meet Delwood 2 neighborhood needs and actually cause mobility issues. The proposed highway designs do not meet Delwood 2 mobility and access needs. The proposed alternatives call for closing one of the four entrances to the neighborhood. This will increase the difficulty of getting in and out of the neighborhood, and increase the cut through traffic in the neighborhood when the right hand lane traveling north on Airport backs up, which it does regularly at all times of day. Neither of the proposed alternatives address this issue, and instead focus on the left turn to go south on I-35, a section of traffic that only backs up briefly during rush hour. Proposed highway designs have negative environmental impacts that outweigh the purported benefits. Proposals for elevated mixed use crossings do not ameliorate the lack of connections. Pedestrians, cyclists, and other users should not be forced to climb long ramps or stairs for elevated crossings or be forced so far out of their way. Making these crossings so unappealing and difficult to use will result in them not being used. We are concerned that the environmental impacts of all the alternatives are modeled based outdated modeling methods and inaccurate and unrealistic traffic projections. Traffic on I-35 has remained effectively constant for the past 20 years, so any analysis based on the current highway configuration somehow supporting significantly higher rates of traffic is implausible. Furthermore, this makes the comparisons between the no-build and proposed alternatives meaningless if the current configuration can't support the amount of traffic they are projecting for the future. Delwood 2 does support the removal of the upper decks and the capping of many sections of the highway. We hope that TxDOT will continue to improve the design by: • Keeping the Fernwood Rd. connection to the Delwood 2 neighborhood. • Improving the usability of the mixed use path by keeping the paths above ground, at grade, and direct. • Increasing the number of connections across the highway in line with the proposals from the City of Austin and NCINC (North Central I-35 Neighborhood Coalition). • Improving the intersection at Airport Blvd so that it works for all road users, not just cars. • Allow for capping the highway north of Airport Blvd. • Increase the number of crossings north of Airport Blvd. • Reconsider the drastic highway expansion in favor of shifting trips way from private car use to public transportation and other alternatives.	The I-35 Capital Express Central project proposed improvements include removing one of the entrances to the Delwood 2 neighborhood. This design is intended to increase safety for travelers exiting Airport Boulevard onto the northbound frontage road. Safer access to the neighborhood is proposed at Brentwood or Airport Boulevard.
					Bike/Ped Safety	The proposed pedestrian/mixed use pathways to navigate the Airport/I-35 intersection without a car are unnecessarily hostile to anyone without a car. Instead of diverting car drivers, who can easily traverse hills, grade changes, and increased distance, mixed use path users are diverted. This results in proposed mixed use paths that nearly double the travel distance for wheelchair users and requires cyclists to dismount to navigate the hairpin turns or stairs in the paths.The proposed pathways also include an outrageous proposal of 'underpasses' for pedestrians, including a very long segment in which pedestrians are expected to pass under the 8 lanes of Airport Blvd instead of crossing at the intersection above ground.. These tunnels take pedestrians out of sight of anyone around, which is uncomfortable and unappealing to any mixed use path users, including the young and disabled, especially after dark. Furthermore, given that TxDOT is well aware of the number of people who use highway infrastructure as shelter because Austin lacks sufficient affordable housing, it is inconceivable that the tunnels will not be turned into shelter for these people, resulting in poor outcomes for everyone. As a final point, this intersection regularly sees issues with flooding during heavy rain, making pedestrian tunnels an even more unusable proposal. Cars can easily navigate a bit of water on the road. Expecting pedestrians and cyclists to do so is absurd. All of the above issues appear to be driven largely by the choice of intersection at Airport Blvd and I-35 that TxDOT is proposing. The Single Point Urban Interchange is extremely unfriendly to anyone not in a car. Delwood 2 strongly encourages TxDOT to consider a more traditional four way intersection where pedestrians, cyclists, and other users are on equal footing with the rest of the road users and do not have to travel so far out of their way in deference to cars. We understand that TxDOT is attempting to reduce 'conflict points' between pedestrians and cars, but relegating pedestrians to below-grade tunnels or elongated indirect paths is not an appropriate solution for these road users.	See Comment #30
					Racial Justice	The proposed alternative highway designs reduce connectivity through the central region, including the Delwood 2 neighborhood area, by removing connections across I-35. This reinforces and exacerbates the historic and current racial and economic segregation in central Austin. There are no crossings or plans for capping north of Airport Blvd, which is the current section of the highway where people of color and people with fewer economic resources are currently concentrated.	See Comment #3
					Air Qualty	The removal of highway crossings also increases the negative environmental impact of the proposed alternatives. By reducing the ability to cross the city through alternative transportation options like walking or cycling, the design increases reliance on polluting and inefficient forms of transportation like cars. It also has negative social and economic impacts by making it difficult to cross the city east to west or vice versa.	See Comment #558
185	Andre Michael Boudreaux	1/6/2023	MyCapEx Website - Comment Form	amboudreaux0@gmail.com	Air Quality/Climate Change	I know you guys aren't taking these comments to heart, because 2 out of 108 people from the last comment period supported the vision you have set forth for I-35 and yet you're still going with it. Does anyone on your team actually live in Austin? The fact that civil engineers are leading this discussion leads me to believe we're destined for a clunky and expensive solution. Anyhow, I will share my feelings regardless - this proposal is terrible for the city of Austin. It increases pollution (more lanes = more traffic), increases the local heat island effect, and most importantly,	See Comment #18
					East/West Connectivity	it does nothing to unite the east and west sides of Austin which I-35 helped divide in the 1960s. Not to mention it displaces homes and businesses. All while not solving the original problem and spending billions of taxpayer dollars in the process. If you don't think it's possible to convert I-35 to a 4 lane blvd, then why are you proposing that we do that for the next 10 years of construction????? AGH!	See Comment #20
					Reroute to 130	TxDOT needs to seriously consider an alternative where I-35 is routed around the city (take, for example, 45 and convert it to an interstate highway). Once that project is complete, we could transition what was formerly I-35 into a beautiful tree-lined boulevard that the entire city can be proud of.	See comment #3
186	Andrea Ariel	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Dear TXDOT, I have been an East Austin resident for over 20 years. Traffic on I35 is certainly a problem that needs to resolved, but expansion will only expand the problem. We need a solution that is forward thinking that will encourage walking, biking, and public transit. I want community alternatives such as Reconnect Austin and Rethink35 to be fully studied and considered. There are many cities that have found solutions to growth and traffic that create a better, safer, and healthier environment. (Portland and Ft. Worth are examples.) Let's not destroy what is great about Austin by putting an enormous 20 lane highway through it. I support taking more time to create a better solution. One that transforms the problem into a positive solution for the good of Austin communities. Sincerely, Andrea Ariel	See Comment #5
					Air Quality/Noise	The highway noise is already intolerable, not to mention the air pollution being emitted. Adding more lanes means adding more cars and more noise and pollution.	See Comment #34
					Racial Justice	Also, a larger highway will only further divide the Eastside and downtown and destroy the neighborhoods that surround I35.	See Comment #3
					Community Alternatives	Mobility35 Program Manager Tommy Abrego, Dear Mr. Abrego, I have been an East Austin resident for over 20 years. Traffic on I35 is certainly a problem that needs to resolved, but expansion will only expand the problem. The highway noise is already intolerable, not to mention the air pollution being emitted. Adding more lanes means adding more cars and more noise and pollution. Also, a larger highway will only further divide the Eastside and downtown and destroy the neighborhoods that surround I35. I want community alternatives such as Reconnect Austin and Rethink35 to be fully studied and considered. There are many cities that have found solutions to growth and traffic that create a better, safer, and healthier environment. (Portland and Ft. Worth are examples.) Highway expansions DON'T WORK! (Katy Freeway as an example). Let's not destroy what is great about Austin by putting an enormous 20 lane highway through it. I support taking more time to create a better solution. One that transforms the problem into a positive solution for the good of Austin communities. I expect TxDot, Austin City Council and other representatives to stand up for me and my Eastside neighbors who strongly oppose TxDot's plans for I35 expansion. Sincerely, Andrea Ariel	See Comment #4
					Bike/ped safety	We need a solution that is forward thinking that will encourage walking, biking, and public transit.	See Comment #30
187	Andrea DuMont	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, I'm a resident of east Austin and also a civil engineer. In the industry we like to say that "Cars are like a gas. They fill up the space you give them." We've seen so many examples across the US of highways meant to relieve congestion and instead it just encourages more driving and more car use. Andrea DuMont	See Comment #5
					Multimodal Transportation	If relieving congestion were really the objective then we should reconsider the solution - more ways to incentivize and enable non-single driver methods.	See Comment #20
188	Andrea Schmidt	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, My name is Andrea and I am a resident of Zennia St near the North Loop neighborhood. I oppose the I-35 expansion because I do not believe it will solve problems related to congestion and traffic, but will make them worse. The division of Downtown and the East side is a blemish on the city and expanding the divide is not future-looking. I am in support of studying alternative solutions that include re-directing interstate traffic going through the city and making I-35 a multi-modal street-level boulevard to promote various forms of transportation. Highway expansions create more issues than they solve and I would prefer to not use highways for my local transportation. I would like to recommend you check out NotJustBikes (https://www.youtube.com/c/notjustbikes) and StongTowns Media (https://www.strongtowns.org/stmedia) to learn more about urban planning and what makes great cities. I feel that Austin, along with many other urban centers in the US, have failed to think about the way people connect with the urban environment and do not think about the livability and long-term success and attractiveness. I think the the I-35 expansion is a temporary band-aid and not a strategic investment that will enhance the city. It will cut deeper into the scars that divide and propagate the same old thinking that serves the few at the cost of the many. I expect TxDOT, the Austin City Council, and other representatives to help my voice get heard in this debate. I want to call Austin home for the long term, and I want the city to improve and not become another paved metroplex like Dallas or Houston. My vision is for Austin is to be an example, a "city upon a hill", that demonstrates to the rest of the world what good urban planning and development can do. Please do not let us fall into the same traps that every other city has fallen into. Let's be different. Thank you for your time and consideration. Please do look into the resources I mentioned above.	See Comment #5
189	Andrea Scott	3/7/2023	VOH	andrea.b.scott@gmail.com	Do not widen/no build	I live in the Cherrywood neighborhood of Austin, a few blocks away from I-35. I'm truly worried about what life will be like during the work y'all are proposing - both in terms of traffic, noise, and general disruption. While that anxiety sputters in the background, I want to voice some other concerns, and advocate for some things I am encouraged by. I second everything that the Cherrywood Neighborhood Association has put forth in their letter, and ask you to strongly consider their suggestions. Thank you, Andrea Scott	See Comment #5
					Latent/Induced Demand	First and foremost, I do not subscribe to the notion that expanding the highway by adding more lanes will rectify the traffic situation – I wholeheartedly believe it will be about the same in no time, as research has repeatedly borne out (for example: https://www.sciencedirect.com/science/article/abs/pii/S0967070X96000303).	See Comment #18
					Reroute to 130	In general, I am very much in favor of returning I-35 to its former status as a boulevard thoroughfare, and re-routing traffic to SH-130.	See comment #3
					Caps/Deck Plazas	If the project must go forward, I am encouraged by a few things: the removal of the upper decks past Dean Keeton, and the inclusion / construction of caps in certain sections. In addition to this work, however, I would very much like to implore TxDOT to explore a cap in the area adjacent to Cherrywood, from Dean Keeton to Airport Blvd – and encourage TxDOT to do things in a way that is least disruptive to businesses along the I-35 Frontage Road.	See Comment #42
190	Andres Lasala	1/31/2023	Email	alasala45@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. -Andres Lasala	See Comment #8
191	Andres Ramirez	3/7/2023	MyCapEx Website - Comment Form	andres.ramirez512@gmail.com	Do not widen/no build	I am very concerned about the proposed I-35 expansion. As a long-time resident and homeowner in one of the neighborhoods where the expansion will take effect, this only seems like a short term fix, and not a long term solution to increased traffic. Increasing the lanes will only encourage more traffic in this area. There is more than 1 option, and this calls for the kind of progressive, forward thinking that Austin is known for.	See Comment #5
					Community Alternatives	I agree with the plans proposed by Rethink I35, focusing on more community-based solutions that enhance public transit and if necessary, routing non-local traffic outside Austin to reduce traffic (not to mention pollution).	See Comment #4
192	Andres Rodriguez	3/7/2023	MyCapEx Website - Comment Form	sir.andres.rodriguez@gmail.com	Do not widen/no build	What is currently being done to improve I35 in Austin? What can the public of Austin do to help improve I35? Thank you	See Comment #5
193	Andres Villa Claros	1/31/2023	MyCapEx Website - Comment Form	andres3625@gmail.com	General support	For the love of God please do this. Not only will it improve transportation between done the most populous cities, but also add lots of tourist appeal to people looking to visit us.	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
194	Andrew Artzt	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am Andrew Artzt of Austin TX and I strongly oppose the i-35 expansion as proposed right now. Thank you for reading. We must reconsider a plan that doesn't value a bandaid fix on congestion which will only require more expansion to keep up. Andrew Artzt	See Comment #5
					Reroute to 130	I am for routing major traffic around the city and expanding 130 while making downtown Austin roads an interconnected thoroughfare with expanded public transport.	See comment #3
195	Andrew Brandt	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am against expansion of I-35 and the current plans. The state should buy 130 and make that 35 while running a boulevard down "East Avenue". There is no reason we need highways into the center of our downtowns. To do so is a complete disregard for the science of modern city planning. If I didn't know any better, I would think these plans were drawn the same time the Katy Freeway was drawn. That abomination of a road goes to show that no matter how many lanes you build, the traffic will fill the volume of the space given. Let's not keep repeating the same mistakes. If we MUST have 35 running through downtown it needs to be in a cut and cover. We would be able to put trains or parks above the highway which would add much needed mass transportation options. Please reconsider your position, Drew Brandt	See Comment #5
196	Andrew C	2/26/2023	Voicemail	info@email.actionnetwork.org	Bike/ped safety	Hi there my name is Andrew Codette. I'm resident of the city of Austin. I have a lot of experience in Austin - related I-35 as well. If I can to University of Texas in Austin everyday with my daughter and I drive on I-35 regularly at various times of day on the week and the weekend, so I understand the value of both use lanes for pedestrians, the cyclists get around as well as you'll need to drive on 35 obviously it's greatly appreciated when it's possible and you know it's really great the work that everyone's doing on this project I appreciate that it's time to improve I-35 and anyway we can. I just wanted to mention my challenges to people working on the on the project, and I hope that these can be addressed a little better and particularly the ability to cross I-35 as a pedestrian or a cyclist right now it's a pretty risky position and you know this is a living breathing city where people need to get from East to downtown Austin or even north central Austin. So I would appreciate if there could be easier crossing for pedestrians like was more strongly considered in designing and you know adding an extra lane I think might have some short term benefit, but with the increase in population	See Comment #30
					Public transit / Multimodal transportation	it's really important to come up with new ways for transit to be more efficient in the city for people all across the city and also pedestrian, cyclists for those who are nearby. Again it's a living breathing city, it doesn't exist in a vacuum so just adding more lanes might work outside the city but in front of the city is going to create more problems that exist outside of the highway itself. So perhaps in addition to having it more easy for cyclists and pedestrians to cross also coming up with ways to divert traffic that's going through the city rather than having some San Antonio Dallas go straight through downtown nearly	See Comment #13
					Reroute to 130	could have them divert via 183 or something like that rather than going straight through the city. And then that would relieve traffic going through downtown. So I think an alternative could be added to this but hopefully would improve the lives of people who live in the city and improve the livelihood of the city. It's a great city, the east and downtown, as well as everything inside the triangle of highways. And so I think it would be really really great if we could improve the ability to cross the highway and not just transit north of I-35. I appreciate the work everyone is doing on this, and I hope we can consider how great a city Austin is and how we can continue improving mobility within the city. Thank you	See comment #3
197	Andrew Cornwell	2/7/2023	Email	andrewecornwell@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Thanks, Andrew Cornwell Sent from my iPhone	See Comment #8
198	Andrew Cortes	3/6/2023	MyCapEx Website - Comment Form	ajcortes86@gmail.com	Public transit / Multimodal transportation	I support more efficient pedestrian and vehicle connections by elevating or burying the section, specifically at Airport Blvd which contains light trail and presents the opportunity for a pedestrian friendly multi-modal intersection/hub.	See Comment #13
199	Andrew Dickson	2/7/2023	Email	Andrew.Dickson@nmrk.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Andrew Dickson Managing Director Multifamily Capital Markets NEWMARK	See Comment #8
200	Andrew Dillon	1/18/2023	Email	apddillon@gmail.com	Do not widen/no build	It's 2023, the car is not the future. Why waste all this money when Austin could innovate a real solution. Is it true that you have already agreed the contracts with the builders who will make a fortune from this old 20th century response to traffic problems? Use dynamic modeling TxDOT...you have always been poor at predicting what is needed and now you are costing this city it's future.	See Comment #5
201	Andrew Dunklee	2/11/2023	MyCapEx Website - Comment Form	a@dunklee.net	Do not widen/no build	Please don't demolish north of 45th street.....that is all	See Comment #5
202	Andrew Gaudet	2/26/2023	VOH	adgaudet91@gmail.com	Multimodal Transportation	First, I understand the need to improve and update I-35. I am impressed by the amount and thought and planning that have led to this endeavor. I bike to UT-Austin with my daughter daily from north-central Austin. I also drive regularly in the city, including on I-35, so have extensive knowledge of the city and highway. I am concerned that the current I-35 plan will maintain - or even worsen - the divide between East Austin and downtown. The proposal aims to widen the road, thereby displacing businesses and homes. There is a possibility to cap-and-stitch, but no guarantee. There is some improvement for the ability for pedestrians and cyclists to cross I-35, but this is mainly near downtown. Currently, it is extremely risky to safely cross I-35 as a pedestrian or cyclist. This NEEDS to change across the thoroughfare. We NEED to be able to cross I-35 safely. For instance, the proposed interchange at Airport looks promising - but the walkways for peds and cyclists are an afterthought. This needs to be improved - at least raise the crosswalk to require cars to slow. Widening the highway will have limited benefit for reducing traffic, especially as Austin grows. Efforts should be placed on improving public transit and personal transit (walk/bike) infrastructure, so that people are empowered to make healthier choices for themselves and the environment. Your team is working on such an important project that will impact our community and population for years to come. Please continue considering Austin residents, their health, and their ability to transit within their city as you refine your plans for I-35. Thank you.	See Comment #20
203	Andrew Glazenr	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am unsure which communities are asking for highway expansion. It is my belief that the impetus for this project is to maintain full-time employment for TxDOT engineers and staff. Unfortunately, people who live in and care about Austin do not want an expanded I-35. Please justify your bloated budget by undertaking projects that the communities you are designated to serve have asked for. I would hope that TxDOT could align itself with the transportation priorities and goals that have been democratically selected by Austin residents. The short-sighted reality of highway expansion is disappointing. I would expect more from transportation professionals. This project would disrupt lives of countless Austinites and disturb the daily routines of many, many more. Please attempt to imagine a future that is different from the asphalt greyscape you unjustly subject communities across the State to. Thank you	See Comment #5
					Public transit / Multimodal transportation	Nobody has voted for more highway lanes, however, residents have repeatedly voted for more infrastructure to support public transportation and non-motorized modes of travel.	See Comment #13
204	Andrew Hairston	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, My name is Andrew Hairston, and I'm a resident of east Austin. I oppose the expansion of I-35. I write to urge you to do everything within your power to halt the expansion of I-35. History and the present demonstrate that - especially across the American South - highway expansion does little to cure the problem of traffic that it purports to solve. Andrew Hairston	See Comment #5
					Racial Justice	Moreover, opposing highway expansion advances the cause of racial justice in the twenty-first century. As Black and Brown residents of east Austin strive to survive, alleviating their concern that they will be displaced by highway expansion should be a priority of policymakers.	See Comment #3
205	Andrew Lane	2/24/2023	VOH	alex510347@gmail.com	Caps/Deck Plazas	Underground mainline with an urban boulevard over the top. Cap and stitch is the clear generator of wealth for the city. Please please please actually listen to the people who live here. I know you probably want. You'll probably just make it wider, slower, and poorer for the city. But still, I'll pray that some bright eyed young planner is there looking at these with a desire to change things and a desire to actually cap this monstrosity and reconnect our city.	See Comment #42
206	Andrew Levack	3/7/2023	MyCapEx Website - Comment Form	andrewlevack@gmail.com	Wilshire	I live in the Wilshire Wood Neighborhood (WWD1). Also, TxDoT plans to build a stitched bridge over the highway that connects E. 41st St. and Wilshire Blvd. A traffic longhorn needs to be built at the intersection of Wilshire Blvd and the Northbound I-35 access road to prevent cross town, arterial traffic from moving eastbound from E. 41st St, through Wilshire Blvd, to the Mueller Development. Wilshire Wood is a residential neighborhood. It includes Maplewood Elementary and Patterson Park, both which attract pedestrians and young children. We cannot have a new, major arterial road created in our neighborhood, solely based on TXDoT's interest in connecting E. 41st St. And Wilshire Blvd. Thank you.	See Comment #9
					Air Quality/Noise	Your Modified Alternative 3 indicates sound level models above the target of 67dB maximum prescribed by federal law for the types of usage specified. TXDoT has not exhausted all possible noise abatement measures in its design. TXDoT claims that there are many road openings east of the highway, north of E. 38 1/2th St, and south of Airport Blvd., that would require multiple breaks in a sound wall protecting the Wilshire Wood Neighborhood. TXDoT has claimed that the required breaks in a sound wall for vehicle passage would make noise mitigation less effective, and therefore not worth construction. What TXDoT has failed to propose in its design is sound walls adjacent to the actual highway, which would not require breaks for residential streets and access to businesses just east of the highway. A different design that moved the sound wall closer to the highway would allow for a contiguous sound wall that would mitigate noise effectively. The failure of TXDoT not to design a contiguous sound wall in such a way will result in a civil lawsuit by Wilshire Wood residents, seeking collective action from TXDoT for reductions in property values, damages from noise pollution, and violation of federal law. By not proposing the simple solution of moving sound walls adjacent to the highway, TXDoT will have failed to meet the federal requirement. TXDoT needs to build a sound wall next to the highway that is adjacent to Wilshire Wood. If TXDoT does not, we will sue you, and we will win.	See Comment #34
207	Andrew M	3/6/2023	VOH	andrewlevack@gmail.com	East/West Connectivity	I have lived on the near east side of Austin since 2019 and hope to buy a house in the area in the near future. Both my significant other and I work west of 35, and the 35 crossing is already the most traffic-congested portion of our commutes. The crossing at Airport Blvd. is especially slow and congested, which makes accessing neighborhoods like Hyde Park, Highland, North Loop, or along Burnet Road frustrating or at times impossible. Further, it is also already very difficult and unsafe to cross 35 by foot or by bike at any intersection between 12th and 51st at least, with only the crossing at the Hancock center feeling at least somewhat safe (probably because it's not really a vehicle crossing, as it dumps into the Hancock parking lot and is not a true east/west street). I understand that the north/south flow of traffic needs to be improved, but I hope that the east/west connectivity is not further sacrificed as a result, and if anything it is in desperate need of improvement. I fear that even the best plans shown publicly so far seem to make or keep it difficult for east Austinites to access the rest of the city they live in, as the widening of 35 just pushes east Austin further away and isolates it that much more.	See Comment #20

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
208	Andrew M Graff	1/12/2023	Email	andrewgraff@utexas.edu	General support	Hi, I would like to provide comments on the preferred alternative design as an Austin resident. I have looked through the preferred alternative (modified alternative 3) designs and am very satisfied with the design directions. Specifically: - The boulevard design near UT and downtown will make crossing I-35 so much safer for pedestrians and bicyclists. Currently, crossing the highway is far too dangerous with small sidewalks, a lack of dedicated and wide enough bike lanes, poorly timed walk signals, and forced proximity to high speed traffic (which might not even be visible due to the exit ramps). Furthermore, pedestrians currently cannot even cross the highway at many downtown streets (such as 5th). This forceful division right through our city center needs to end. The preferred alternative addresses all of these concerns by creating pedestrian/bicycle paths with padding from the streets, reducing the number of intersections necessary to cross with the boulevard design, and increasing the number of pedestrian-crossable intersections in the downtown area. The non-preferred Alternative 2 did not come close to addressing these concerns. - In the preferred alternative, the system of ramps and bypass lanes appears to reduce the total number of on and off ramps from the frontage road. I believe this is a huge improvement over the current highway. A major contributor to preventable highway traffic is poor on ramps and merge lanes. (Look at southbound Mopac right at the Barton Skyway bridge for an example of poor design. There is an on ramp without a dedicated merge lane. This results in congestion building up behind exactly this point every single day. As soon as cars move past that merge point, traffic eases. If the highway had a dedicated merge lane with sufficient distance to merge safely, this traffic could be easily prevented). As far as I can tell, all of the ramps in the preferred alternative have sufficiently long merge lanes or require no merging at all, becoming an additional lane of the highway. My only concern is that the southbound exit ramp onto the frontage road right at 9th street may become very backed up during rush hour, since all traffic heading to any street between 8th and the river must all take that same exit. Thankfully the exit ramp is long, but the downtown traffic signals may need to be timed to properly handle this traffic flow. - The extensive space left for caps and stitches in the preferred alternative is excellent. The non-preferred Alternative 2 was very poor in this regard. This project is about more than expanding the number of lanes on the highway, which is why I am annoyed at the complaints and comparisons to I-10 in Houston. This is an opportunity to change our awful current highway into something that is (1) accessible for pedestrians/bicyclists to cross thereby alleviating the forced division between east/west Austin, (2) aesthetically pleasing due to removal of the upper deck and opportunities to expand green space and public space through future caps/stitches, and (3) safer for everyone because of the boulevard concept and smarter ramp/lane designs. Will it magically solve all of our traffic problems and entirely eliminate congestion? Of course not. No design could. However, the value gained in accessibility, aesthetics, and safety makes this project worth it. Thank you, Andrew	See Comment #8
209	Andrew McClintic	3/7/2023	Email	info@sg.actionnetwork.org	Bike/ped safety	Mr TxDOT TxDOT, I oppose I35 expansion in Austin. I think it will undermine traffic resolution in the long term and increase sprawl. I would prefer improved walking and cycling infrastructure. Andrew McClintic	See Comment #30
210	Andrew Moodie	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm a Central Austin resident and I vehemently oppose any expansion of I-35. Expanding highways has been shown to NOT WORK time and time again, and it won't work this time either. TxDOT should be conducting studies and investing money into transit projects that can work. The people of Austin spoke clearly in our recent mayor et al election, WE DO NOT WANT TO EXPAND I-35! Andrew Moodie	See Comment #5
					Public transit / Multimodal transportation	The solution our city needs is public transit and other Multimodal Transportation investment.	See Comment #13
211	Andrew Morgan	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am a resident of Austin and have been for the past 5 years. I came from a vehicle dominated city originally, and love that Austin has kept the freeway traffic to a minimum to this point. Expanding I35 would be the most catastrophically awful decision and only further the current divide of central and East austin. I absolutely OPPOSE the expansion and firmly believe that it would only worsen the problems we face today. As elected leaders of our city, you owe it to the city and its people, and those who will be here long after us, to explore every possible Avenue and course of action. We are Austin. Don't turn us into Houston with this horrible expansion plan. Andrew Morgan	See Comment #5
212	Andrew Schulz	3/1/2023	Email	schulz.andrew@gmail.com	Climate change	Dear TxDOT, I am writing to express my unhappiness with the I-35 Capital Express Central project from US 290 East to US 290 West/SH 71. I believe that this project is totally misguided. Experience in other cities demonstrates that adding more lanes only serves to encourage more people to drive, which will not reduce congestion, and will result in more pollution, including more CO2 emissions. The city has a goal of reducing greenhouse gas emissions by 20% by 2020. This project will only encourage more people to drive, which will lead to more greenhouse gases. I urge you to reconsider this project and focus on sustainable transportation solutions that will benefit the city and its residents. Thank you, Andy Schulz	See Comment #51
					Public transit / Multimodal transportation	A more responsible approach to reducing congestion would be to reduce vehicular traffic through more and better public transportation. Doing so would also be more consistent with the city's goals for sustainable transportation.	See Comment #13
213	Andrew Shaw	2/7/2023	Email	ashaw@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Andrew Shaw Senior Vice President, Residential Marketing & Development Heritage Title Company of Austin, Inc.	See Comment #8
214	Andrew Shih	2/14/2023	Email	Andrew.Shih@nmrk.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
215	Andrew Sinnott	3/4/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, To Whom It May Concern: I am opposed to TXDOT's plan to expand I-35. This proposed expansion is completely misguided, further incentivizing car transportation when data illustrating the negative effects of tailpipe emissions continues to pile up. Finally, The interstate highway system is a truly exceptional American innovation. However, it is time to rethink how we modify highways for the 21st century rather than relying on paradigms of the 20th century.	See Comment #5
					East/West Connectivity	Furthermore, it would exacerbate the the lack of connectivity among the east part of the city and downtown at a time when the city is trying to address the lasting impacts of its racist zoning ordinances from decades ago.	See Comment #20
					Business/Residential Displacement	it would negatively impact Austin's economy given the alternative of burying I-35 and allowing for parks, businesses, and residential development to flourish.	See Comment #21
216	Andrew Useche	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, At the same time that cities across the county, and across the world, are waking up to the fact that highway widening is a waste of money, TxDoT is still stuck in the past. At the same time that cities like DC, NY, Seattle, and LA are looking to new transit projects to reduce traffic, TxDOT still thinks that cars are the only way to get around. Get with the program. This isn't new. More lanes is not a permanent solution. Transit is a permanent solution. Sidewalks and bike lanes are permanent solution. Texas can not repeat the mistakes of the past, bulldozing its neighborhoods to replace them with even more clogged lanes. Our transportation have to move forward, not backwards. No I-35 expansion.	See Comment #5
217	Andrew Vernooy	3/7/2023	Email	avernooy@montana.edu	Do not widen/no build	Dear TXDOT The further expansion of IH 35 is insane. In the end Austin's downtown will be destroyed by lack of planning and more people will loose their lives, as there is a limit to the safe width of an interregional roadway. Eventually, TXDOT will be legally held to its public responsibility and the cost will be astronomical. Plan better, not wider! Andrew Vernooy FAIA	See Comment #5
218	Andy	1/20/2023	MyCapEx Website - Comment Form	Andy.hernandez.sst@gmail.com	Regional Connectivity	Revive the Lone star rail proposal	See comment #1
219	Andy Bishop	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Central Austin. I have lived one block away from the I35 frontage road for 10 years. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I know what it is like to have to cross over I35 to get to Fiesta Mart to get groceries, or to walk over to Mueller Park, or to Nature's Treasures to support an Austin local business. These places are less than a quarter mile from me, and yet crossing over the blight that is the interstate makes the trip at least twice as long, not to mention treacherous, because cars CLOG the Frontage Road and speed down it at highway speeds at times. PUT THAT TRAFFIC UNDERGROUND, don't expand it into vibrant city blocks. Highway expansions DON'T work and expanding I35 across some of the most economically and culturally vibrant core of central Austin DOESN'T HELP traffic congestion, it makes it worse. I35 expansion ruins the quality of life of the people who live in the NEIGHBORHOODS affected by this blight. I expect TxDOT to advocate for me and my fellow Austinites, to improve traffic, not invite more of it. Every example of urban planning, such as the Rethink Plan, that uses a combination of rerouting traffic, covered boulevards, public transit for local traffic, has worked. Austin's traffic and transportation solutions should reflect the forward-thinking, innovative spirit that makes Austin stand out, not the decades-old outdated methods proven wrong again and again. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Andy Bishop, Central Austin Resident	See Comment #5
					Racial Justice	The history of I35 is one of redlining, SEPARATING people and DIVIDING the city. This is not a legacy that we want to be engendering any longer.	See Comment #3
					Air Quality/Noise	Not to mention traffic pollution like exhaust and particulate matter, increased rates of asthma and risk of cancer.	See Comment #34
220	Andy Coco	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Austin hopes to be a vision of a futuristic, dynamic, gorgeous city, right? No one wants to become LA vibes on the road! We need to think way further ahead in the future. I expect City Council, TxDOT, and my representatives to stand up for me and others who live close enough to 35 (turns out that's much of the city!) to be impacted by its pollution and certain congestion. Whatever size container you create, that's the amount of traffic that will flow through it, eventually. It's time for a REAL vision, and there are many visionary plans laid out to choose from. I urge you to consider ReThink 35.	See Comment #5
					Community Alternatives	I support the ReThink 35 Proposal.	See Comment #4
					Public transit / Multimodal transportation	Public transit, walkways, and bikeways are for everyone - or they would be, if we invested deeply in them and stopped band-aiding interstate congestion.	See Comment #13
221	Andy Gold	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, This expansion will destroy small businesses and people's homes. It is harmful to the community Andy Gold	See Comment #5
222	Andy Liddell	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm a long time Cherrywood resident opposed to the expansion of I-35. All credible studies show that expanding highways does not relieve congestion. I-35 destroyed vibrant neighborhoods when it was first built; widening it will reopen that old wound and reinforce, rather than remove, the divisions between east and west Austin.	See Comment #5
					Reroute to 130	Route 35 around the city instead. 130 is a bankrupt, underused toll road. Let's put through traffic there, cap 35, and use the former 35 corridor for local traffic.	See comment #3
223	Andy Rowell	1/31/2023	MyCapEx Website - Comment Form	ajerowell@gmail.com	Regional connectivity	I believe commuter rail between San Antonio and Austin would be ecologically sensible, economically viable, and more socially responsible than expanding or constructing automotive highways	See comment #1
224	Andy Ruiz	1/31/2023	MyCapEx Website - Comment Form	cizin@gmail.com	Regional Connectivity	We definitely need transit to Austin. Maybe one day from San Antonio to Austin to Houston then Dallas	See comment #1

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
225	Andy Somers	2/7/2023	Email	andy@canyondev.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Andy Somers Canyon Development Group	See Comment #8
226	Angela DeSantis	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, Tx east of I35. i strongly oppose the horrific tx dot I 35 expansion plan. this 10 year construction project will increase congestion in the long run and does is the opposite direction of a less car centric future i support more public transit project and walkability. As a physician, i see patients that are regularly impacted by spending their time in a car instead of walking/biking and public transit. if we want a more healthy city/population we can not allow this disastrous plan to expand I 35. thank you	See Comment #5
					Reroute to 130	I support using SH 130 as an alternative pass through and using I 35 as a boulevard since it cuts through the coty.	See comment #3
227	Angela Dion	2/24/2023	Email	info@sg.actionnetwork.org	Public transit / Multimodal transportation	Mr TxDOT TxDOT, Houston has shown us that adding lanes doesn't solve traffic problems. I'd rather see money go into public transportation options such as trains and streetcars.	See Comment #13
					Reroute to 130	I'd like to see other solutions explored such as letting trucks divert to 130 for free. I don't want downtown to be one giant freeway. Reconnect Austin and Rethink35 have proposals that should be seriously considered.	See comment #3
228	Angela Greco	3/6/2023	Email	grecothewriter@gmail.com	Do not widen/no build	Hi there, Many people say that the construction of highways in New York City is what began to tear apart the city's neighborhoods and sense of community - as well as cementing de facto segregation. I would like to use NYC as a cautionary tale, especially because Austin is a mid-size city in which public transportation hubs could really work.	See Comment #5
					Public transit / Multimodal transportation	Please put funds toward expanded public transportation in Austin, not a bigger I-35. If you look at the areas of town that feel cultured and alive, it's the walkable ones. Cultivate that side of Austin.	See Comment #13
					Business/Residential Displacement	I would also sorely miss the many businesses that would be lost to eminent domain. They give Austin far more character than a highway.	See Comment #21
229	Angela Rivera	1/31/2023	MyCapEx Website - Comment Form	rivera.angela@gmail.com	Regional Connectivity	A passenger rail between Austin and San Antonio would be such an improvement! Roads wouldn't need to be clogged with people driving between the cities, and fewer drivers on the road means fewer collisions. With the directions that both cities are expanding, traffic will only get worse. One of my favorite things about many large cities is their rail systems that simplify commutes and remove the need to find parking or sit in traffic, and I think we should bring that here.	See comment #1
230	Angie Sperandio	3/7/2023	Email	ispunes@grandecom.net	Reroute to 130	Mobility35 Program Manager Tommy Abrego, I oppose TxDOT's plan for I- 35 and I oppose expansion. I am a resident of Cherrywood / French Place neighborhood and I do not want this to ruin my neighborhood as I believe it will. I am for using another highway such as SH-130 for interstate and truck travels. I am for developing a public transit system like the DART in Dallas. It works! I do not need a big interstate going thru central Austin to run my errands. I travel on Houston's expanded highway often and still get caught in traffic jams. It doesn't work! I support the RETHINK 35 plan. Thank you for your time, Austin long time resident Angie Sperandio	See comment #3
231	Angus	3/7/2023	VOH	cannx0@hotmail.com	Parks	It's bad enough that you're ramming through a 35 redesign that very few Austinites want, and that everyone knows will do little to nothing to alleviate our traffic woes, now you're going to close part of one of our most important parks for at least six years? Who is this supposed to serve?	See Comment #150
232	Ani Colt	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, The experience in other city proves expansion just brings more traffic. I live on the East side of I-35...and appreciate being able to go under the over pass at 38th. I also ride my trike to cross under it closer to Airport: https://www.youtube.com/watch?v=2TFlf4iNH0M&t=7s The whole design is faulty and the alternatives put forward by Austin leaders in the know are a better alternative. Please take their advice. Ani Colt	See Comment #5
233	Anissa Sabawala	2/7/2023	Email	asabawala@stgdesign.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
234	Anita Prewett	3/7/2023	Email	anitaprewett@gmail.com	Do not widen/no build	I oppose expanding I-35 under any of the 3 proposals from TX DOT. While Dallas and other cities in Texas and across the nation have worked to reimagine and reduce the negative impact of expansive highway networks on their city's environment, neighborhoods, health and social fabric, TX DOT offers an antiquated, retrograde approach that destroys businesses and further disrupts inner city mobility, social cohesion, and central city appeal and livability -- yet offers no long term vision or solution to future traffic and transportation needs. There are alternatives to widespread destruction and 20 lanes of highway irreparably scarring the urban core of our capital city. I want TX DOT to seek forward-looking approaches that represent the best of what Austin and our state can and must be as it responds to future transportation solutions. I ask that TX DOT fully study and give full consideration tocommunity alternatives to expansion, including Reconnect Austin and Rethink35. I want TX DOT to look to the future - not to the past - in developing transportation solutions that fully consider the health, environment, safety and social/economic impacts on surrounding communities. TX DOT's current proposals for Austin I-35 corridor fail the citizens of our capital city and, as Austin is indeed our state capital, the citizens of our state. Anita Prewett, Austin resident since 1985	See Comment #5
235	Anjli Mehta	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, East-west crossings should be at least every 1/4 mile. All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets.	See Comment #5
					Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
					Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes.	See Comment #34
236	Ankit Singh Dogra	1/30/2023	Email	ankitsdogra@icloud.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Regards, Ankit	See Comment #8
237	Ankur Patankar	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, TX and I oppose TxDOT's plans for i35 and I oppose its expansion. The plan is fundamentally not going to fix traffic, and only make the city of Austin worse by stripping away the businesses and homes that make it great. And if you look at the very best train proposal and decide you wouldn't take it, that's fine! It takes so many drivers off the road, you get more space and less traffic for your car commute. If nothing else, really consider what a city of highways looks like. This is no hypothetical. On a recent trip to a cell phone store along 183, it dawned on me how far away "across the street" really was. There was a parking lot, median, road, median, frontage road, median, 3 lanes of highway, median, frontage road, median, street, median, parking lot, and finally a business whose name I couldn't even make out. This massive distance is for cars, not people. Let's bring our communities back together. I also understand certain funds must be allocated to road projects. That's OK! Convert i35 to a boulevard, bury most if not all of it, or find a way to direct thru traffic elsewhere. But please don't repeat the mistakes of the Katy freeway and other highway expansions. There is only one city in America where traffic is avoidable, and it's the only city with a public transit system on par with the rest of the world. I believe Austin is better than New York City, and it's high time we act like it.	See Comment #5
					Public transit / Multimodal transportation	We must adopt a transit-first approach. Taking cars off the road, not expanding the road itself, is the only solution that consistently proves successful. "No one would take it" is a common response to transit initiatives, but I would in turn ask which sounds more enjoyable; inching forward for 45 minutes going from Pflugerville to DT, or looking out the window on a steadily moving train for 20 minutes? Or looking at your phone? Or having a snack?	See Comment #13
238	Ann landeros	1/27/2023	MyCapEx Website - Comment Form	Aland1010@aol.com	Woodland	We oppose the closing of the underpass at IH35 and Woodland Avenue and the elimination or rerouting of the current on and off ramps at that location. Many families use that underpass to transport children to and from the neighborhood schools located between IH35 and South Congress. Further, Woodland Avenue is a crucial link between parks and local businesses on either side of IH35.	The I-35 Capital Express Central project proposed improvements include a pedestrian and bicycle only crossing at Woodland Avenue. TxDOT has coordinated with the City of Austin to include this design to better accommodate managed lane ramp access, safety improvements and to reduce business and residential displacements. Additionally, removal of the vehicular crossing at Woodland provides safety and operational improvements. It minimizes displacements including the Aria Grande affordable housing complex and best accommodates the proposed Project Connect blue line. Removal of the vehicular crossing will enhance safety by avoiding a steep grade on the mainlanes that is compounded by a sharp curve in the roadway. The design also allows better access to Woodland compared to Alternative 2 which would require vehicles to exit Riverside Drive and travel through the Riverside signal, which would be in conflict with the frequency of the proposed blue line. The turnarounds at Riverside and Oltorf are a half mile away and provide non-stop circulation without having to stop at a signal at Woodland where high severity crashes are common.
					Racial Justice	Closing Woodland at IH35 simply reinstates and reinforces the sad history of using IH35 as a barrier between communities of color in "east" Austin and the amenities west of IH35. In other words, Woodland to traffic under IH35 perpetuates TxDOT's racist past.	See Comment #3
239	Ann Landeros	3/6/2023	Email	info@email.actionnetwork.org	Woodland	Mobility35 Program Manager Tommy Abrego, We are opposed to the proposed to TxDOT's "preferred alternative" plan for expanding IH 35 through Austin, particularly that part of the plan that calls for below grade lanes in any part of the route and that part which calls for closing of that portion of Woodland Road which connects the IH35 east and west frontage lanes. Here are the changes to the preferred alternative we would like to see: 1. No below-grade lanes on IH35 in the area that drains into the Colorado River. With regard to water drainage, below-grade highway lanes will function in the same manner as underpasses. They will flood in major storm events, submerging the unfortunate drivers and their vehicles. Just as has occurred repeatedly in Houston, lives will be lost on submerging roads. TxDOT is a powerful state agency but it does not have the power to make water stop flowing downhill. Millions of gallons of water drain into the Colorado River at IH35 in heavy rain. That water will harm drivers unfortunate enough to be on IH35 at those moments. "Criminally stupid" is the term that comes to mind regarding the idea of below-grade lanes in the area from Ben White Blvd. to Hwy 183. Please abandon that part of the design, including the misguided idea that massive drains will prevent flooding of traffic lanes during a torrential rain. Drains haven't stopped flooding of Houston's underpasses and they won't work in Austin either. Man-made drainage is also an ecological disaster, destroying the flora and fauna than depend on the natural flow of water in the area. Closing Wooodland will increase congestion on the only other routes across IH35 in the area. The traffic from Woodland at IH35 will be rerouting onto Oltorf and Riverside, two already overtaxed roads. Oltorf at IH35 must already deal with traffic generated by Travis High School. Riverside will be under construction for many years while the mass transit line is constructed. c. "Affordable housing" can coexist with Woodland/IH35 cross-traffic. At the open house held at the Millenial Center, TxDOT representatives repeatedly cited the existence of a small "affordable" housing complex at Woodland and IH35 as an excuse to close Woodland across the highway. This is a disingenous argument. Long before affordable housing was built at that corner, TxDOT publicly advocated for closing Woodland, for reasons that have never seemed rational. I have personally seen this idea broached and rejected at least twice before over a period of decades. The shoulder area at that point is extremely wide, perhaps the widest shoulder areas from Ben White Blvd. to Riverside. There is ample area to expand IH35 without disturbing buildings along the frontage. In any event, if TxDOT can justify taking land from minority-owned businesses up and down IH35 for this expansion, it should have no qualms impinging upon "affordable housing". d. Implement "cap and stitch" to allow Woodland to remain open across IH35. TxDOT proposes to "cap and stitch" cross roads to connect downtown and east Austin north of the river. The rational for that plan (removing IH35 as a barrier to communities on either side of the highway) applies equally to the area south of the river. Again, shutting down Woodland's cross-traffic at IH35 means impeding large groups, including communities of color, from convenient access to the areas west of IH35.	See Comment #238
					Reroute to 130	Our preferred alternative: Stop expanding IH35 and reroute through-traffic around Austin by reducing tolls on Tollroad 130. TxDOT, the State of Texas, and the City of Austin need to face the facts. IH35 no longer functions efficiently as an interstate through major urban areas in Texas. Through traffic, particularly vehicles over two-axles need to be routed around Austin. The roads already exist and a reduction in tolls on Tollroad 130 is all that impedes many truckers from choosing to go around Austin. Taking in all the costs of expanding IH35, the cost of subsidizing multi-axle vehicles using Tollroad 130 is minimal.	See comment #3
					Racial Justice	Do not close Woodland as a thoroughfare across IH35. Such closure will perpetuate segregation and racism. Closing Woodland at IH35 perpetuates TxDOT's sad history of collusion with racist urban planning practices. The City of Austin Plan of 1928 drew a "color-line" at East Avenue intended to segregate communities of color east of that road. TxDOT reinforced that color-line by routing IH35 along East Avenue. From Ben White Blvd. to the river, Woodland is one of only three roads that connect Lamar Blvd. to south east Austin across IH35. Thousands of commuters use Woodland to access their homes on the west and east side of IH35. Large communities of color live in the apartments along the Woodland corridor from IH35 to Willow Creek. Those communities use the parks, schools, businesses and other amenities on the west side of IH35. Shutting down Woodland at IH35 will cut these communities off and act as a de facto tool of segregation.	See Comment #3

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
240	Ann R DeSanctis	3/7/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, I am a car-free resident of South Austin and I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion because it will only exacerbate the division of the city and lead to more traffic deaths. The Rethink35 proposal is a great alternative and ALL of the money, and TXDOT's resources should be going towards alternatives to highway expansion. Take a chapter out of CDOT's book and try providing transit and alternatives to SOVs! Not everyone has/wants/is able to drive a vehicle and pushing that agenda is wrecking havoc on our city and our planet. Redesignating another highway such as SH-130 as an interstate, create a boulevard going through town, create a public transit-first project, ANY of these are where the efforts and money should be! Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief (if that) is NOT worth it. I do not have a car and do not want or need I-35. I need alternatives and expect TxDOT, Austin City Council, and other representatives to stand up for me.	See comment #3
					Tire Wear	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
241	Ann S Graham	3/7/2023	MyCapEx Website - Comment Form	annsgraham@gmail.com	Do not widen/no build	DO NOT ACCEPT THE PLAN AS CURRENTLY DESIGNED. As an almost 30 year resident of Austin, living proximal to IH35 (between Dean Keaton and 51st St), I am keenly aware of the traffic on IH35. While traffic is record setting, adding the extensive number of extra lanes will NOT solve the traffic program. https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html PLEASE DO NOT ACCEPT THE CURRENT PLAN: * It would remove countless businesses- and livelihoods of hundreds of Austin residents. * Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	See Comment #5
					Air Quality/Climate Change	*We need greater measurements of air quality during this "environmental" review	See Comment #18
					Water Quality	*Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #125
					Caps/Deck Plazas	* We should have more caps (bury the freeway in longer segments so we truly create connections between east and west)	See Comment #42
242	Anna Baker	3/7/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, I live in Austin. I oppose the expansion of I-35. 10 years of construction for a little bit of congestion is not the solution to traffic in Austin. The solution is to Rethink I-35 and make Austin a more walkable and transit friendly city. Expanding I-35 will just cause more traffic at the moment with construction. Also highway expansions are known to not get rid of congestion.	See Comment #4
243	Anna Clements	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am writing to ask you to please reconsider the expansion of I-35! I am a resident of Austin and have been proud to see parts of Austin become more pedestrian and bike safe city. Research repeatedly has shown that highway expansion doesn't work to reduce traffic- and it increases congestion, accidents, and pollution. lease, city council, put this city and it's people before the demands of oil companies and car manufacturers for more highways and stand up against i-35 expansion.	See Comment #5
					Community alternatives	There are a number of alternatives, including replacing I-35 with a boulevard, increased public transportation, and safer bike routes that would serve to reduce the traffic on i-35 while also increasing access to safe and affordable transportation and protecting the nature and beauty of Austin.	See Comment #4
244	Anna Foster	3/7/2023	MyCapEx Website - Comment Form	anna0099@yahoo.com	Do not widen/no build	The plan to bury and cap large sections of I35 through Austin is the best, most forward- looking method of improving the city for decades to come. Building pedestrian bridges over existing highways that require people to climb long ramps extending their trips is a waste of money, throwing good money after bad. This is a once-in-a-generation chance to get this right. "It is really expensive to be cheap."	See Comment #5
					East/West Connectivity	Improving east-west connections are vital to the future health of the city.	See Comment #20
245	Anna Gingrich	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm a resident of Travis county in Austin TX - and I oppose the current version of I-35 expansion. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Anna Gingrich	See Comment #5
					Latent/Induced Demand	this plan ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals.	See Comment #18
246	Anna Hoge	2/8/2023	Email	ahoge@consortinc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
247	Anna Kaminetz	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Something similar failed to reduce traffic in Houston. This is a bad idea that will not solve our issues and will only create more.	See Comment #5
248	Anna Konvit	2/12/2023	VOH	annakonvit@gmail.com	Do not widen/no build	Don't expand 35! The businesses along it are valuable and more lanes will mean more traffic.	See Comment #5
					Public transit / Multimodal transportation	Please divert this investment info public transportation.	See Comment #13
249	Anna Kurtin	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello Tommy Abrego, My name is Anna Kurtin, and I am writing as a longtime resident of Austin who grew up in and has parents living in Georgetown. Going between Georgetown and Austin involves driving down I-35, and it is clear from the daily congestion that solutions are needed on this important corridor. However, expansion is not the way to solve this problem. I oppose TxDOTs current plans for I-35 and I oppose expansion of this road. I love Austin, and I believe the most beautiful, enjoyable, and functional parts of the city are the places that cater towards humans, not cars. One example of this are the areas surrounding the Ladybird Lake Hike and Bike Trail, which I used to commute to my job at the Texas Rowing Center in 2018. Many people are moving to our city because of the quality of life here. This movement can't be changed, and we have to find ways to expand our city to work for all residents, old and new. . Please listen to our voices, reject the I-35 expansion, and create a roadway that prioritizes resident health, happiness, and common-sense functionality.	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air Quality/Noise	Furthermore, highway expansions don't work. They worsen congestion (as I see when I drive on the Katy Freeway to visit family in Houston), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
					Reroute to 130	I support the Rethink35 proposal, which seeks to route non local traffic through SH-130 and transform I-35 into a vibrant, local boulevard. This is a smart solution and learns from the effects of previous highway expansions while meeting the needs of our local community. This proposal has been created by Texans, for Texans	See Comment #3
250	Anna McAuley	3/1/2023	MyCapEx Website - Comment Form	anna.wittenmyer@me.com	Do not widen/no build	I do not support the expansion of IH-35 or any of the proposed designs presented in the DEIS.	See Comment #5
251	Anna Moreno	2/28/2023	Email	annamoreno13@icloud.com	East/West Connectivity	Hi, Please be sure to include east to west crossings with the I-35 improvements throughout austin and especially the central area. as a cyclist the crossing downtown is the most unsafe and absurd place to be on a bike in the city. please take responsibility to your road and incorporate a light or a pedestrian bridge over/under the frontage and highway. ,i also support sinking and covering as much of the highway as possible. thank you, anna	See Comment #20
					Business/Residential Displacement	Please minimize home and business seizures	See Comment #21
					Reroute to 130	Divert 18 wheeler traffic to 130	See Comment #3
252	Anna Morse	2/7/2023	Email	amorse@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Anna Morse Commercial Escrow Assistant to Margaret Gonzales Heritage Title Company of Austin, Inc. p: (512) 505-5000 f: (512) 505 5024 amorse@heritage-title.com200 W 6th Street | Suite 1600 Austin, TX 78701 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
253	Anna Panossian	2/8/2023	Email	anna@thecircuit.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
254	Anna Weinstein-Perez	3/7/2023	VOH	annaewp@gmail.com	Do not widen/no build	This project is going to be dreadfully inconvenient for everyone who lives in Austin, especially those of us who live close to I-35. I support the option that is going to be the most environmentally friendly, displaces the least amount of people and local businesses.	See Comment #5
					Caps/Deck Plazas	TxDOT should absolutely be footing the bill for the caps and stitches in Austin, not charging the city of Austin.	See Comment #42
					East/West Connectivity	We should not have a major interstate highway bisecting the city.	See Comment #20
					Reroute to 130	Remove the tolls on the 130/45 highway and add HOV lanes there. As I35 is mostly used for local traffic, why do we need a highway?	See comment #3
255	Anna Wernick	3/7/2023	Email	info@email.actionnetwork.org	Climate change	Mobility35 Program Manager Tommy Abrego, We have to put planet before people. Building bigger highways is the complete wrong direction to go in if we have any chance in mitigating the climate crisis that is upon us. Anna Wernick	See Comment #51

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
256	Anna Wilmes	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin near Woodland Ave. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion without putting transit first. We need to provide right of way for a train, not add lanes to this highway. We need to reclaim the waterfront for people, not just have highway lanes blocking some of our most important land. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Anna Wilmes	See Comment #5
					Community Alternatives	I am FOR the Rethink35 and Reconnect Austin plans that reclaim the surface for people and provide new mobility options.	See Comment #4
					Tire Wear	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
257	Anne DeTraglia	3/7/2023	Email	annedetraglia@gmail.com	Do not widen/no build	Hi I'm writing to oppose the expansion of I-35. There is no evidence that I have seen which suggests that this would improve congestion. Instead, it would draw more traffic to the roadway and displace businesses and increase pollution. Our highway system is long past needing updates which improves non-automobile transportation. Respectfully, Anne DeTraglia	See Comment #5
					Public transit / Multimodal transportation	I'd like to see an alternative which increases public transport, cycling lanes, and pedestrian walkways instead	See Comment #13
258	Anne Fine	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, I strong oppose any expansion of i-35.	See Comment #5
					Public transit / Multimodal transportation	What Austin needs is public transit and trains! I live 6 miles away from work and routine spend an hour in traffic everyday. That is insane. I hate using I-35 for traveling anywhere, but Austin has made it nearly impossible to find a better route. Highway expansions do NOT work. We've seen it in other states and cities. What does work? Expanding public transit! I've lived in Austin for 8 years, moved from Chicago, and the thing that would make me go back is the train and bus system. I could leave my car parked at my apartment for a week and get to work, get groceries, and do all my errands without driving! Also, we need better bike transit options. What we DO NOT NEED IS A BIGGER HIGHWAY. Please don't do this to us. Thank you, Anne Fine	See Comment #13
259	Anne McCready Heinen	3/6/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, Please consider alternatives like the Rethink 35 proposal!! And don't massively expand I 35. Anne McCready Heinen	See Comment #4
260	Anne Richardson	2/7/2023	Email	arichardson@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Anne Richardson Anne Richardson Examiner, Advisory Title Officer Heritage Title Company of Austin, Inc. p: (512) 505-5000 arichardson@heritage-title.com 2600 Via Fortuna | Suite 500 Austin, TX 78746 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
261	Anne Smith	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. No wider! No higher! Some of us live in well established neighborhoods that are very close to IH-35 and know the negative impact it would have on our lives and the lives of our neighbors. My husband and I have lived in Cherrywood for over 50 years. I would hope the welfare of the citizens of Austin, the taxpayers of many-years standing, would come first. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Anne Smith	See Comment #5
					Business/Residential Displacement	10 years of construction for just a few years of congestion relief is NOT worth it, and it is detrimental to the lives of people living close to IH-35 and their surrounding community of restaurants, grocery stores and businesses.	See Comment #21
					Air Quality/Noise	The noise level in our city has significantly increased and impacted all of us over the years. One can only expect that an expansion of IH-35 would intensify the effects we already experience on a daily and nightly basis.	See Comment #34
262	Anne Swift	2/9/2023	Email	aswift@endeavor-re.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
263	Anne Terrill	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a longtime resident of north central Austin (Hyde Park, Hancock, Cherrywood, Mueller, and UT) and I write to declare my strongest opposition to the proposed expansion of IH-35. TXDOT must go back to the drawing board with its plan. The proposal described in the Draft EIS will hobble Austin for a generation for no discernible benefit to the people of the city and at great cost to Austinites' environment, safety, and principles of equity. First there will be the extended period of construction which will increase congestion during the six-year construction period. Perhaps reduced congestion delays will be realized for the first few years. But we know what comes next. Poor land use policy means more people living further out and driving further in. This inexorable rise in vehicle miles traveled and vehicle travelers into the city center will grow precisely because this project made that rise possible. The Draft EIS attempts to sidestep TXDOT's responsibility in this obvious phenomenon: to the planners, it looks like this rapid population growth to the suburbs is already bound to occur, so TXDOT is merely helping the region out of its crisis. But the truth is that TXDOT's limited toolkit (read: build bigger highways) prevents it from providing meaningful regional planning that could avert the most damaging, car-dependent, and inequitable forms of development. Instead of participating in long-range planning that helps shift commuter behavior to high occupancy travel options, the CapEx Central plan insists on abetting the low-occupancy personal vehicle travel that abets dispersed land use at the expense of irreplaceable urban assets in the city center. To avoid the reasonable alternatives, the Draft EIS relies on false and misleading assumptions to justify its conclusions. TXDOT chose to define the project area as "the central region of the Austin metropolitan area for a distance of approximately 8 miles along I-35 between US 290 East and SH 71/Ben White Boulevard." https://my35capex.com/projects/i-35-capital-express-central/ There is no evidence that 80% of traffic volume is created by trips in that 8-mile area and none is cited. Instead, the Texas A&M Transportation Institute's 2015 modelling estimates that approximately 80% of traffic is local when it originated or ended in the approximately 40 mile stretch of I-35 between Georgetown and Buda. See TTI, Incentives for Truck Use of SH 130 (PRC 14-23F), Figure 7, https://static.tti.tamu.edu/tti.tamu.edu/documents/PRC-14-23F.pdf. In other words, TXDOT arrives at its conclusion only by misrepresenting the percentage of "local" traffic within Central Austin. It is false to imply that 80% of traffic volume in the Central project area originates or ends within the Central project area. The cited 80% local traffic volume is certainly false with respect to the I-35 CapEx Central project area. But it is also apparently inaccurate for the 27-mile I-35 CapEx project spanning North, Central, and South. I demand an accurate study of traffic volume to reflect the project area for I-35 CapEx Central project and a meaningful engagement with the Rethink 35 Alternative, which complements the SH130 redesignation proposal.	See Comment #5
					Do not widen/no build	At the level of design, TXDOT has done too much to accommodate distant cars and not enough to protect the interests of Austinites—especially those who travel by foot, by bicycle, or by public transit. A crossing at every quarter mile is essential, not just to suture East Austin to downtown Austin, but in the North Central and South Central portions of the project as well. Even at the supposedly "enhanced" crossings, the design is not modeled on how actual Austinites will live and work. Take the Airport Blvd intersection, close to my home - it is clearly designed purely for efficient vehicular circulation with little regard for the experience of anyone on foot or bicycle or non-motorized wheeled transportation. Single Point Urban Interchange (SPUI's) are claimed to be safer and more efficient for vehicular travel but they only make the overall pedestrian crossings longer and less appealing, more time consuming, increase general exposure to environmental hazards including air pollution, noise, the sun, and increase risk of injury or death. SPUI's discourage non-vehicular transportation thus incentivizing vehicular transportation - which should be included as a cumulative impact and considered as part of induced growth. The current design at Airport Blvd manages to increase the pedestrian travel distance across I-35 and/or Airport by twice what it currently is, not to mention the change in elevation that people on foot or bike are forced to navigate due to tunnels and overpasses. The SPUI at Airport unnecessarily forces pedestrian circulation elsewhere (i.e. in a tunnel or bridge, or around the intersection entirely) - by adding a fourth phase (on top of the standard 3 for typical SPUI's) the single point interchange could accommodate dedicated pedestrian and bicycle crossings of Airport Blvd in the center of the system directly under the north and southbound signals. Vehicles would still pass uninterrupted during the signal phases that allow throughput on Airport Blvd and the vehicles onto the turn-arounds on the frontage roads. The key difference in the current plan and a better plan is accepting that vehicles and pedestrians will interact at some point - and that the determination of where those points are to increase safety and mobility is optimized for the pedestrian, not the vehicle traffic. After all, this is a city where people rely on other modes of transportation besides motorized vehicles. Vehicles should be navigating strenuous elevation changes not people. The tunnels underneath Airport are not a good idea as they will be unsafe and unkept and the climb back up to grade will be very difficult for most people on foot or bike only to still have to cross the intersections from the on and off ramps connecting to the frontage roads. The shared use paths proposed are duplicitous and nonsensical for local travelers. There is no need for two turn lanes in each direction entering the frontage roads, one would suffice. The three lanes north and south bound Airport just beyond the project area are already dangerous enough and lack crossings outside of this project area, increasing the throughput of vehicles along Airport will only make these other crossings more difficult and dangerous for anyone in a motorized vehicle or on foot or bicycle. There also seems to be little to no consideration for the City of Austin's plans to establish protected bike lanes on either side of Airport along the Red Line Parkway. Replacing the existing sidewalks with shared use paths is not good enough; they need to integrate with proper bicycle infrastructure that is already planned by the City. I also find the Draft EIS's treatment of water resources dismissive. Anne Terrill aterrill@gmail.com 410 Towne Park Trail Austin, Texas 78751	
					Community Alternatives	I support the Rethink 35 proposal as the only humane alternative to rebuild Austin and do our part to preserve the planet for future generations.	See Comment #4
					Latent/Induced Demand	First, more lanes will lead to more traffic. The draft EIS repeatedly touts the benefits of reduced congestion. But over the lifetime of the roadway, these supposed benefits—if they ever materialize—will be wiped away.	See Comment #18
					Reroute to 130	TXDOT refused to study whether to redesignate SH130 as the interstate because, according to the Draft EIS: "Of the traffic on I-35 in Central Austin, 82 percent is local (local traffic refers to vehicles that originate and/or end within the project area)." Based on this (faulty) assumption, TXDOT concludes that it would not alleviate congestion to reroute through traffic given this large proportion of "local" traffic volume. But this is false.	See comment #3

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Water Quality	This design has a large amount of untreated stormwater diverted under Cesar Chavez and outfalling directly into the Colorado River below Longhorn Dam. Just because an NWP purportedly entitles TXDOT to this large, unregulated point-source pollution, it does not make it right. The lack of consideration in the design for water quality and sensitive aquatic habitat in the river is appalling. Even outfalling such a pipe in Ladybird Lake would be better than diverting it below the dam - at least some of the contaminants would settle out in an already polluted lake rather than run down river. I hope you will realize what a terrible idea this tunnel is and come up with a better solution to protect our rivers and the water source that is the reason we can all live here. Please don't use the excuse of meeting minimum requirements or budget constraints to justify this massive mistake. Are there any alternative solutions being discussed? Which regulatory agency do I need to call to get an explanation of how this is even legal? Have you informed all the communities downstream that they can forever expect more pollution and lower water quality in the Colorado river? What is specifically being proposed to mitigate for this widespread environmental impact?	See Comment #125
					Capital Express Segementation	This false/misleading information is especially galling and arbitrary because TXDOT split its "Capital Express" Program into three discrete "projects" in order to circumvent a true accounting of the environmental and fiscal impacts of its scheme. TXDOT alters its definition of the "project area" in a way that suits their purposes. When the goal is to defeat meaningful environmental review, the "project area" is an 8-mile chunk of Central Austin--and excludes the outlying impacts. When the goal is to reject a strong alternative solution to the region's traffic needs, TXDOT treats regional and exurban commuters as "local" traffic users. This is a critical assumption for rejecting community alternatives. Rethink35 proposes converting the current I-35 right of way to a lower-speed boulevard and redesignating SH130 as the interstate to circumnavigate Austin.	TxDOT has determined that there are three distinct improvement projects, with different needs, project characteristics, and potentially serving travelers with different destinations. TxDOT also determined that improvements to each of these segments could be delivered separately with independent benefit for the traveling public, without depending upon the completion of the other projects.
264	Annie Boyer	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, - I am a resident of South Austin. - I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. - Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. - 10 years of construction for just a few years of congestion relief is NOT worth it. - I don't want to use an interstate highway for my local trips. - I expect TxDOT, Austin City Council, and other representatives to stand up for me. Annie Boyer	See Comment #5
					Community Alternatives	I am FOR The Rethink35 proposal.	See Comment #4
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed	See Comment #18
265	Annie Daskovsky	3/7/2023	MyCapEx Website - Comment Form	adaskovsky@gmail.com	Do not widen/no build	I strongly oppose TXDOTs current plan to widen I-35. - Capping the highway as far north as 51st st. is key to this project being acceptable to Austin, and TXTOD has not made that possible in this design. The current design further splits/separates/cuts off neighborhoods when capping the project could tie neighborhoods together (ex. tying Hyde Park to Meuller via parks and bike trails), create more greenspace and allow for more economic development in the heart of Austin. A similar project done is Dallas (Klyde Warren Park) was very effective example of this city / state partnership.	See Comment #5
					Reroute to 130	As an alternative, diverting truck traffic around Austin has not been effectively explored by TXDOT. While there was a highway built for this, the logistics were not fully analyzed which means that trucks aren't incentivized to use it. We'd be able to reduce traffic along 35 if this diversion was incentivized (eg. tolls for commercial on 35). This is far less additional cost and potential revenue for the state. We also know for a fact that more highways = more traffic not less.	See comment #3
266	Anochecer Trejo	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. no wider no higher.	See Comment #5
267	Anonymous	1/4/2023	MyCapEx Website - Comment Form	AsterPassRental@gmail.com	Bury/tunnel	The entire project is ill-conceived. TXDOT should learn from Boston's "big dig" and bury the entire stretch of the highway through downtown underground - https://en.wikipedia.org/wiki/Big_Dig. And spend money on pushing all vehicles passing through Austin to utilize a bypass.	See Comment #25
268	Anonymous	1/19/2023	MyCapEx Website - Comment Form	alexisflorestx@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
269	Anonymous	1/20/2023	MyCapEx Website - Comment Form	lillyweaver77@gmail.com	Do not widen/no build	I am against the 1-35 plan and for the san antonio rail plan. expanding 1-35 will not mitigate traffic problems it will only add more traffic. San Antonio residents deserve adequate public transport.	See Comment #5
270	Anonymous	1/20/2023	MyCapEx Website - Comment Form	yasemin.dinibutun@gmail.com	Regional Connectivity	Like many others, I greatly desire for there to be reliable speedy rail transit between San Antonio and Austin (and throughout Texas, for that matter). Having driven between SA and Austin several times myself, and having known others who have also done so, the presence of a reliable fast rail transit would be a huge relief to me and many others, and make travel between these cities so much easier. While there always will be drivers, there are many who would be greatly relieved at the comfort and safety of relaxing on a train instead of having to be behind the wheel on an often stressful and potentially dangerous highway. I imagine particularly those who commute between the two cities very often would especially enjoy this option. There could even be trains that allow one to bring their personal vehicle with them on the trip, in special vehicle transport train cars, so they have their car with them at the destination, which would make even greater convenience to travelers. An example is the Auto Train from Virginia to Florida. And for those who do drive on the highway, they would also experience a benefit as less people on the road and using a train would mean less traffic. Studies have shown that expansions of highways only lead to more traffic and congestion, as well as danger for drivers. And there are those who would love to travel this route but are unable or unwilling to drive it regardless of the condition of the highway for a variety of reasons- such a reliable train would give these people the ability and freedom to travel too. People in general might be more willing to travel between A and SA more often with this option. As such I believe it would be a great benefit to both cities economically. As the Austin and San Antonio areas continue to experience rapid population growth, the most safe, convenient, environmentally friendly, and overall best option for moving large numbers of people along the Austin-San Antonio corridor is to not just expand the highway, which will not really make traveling any better in the long run and will make it even more difficult, congested and dangerous with all the construction, but to instead focus on creating and expanding on a modern, reliable, timely, fast, safe and convenient rail transit option. Texas talks often about freedom; I believe that having reliable, dependable, and fast rail transit options would be a huge boon for all Texans to have the freedom and ability to travel around our state safely, efficiently and comfortably without being stuck solely depending on a vehicle on a potentially dangerous highway if they don't want or are simply unable to. Thank you.	See comment #1
271	Anonymous	1/20/2023	MyCapEx Website - Comment Form	ebarb01@hotmail.com	Do not widen/no build	As a civil engineer working TX, I am against the I-35 expansion. I am in favor of mass transit rail similar to the once proposed Lone Star Rail. The GOP controlled state government has more than enough surplus to do a trial run from San Antonio to Austin. Traffic can be diverted to the toll roads as construction works on I-35 rail. The construction can shut down I-35 segments from one toll road exit to the next to avoid huge traffic delays.	See Comment #5
272	Anonymous	1/20/2023	MyCapEx Website - Comment Form	Lcast19@aol.com	Do not widen/no build	Why would TXDOT expand i35 when in the past it has shown to cause more traffic with construction and what not. I would love to suggest a high speed railway instead!	See Comment #5
273	Anonymous	1/20/2023	MyCapEx Website - Comment Form	angelina.sau5@yahoo.com	Do not widen/no build	. Additionally, I-35 has some of the WORST traffic ever experienced by a transportation corridor, increasing commutes to comically high averages. I live in the San Antonio and San Marcos areas but work in Austin. The traffic I regularly experience on I-35 is the worst traffic I have ever experienced in my life. Congestion, in part due to drawn-out, near constant "construction", has added anywhere from 15 to 45 minutes DAILY to my supposed 45 minute one-way commute and used to add upwards of 2 hours to my last job's hour-long commute at the end of the day. Gas prices are already high and I expect them to continue climbing with future geopolitical and climate conditions. How am I supposed to afford the gas it takes for me to make these commutes and with worsening congestion? I can't even afford to live in the city I work in, and price gouging and inflation is making it near impossible to afford the areas I currently live in without these added costs. Beyond traffic, I have experienced reckless driving due to under-the-influence drivers EVERY NIGHT I have driven on I-35. Texas has not gone a single day without a fatality caused by an under-the-influence related accident in YEARS. I have also driven past an accident almost every day I have been on I-35. We are at constant risk of being harmed by other people's poor decisions by being forced onto roads due to the sheer lack of transportation choices. The car-dependency of the area makes it impossible to avoid these circumstances. Terrible traffic, high gas prices, and reckless driving also make me less inclined to go out of areas I live in, or to visit ATX for recreational and social purposes. If I could take a train, I would visit SO MUCH MORE based on the ease and affordability of public transit. I know this to be true for most people. I don't understand the lack of action by these cities and TXDOT on the issue, rail systems should have been put in place years ago.	See Comment #5
					Regional Connectivity	REVIVE THE LONE STAR RAIL PROPOSAL AND INCLUDE LOCAL RAIL EXTENSION OPTIONS. We need comprehensive intra and intercity rail options for the SA and ATX metro areas. The car dependency of this region is suffocating it and its residents. We are left with very little choice but to own cars to comfortably and realistically travel in and around the SA and ATX metro areas, requiring us to take on monthly expenses for car payments, insurance, maintenance, and fuel, taking away major portions of people's income in a time of recession and with little safeguards protecting people from corporate price gouging and skyrocketing inflation	See comment #1
274	Anonymous	1/20/2023	MyCapEx Website - Comment Form	dulce112897@yahoo.com	Do not widen/no build	Adding lanes without improving transit is a waste of money. It only induces more demand and results in the same traffic and even more pollution. We have seen this done before with no improvement. I-35 does not need more lanes.	See Comment #5
					Public transit / Multimodal transportation	We need better public transport options like railways.	See Comment #13
275	Anonymous	1/20/2023	MyCapEx Website -	apreyes1987@gmail.com	Do not widen/no build	I do not support the I35 capital express.	See Comment #5
					Regional Connectivity	I believe funds should help build a rail system in San Antonio to lower pollution and traffic accidents.	See comment #1
276	Anonymous	1/23/2023	MyCapEx Website - Comment Form	johnnydtan@gmail.com	Reroute to 130	Please support https://rethink35.com/ plan to re-route non-local traffic around Austin and replace the in-town section of I-35 in Austin with walkable boulevards.	See comment #3
277	Anonymous	1/26/2023	MyCapEx Website - Comment Form	ryansteed@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. This is a public transportation project that is MUCH MUCH overdue. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
278	Anonymous	1/26/2023	MyCapEx Website - Comment Form	elyse.lombardi@fourtrealty.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. This is a public transportation project that is MUCH MUCH overdue. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
279	Anonymous	1/26/2023	MyCapEx Website - Comment Form	seichorst23@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. This is a public transportation project that is MUCH MUCH overdue. Thank you for your dedication to serving the citizens of Texas. Roger Borgelt	See Comment #8
280	Anonymous	1/27/2023	MyCapEx Website - Comment Form	carriejasso@gmail.com	Regional Connectivity	Please consider commuter rail between San Antonio and Austin	See comment #1
281	Anonymous	1/28/2023	MyCapEx Website - Comment Form	jonathanb@whiteconst.com	General support	Dear Chairman Bugg and Commisioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
282	Anonymous	1/29/2023	Email	harish.sharma@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Regards Harish	See Comment #8
283	Anonymous	1/30/2023	Email	mason.ayer@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
284	Anonymous	1/31/2023	Email	dennis.c.guerra@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
285	Anonymous	1/31/2023	MyCapEx Website - Comment Form	Nathanjunk7@gmail.com	Regional Connectivity	I think this odd a great idea to build a rail system between San Antonio and Austin	See comment #1
286	Anonymous	1/31/2023	MyCapEx Website - Comment Form	mari9161@yahoo.com	Regional Connectivity	I love San Antonio, but I would love to be able to look for work in Austin. Being able to commute there quickly with rail transit would motivate me to stay here in San Antonio and look for work over there with a much easier commute. Please consider adding this transit, it would be beneficial to both economies and ease the headache of traffic that the San Antonio/Austin commute is known for.	See comment #1

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
287	Anonymous	1/31/2023	MyCapEx Website - Comment Form	rmcald13@gmail.com	Regional Connectivity	I am in full support of a railroad/bullet train system connecting San Antonio and Austin. I would even propose extending it all the way up to Dallas, hitting Waco along the way. It would greatly improve the commute, and I would use it every time I need to visit those cities rather than driving.	See comment #1
288	Anonymous	1/31/2023	MyCapEx Website - Comment Form	ogarcia91@gmail.com	Regional Connectivity	Please build rain between San Antonio and Austin.	See comment #1
289	Anonymous	1/31/2023	MyCapEx Website - Comment Form	alaxley@gmail.com	Regional Connectivity	I vote for rail	See comment #1
290	Anonymous	1/31/2023	MyCapEx Website - Comment Form	lzzyloves90@gmail.com	Regional Connectivity	Build a rail please! It would help so much with the flow of traffic and give more opportunities for work to those in need.	See comment #1
291	Anonymous	2/6/2023	Email	seater.cutworm-0v@icloud.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
292	Anonymous	2/7/2023	Email	eric.marcella@utexas.edu	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
293	Anonymous	2/8/2023	Email	jrs@jrsatx.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
294	Anonymous	2/8/2023	Email	danhtran84@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
295	Anonymous	2/8/2023	Email	Jennifer.Haefner@wellsfargo.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jennifer Haefner Vice President | Business Development Wells Fargo Middle Market and Technology Banking – Austin Market Wells Fargo Commercial Banking	See Comment #8
296	Anonymous	2/8/2023	Email	tercollins2003@yahoo.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my T-Mobile 4G LTE Device	See Comment #8
297	Anonymous	2/8/2023	Email	ksasser@sq1.us	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
298	Anonymous	2/8/2023	MyCapEx Website - Comment Form	ddorph@manifoldre.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
299	Anonymous	2/9/2023	Physical Comment	info@email.actionnetwork.org	Do not widen/no build	Highway expansion is state-sponsored terrorism	See Comment #5
					Construction	Renderings too high - Questions about alleyway on Airport - construction congestion and how is it going to move- Pedestrians - being able to maneuver	See Comment #178
300	Anonymous	2/11/2023	MyCapEx Website - Comment Form	kscchiang@gmail.com	Business/Residential Displacement	Please don't develop north of 45th! The tea house is really important for the community, and brings so much to Austin.	See Comment #21
301	Anonymous	2/11/2023	MyCapEx Website - Comment Form	tylerbot@gmail.com	Do not widen/no build	do not expand north of 45th. there's no point, and it would be a pointless disruption.	See Comment #5
302	Anonymous	2/11/2023	VOH	info@email.actionnetwork.org	Do not widen/no build	Dont expand at all. If you must, don't expand north of I35.	See Comment #5
					Business/Residential Displacement	There are great local businesses that will be negatively impacted by the expansion.	See Comment #21
303	Anonymous	2/12/2023	VOH	info@email.actionnetwork.org	Do not widen/no build	Don't expand. If you must, don't expand north of 1 35.	See Comment #5
						Don't expand at all. If you must definitely not north of 135.	See Comment #5
304	Anonymous	2/13/2023	MyCapEx Website - Comment Form	lamontchichester@gmail.com	Do not widen/no build	Please DO NOT expand the lanes on the I-35. It will only create unhealthy air quality for residents as more cars pile up to move slowly through the city.	See Comment #5
305	Anonymous	2/23/2023	MyCapEx Website - Comment Form	randy.other.contacts@gmail.com	Managed lanes	I agree with adding HOV lanes to I-35 but beyond that I want to minimize the width expansion through town.	Managed lanes would help manage overall traffic demand and provide qualifying vehicles with a more reliable route, allowing them to bypass congestion and arrive at their destinations more quickly. Where feasible and if outside funding is committed, the I-35 Capital Express Central project will provide direct access ramps between managed lanes and frontage roads for transit vehicles. TxDOT has also held several cross-agency meetings including team members from the City of Austin, CapMetro and Project Connect to ensure the Capital Express Central project aligns with other transportation project goals for the City of Austin. The proposed Project Connect new light rail Blue Line will cross the I-35 Capital Express Central Project at Riverside Drive and cross Lady Bird Lake via a new river crossing parallel to I-35, into downtown. More information can be about Project Connect on the Central website: https://my35capex.com/projects/i-35-capital-express-central/. The addition of restricted managed lanes is also being proposed in the project to provide multimodal transportation opportunities and to encourage users to carpool and to take advantage of mass transit, thus moving more people not cars. At the present time, public transit buses, carpools, registered van pools and emergency vehicles must remain in traffic with all other vehicles on I-35.
306	Anonymous	2/27/2023	Email	cwimbrow@austin.rr.com	Do not widen/no build	I oppose expanding I-35. . All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets. I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #5
					East/West Connectivity	East-west crossings should be at least every 1/4 mile	See Comment #20
					Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes.	See Comment #34
307	Anonymous	3/3/2023	MyCapEx Website - Comment Form	sammyjsz@yahoo.com	General Support	Hello TxDOT. I am writing to voice my support for the project to tear down the double decked portion of I 35 and expanding the roadway, increasing inter/intracity mobility and connectivity. I do, however, agree with many that the highway should be capped through the downtown and university areas to allow for greater community connections and that eminent domain acquisition be limited to the minimal amount. While expansion is important, we must ensure that our city and state remains sustainable and we build with purpose and for the right reasons. I would also like to share my support for ameliorating opportunities for light rail and intracity transit within Austin metro rather than impede it.	See Comment #8
308	Anonymous	3/5/2023	MyCapEx Website - Comment Form	mtmount@ucdavis.edu	Do not widen/no build	I oppose the preferred alternative and any expansion of I-35 through central Austin. TxDOT does a fantastic job building and maintaining highways throughout the state of Texas, but central cities are not an appropriate place for freeways due to the high cost to construct and the negative impacts on a densely populated and traveled areas. There are three main reasons I oppose this project: the negative impact on people, the historical impact of the freeway and the lack of meaningful alternatives. In addition, I have another alternative that is commonly used in Texas and would benefit all Texans. TxDOT and the City of Austin. In the end, I know it would be very challenging for TxDOT to go back to the drawing board to study brand new alternatives, but it is never too late to examine an alternative possibility that would improve the lives of all Texans for years to come!	See Comment #5
					Air Quality/Noise	The negative impacts of an I-35 expansion are numerous. These include air pollution, water pollution, noise pollution, vehicle related injuries and deaths, construction impacts, mobility and accessibility to name a few. With more vehicles comes more pollution including PM10, PM2.5, and CO2. These pollutants have serious health impacts on nearby residents and travelers. Placing these pollutants in a densely populated area is inappropriate and negligent. Increasing impervious areas discharging directly to the Colorado River and Lady Bird Lake will cause water pollution and have negative impacts on water quality for all cities along the river. Noise pollution has been shown to increase stress hormone levels and thus adding more noise pollution in a densely populated area is unacceptable. I-35 has the highest vehicle accident rate in the City of Austin and though some of this can be attributed to the outdated design of the highway, more vehicles from the expansion will increase the total number of vehicle related injuries and deaths. The increase of pollution and vehicle related injuries will only be compounded by the increases of vehicles on city streets due to the expanded capacity of I-35. Five to ten years of construction impacts include increased congestion, pollution, vehicle accidents and harm to local businesses. Mobility and accessibility along and across the highway will continue to be very poor compared to the rest of downtown making a highway an unsuitable land use. All these issues will lead to significant suffering for many Austinites and visitors all at the cost of a few minutes saved for drivers (more on that later).	See Comment #34
					Racial justice	The historical placement of I-35 through Austin is well documented. East Austin was historically disinvested by Federal and State governments through the practice of redlining. Placing a freeway to separate East and Downtown Austin was a common practice in cities to physically protect against the "infiltration of inharmonious racial groups" (yes, this is a quote from section 935 of the FHA's Underwriting Manual). Removing the freeway would help heal this scar rather than double down on it.	See Comment #3
					Community alternatives	Finally, the lack of meaningful alternatives provided by TxDOT is very concerning. From the very start of the process, adding two managed lanes was the only alternative given to constituents. Options to redesign, reroute or remove the freeway or introduce meaningful transit infrastructure were never offered. By giving different versions of the same option posed as alternatives,	See Comment #4
					Community Engagement	TxDOT is misleading the public into a specific project to benefit special interests rather than the citizens of Texas. However, I would like to highlight one reasonable option that should be studied that can still benefit all parties—a reroute.	See comment #320
					Reroute to 130	Rerouting highways around city centers is very common in Texas. Any business route in a city is likely to be the remnant of the original highway alignment. This type of project would work well for the central Austin I-35 expansion with the existing alignment becoming a smaller, less disruptive business route serving vehicles traveling to and from downtown and the capitol and a realignment of I-35 along the US-183, SH-130 or another route serving through and cross town traffic. TxDOT would still benefit from significant highway widening and improvement projects along the new corridor. The City of Austin would benefit from a calmer, less polluting highway in its downtown and citizens from all over Texas would benefit from increased capacity and a reduction of congestion when they drive or their freight moves along the I-35 corridor.	See comment #3
					Latent/Induced Demand	It is important to note that congestion along the preferred alterative is unlikely to improve as latent and Induced Demand are likely to greatly increase vehicle volumes along the road. It is unlikely that many Texans would prefer to see billions of dollars spent on a project that may provide less benefits than a project that could cost millions of dollars such as a reroute. It would be worse if the more affordable option was not even studied.	See Comment #18
309	Anonymous	3/6/2023	VOH	mtmount@ucdavis.edu	Do not widen/no build	This project is inhumane - too wide and too hostile to pedestrians and cyclists. At a minimum, TxDOT should fund all of the decks/caps, not put that burden on the local taxpayers who will suffer living next to this huge polluting barrier that will still divide our city. I'm glad you added more cross-street connectivity, but I agree with the Austin City Council and Travis County Commissioners Court that far more frequent crossings are needed. It's pretty simple, really - just look at where people are currently dying on I-35 right now from sprinting across the highway. It's where the separation between crossings is too far so they won't walk to a safe crossings. Please don't make this same mistake as the previous highway designers made. Also, managed lanes don't work without variable tolling. Every transportation expert nationally knows that. If politics are preventing you from being able to do variable tolling, then put the project on hold until the managed lanes can be constructed as tolled managed lanes. Once they're constructed with tax dollars, they can never be converted to tolls so the facility will functionally fail for the next 70+ years as a result of this poor decision.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Bike/ped safety	For bike and pedestrian infrastructure, don't pat yourself on the back about shared use paths. Those are fine for suburbia or constrained projects. You are doing a full tear-down and obliterating the area (including people's homes and businesses/livelihoods/dreams), so you should at least come back in with separate behind curb bike lanes, sidewalks, street trees, etc. to separate faster traffic (bikes/scooters) from slower pedestrians.	See Comment #30
310	Anonymous	3/7/2023	Email	rsdspinilla@gmail.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. . Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Reroute to 130	I am FOR The Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project, and money and time going elsewhere.	See comment #3
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed	See Comment #18
311	Anonymous	3/7/2023	MyCapEx Website - Comment Form	nikels@gmail.com	Air Quality/Noise	Expanding IH-35 will only increase traffic, pollution (noise and air), The cost and time of construction will be outrageous.	See Comment #34
					East/West Connectivity	and create a greater divide between the east and west Austin.	See Comment #20
					Public transit / Multimodal transportation	The time and money should be spent on reducing traffic by building public transportation,	See Comment #13
					Bike/ped safety	bike and pedestrian infrastructure and green spaces that we all can enjoy.	See Comment #30
312	Anonymous	3/7/2023	MyCapEx Website - Comment Form	l.amacs@yahoo.com	Latent/Induced Demand	In 2023 why are we still disregarding the abundance of reputable research and knowledge proving that highway expansion negatively effects traffic congestion? and reducution in environmental pollution?	See Comment #18
					Multimodal Transportation	Why are we still ignoring the citizens' desires and suggestions for Multimodal Transportation	See Comment #20
					Air Quality/Noise	and reducution in environmental pollution?	See Comment #34
313	Anonymous	3/7/2023	MyCapEx Website - Comment Form	ornopia@gmail.com	Do not widen/no build	I strongly oppose the expansion through Central Austin. I live near 35 and E 51st and do not want the access road any closer to my home.	See Comment #5
					Public transit / Multimodal transportation	We should invest in mass transit, like high frequency bus lines and dedicated bus lanes, instead of widening the highway.	See Comment #13
					Latent/Induced Demand	Better public transit will decrease demand on the highway.	See Comment #18
314	Anonymous	3/7/2023	MyCapEx Website - Comment Form	Econoetorian@gmail.com	Do not widen/no build	This entire expansion is a waste of money! Shame on everyone involved in this corrupt project.	See Comment #5
					Latent/Induced Demand	It will make traffic and	See Comment #18
					Air quality/Noise	pollution worse.	See Comment #34
315	Anonymous	3/7/2023	MyCapEx Website - Comment Form	place.holding.rn@gmail.com	Business/Residential Displacement	Expanding I-35 at the expense of local businesses is simply not worth it,	See Comment #21
					Reroute to 130	I would simply prefer an alternative route to go around Austin in order to make it more efficient for thru traffic.	See comment #3
					Public transit / Multimodal transportation	The expansion goes against the city's aims to be less car dependent --	See Comment #13
					Do not widen/no build	reconsider, please.	See Comment #5
316	Anonymous	3/7/2023	MyCapEx Website -	jimjohnson67896@gmail.com	Do not widen/no build	This project sucks so much please demolish it and	See Comment #5
					Reroute to 130	move the highway to like 183	See comment #3
317	Anonymous	3/7/2023	MyCapEx Website - Comment Form	mebayer@gmail.com	Do not widen/no build	To the Staff of the Texas Department of Transportation: We previously provided TXDOT with our comments to the proposed expansion alternatives during TXDOT's brief notice and comment period in 2021. In that letter, we expressed concerns that the favored build alternatives would radically reduce our quality of life while expanding the many east-west divides in our city. Having carefully considered the alternatives presented in the current DEIS, we urge TxDOT to choose the No Build Alternative because the benefits of Modified Build Alternative 3 would not justify the costs and impact on our community. As noted by many well-informed members of our community: · The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. It would be difficult for our community to support a proposal to expand a highway that has a deep history of dividing the city without providing significant and meaningful improvements in connections across it. Capping the highway downtown does offer a monumental opportunity to reconnect our urban fabric and to symbolically unite the geographic division that began with the 1928 master plan. However, the downtown effort alone does not adequately address the wide-spread east-west barriers that I-35 represents today. In fact, the planned expansion erects new barriers outside the downtown core. For example, 51st Street is currently the only crossing in our area between Airport Blvd. and U.S. 290, a distance of 1.5 miles. Although adequate when I-35 was originally planned, it is no longer sufficient due to the development of Mueller community and anticipated growth along the Airport and Cameron Road corridors. These neighborhoods and communities--North Loop, Ridgetop, Skyview, Highland, Mueller, Windsor Park, St. John's, and so many others--are precisely where lower and middle income residents have congregated in search of affordable housing in the new central city. We depend on adequate east-west crossings to reach essentials, such as employment, education, healthcare, and food. We rely on these crossings to connect with our families, friends, and neighbors. Our choices with respect to I-35 must not come at the cost of those in our city who are the most vulnerable, those who we have been pushed out and forgotten. This would be an unfortunate repeat of mistakes of the past that make this highway so divisive. For better or worse, this highway is part of our neighborhood and traveling on, across or along I-35 is a daily reality for residents in our community. As some of the stakeholders most personally and directly impacted by this project, we are willing to work with TXDOT on a more aspirational vision for this roadway. . We view this highway expansion as much more than a simple roadway – and hope that you do as well. To ensure we build the [illegible]	See Comment #5
					Latent/Induced Demand	TxDOT's projected traffic growth and commuting times are exaggerated because commuters will change their driving patterns as alternatives become more available or favorable. · Expanding the highway would not eliminate congestion due to Induced Demand. · TxDOT can improve highway safety immediately by reducing the speed limits on the highway and access roads.	See Comment #18
					Public transit / Multimodal transportation	The project would encourage the use of single-occupancy vehicles, promote urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan.	See Comment #13
					Business/Residential Displacement	In order to expand the highway, the project would confiscate land from businesses and residents near the right of way,	See Comment #21
					Racial justice	disproportionately impacting small businesses and minority communities. Widening the highway with the limited connectivity, currently in Modified Build Alternative 3, would perpetuate, expand, and worsen the demographic divide that began with the city 1928 master plan.	See Comment #3
					East/West Connectivity	If TxDOT continues to pursue Modified Alternative Build 3, then we stand by the resolution adopted by our City Council which at its heart is a call for a substantial increase in east-west connections while allowing for even more significant efforts in the future as the means and abilities of our city grow along with our population. We feel strongly that these connections be at grade, include ample space for pedestrians and bicyclists, and connect streets that are designed in their detailing, speed limits, and scale to interface seamlessly with our neighborhood grid. The addition of these crossings will also address the multiple fatalities which have happened along our stretch of I35, furthering the goals of Vision Zero – the City of Austin's program to eliminate pedestrian fatalities on our roadways.	See Comment #20
					Public transit / Multimodal transportation	One that emphasizes the health and safety of the residents who live along its borders, one that makes space for an expanding new public transportation system, one that does not cement into the earth the fossil fuel-based transportation of the last century but is flexible enough to anticipate the technologies of the next generation	See Comment #13
318	Anonymous	3/7/2023	MyCapEx Website - Comment Form	jamesdswift@gmail.com	Bury/tunnel	It's really critical that as much of I-35 is buried as possible. Additionally, it's critical that the caps over the highway exist, and are extended from what's being proposed. The caps will allow for reclamation of land that can be used for parks or other community use. Not capping the highway would be a major miss and disappointment for the city. Extending the caps from Riverside to north of the UT campus would be an incredible addition to the community. Please, if nothing else, include the caps and incorporate the distance that's being proposed from the City. Perhaps also consider charging stations for electric vehicles as part of the infrastructure. I would also recommend that overhead utilities are buried along the highway and that green spaces and trees are plentiful.	See Comment #25
					Regional connectivity	It would also be great if the project could somehow incorporate future rail into the design.	See comment #1
					Business/Residential Displacement	I know businesses will be displaced. They should be compensated for having to move.	See Comment #21
319	Anonymous	3/7/2023	MyCapEx Website - Comment Form	Capex@post29.com	Latent/Induced Demand	I don't think it's been well communicated how the plans will benefit the region and the traffic flow.	See Comment #18
320	Anonymous	3/7/2023	Voicemail	mebayer@gmail.com	Community Engagement	Hello, I 35, expanders. I'm calling to call BS on your public input. I don't think your public input is designed to create meaningful engagement with the community. I think it's all a bunch of hollowbalu to check some boxes for yourselves while you continue your plan to expand I 35. Your public comment period is insufficient. Your website is janky. And I've seen no examples of meaningful input from the community used in any highway project before. Shame on you for creating the appearance of public input, when, in fact, you're doing something that is just development. It's completely private interests. And the public interest are spoken for by monied interests. Shame on you for offering to engage your community that you're not prepared to engage with. You have constantly shrunk the amount of input the community can use. The proposals you put on your website are three versions of the exact same thing - an expanded I 35. We don't want to lose community to more expansion, and you make it very difficult for that point of view to be expressed. You are steam rolling public engagement. And I say, shame on you. You're acting in bad faith. Shame on you. We don't want I 35 expanded. We do want 35 shrunk. Put that in your tank	TxDOT has worked with community and agency stakeholders to create an engaging public involvement process. The project team has collected feedback regarding the coordination plan/schedule, project purpose and need, range of alternatives, how the alternatives would be analyzed, results of alternatives evaluation, findings from independent study of the community alternatives, proposed build alternative layouts, and other information. In addition to required outreach, TxDOT has engaged additional forms of outreach extensively to ensure that key stakeholders were informed about the project and able to provide input during the COVID-19 pandemic, which began in March 2020. Opportunities for the public to learn more about the project and provide input included public and agency scoping meetings, agency coordination, public meetings, stakeholder meetings, as well as the following outreach methods: • The project team hosted pop-up meetings in diverse neighborhoods by tabling at more than 12 locations including transit centers, farmers' markets, Goodwill, community events, Juneteenth Festival and other community gathering spaces. • TxDOT collaborated with neighborhoods by hosting meetings with all neighborhood groups along the corridor to share concepts and receive input. • Inclusive outreach was provided to diverse groups by using creative strategies to engage traditionally hard to reach populations, including translated meeting materials, walking tours to assess ADA accessibility, and sharing information through existing networks (non-profits, schools and more). • Coordination with the community has occurred during meetings with the community, elected officials, non-profit organizations, local businesses and community groups to share information and receive input. • TxDOT hosted meetings with elected officials, non-profit organizations, local businesses and community groups to share information and receive input. • Eight CapEx Voice meetings have been held since May 2021, as virtual and in-person community engagement opportunities. These meetings are held approximately every other month and will continue as the project moves forward. The focus of the workshops is to provide additional information about the environmental process and hear from the community on key issues. • TxDOT heard extensive feedback about the need for better east-west connectivity, transit accommodations and the desire to put a cap or lid over I-35. The preferred alternative, Modified Alternative 3, proposes to accommodate potential caps which would be locally funded. • TxDOT is working closely with the City of Austin, which is leading the analysis of caps and other local enhancements. • TxDOT has and is continuing to coordinate the Environmental Impact Statement (EIS) with cooperating and participating agencies at key points in the project development and National Environmental Policy Act (NEPA) process. • TxDOT has and is continuing to hold ongoing and focused Section 106 public involvement outreach, as well as incorporation of historic resources as part of the NEPA public involvement process. To ensure equity with groups who may work non-standard shifts and have difficulty attending an in-person public hearing event or are more comfortable avoiding in-person events, all the materials for the project public hearing were available online from Feb. 9 – March 7, 2023. This allowed the public opportunities to review the project documents and information at their convenience, at their own pace, and from their preferred location. All comments submitted at the in-person event or through the virtual public hearing will be entered into the project record and will be addressed in the Public Hearing Summary Report. More information on public and agency involvement on this project is available in Chapter 4 of the EIS.
					Do not widen/no build	Me and a lot of people here in Austin don't want 35 expanded, we don't want more lanes.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
321	Anoosh Razian	3/7/2023	Email	anooshrazian@everyactioncustom.com	Community alternatives	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the “problem” of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #4
					Do not widen/no build	Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals.	See Comment #5
322	Anthony	3/1/2023	Email	ajlusardi@gmail.com	Do not widen/no build	The I-35 expansion as is makes Austin into a worse, noisier, and uglier place. Its proposed crossings for foot, bike, and other non-car traffic are awful and outright dangerous in many places. Turning frontage road into 6 lanes of “boulevard” allows frontage to remain hostile to non-car traffic while pretending to be an improvement. Additional lanes will not solve traffic and may even make it worse. We know this from countless other American cities that have gone down this path. Please keep Austin livable. Expand highways outside the city not inside it. Direct funding towards other, cleaner, better, more environmentally friendly, and more accessible forms of transit. Thank you.	See Comment #5
323	Anthony Ballestas	2/24/2023	VOH	antoballestas@yahoo.com	Do not widen/no build	I wish to express my disagreement with the expansion of I-35. There has been a plethora of formal research and anecdotes that tells us this is the wrong direction. Certainly our friends over in Houston are living with their highway expansion mistake. Ultimately, we need to think with a greater time horizon. For example, individual owning a car in a city as dense as Austin isn't sustainable. Both from an environment angle and in regards of efficient transportation.	See Comment #5
					Public transit / Multimodal transportation	So with that in mind why don't we invest in methods that would encourage other transportation mediums such as walking, non-car motorized vehicles (like e bikes), and public transit.	See Comment #13
324	Anthony Butler	1/31/2023	MyCapEx Website - Comment Form	anthonyjbutler@gmail.com	Regional Connectivity	Wanting to show support of a high speed rail system to be installed in Texas. Ideally between the ‘big cities’ as an alternative to flights. Would cut long distance commutes in half. San Antonio to El Paso. Houston to Dallas. And so on.	See comment #1
325	Anthony Cruz Jr.	1/19/2023	MyCapEx Website - Comment Form	kruezerman@outlook.com	Regional Connectivity	Texas needs a better passenger rail network. Commutes are getting worse because of the number of cars on the road and expansion isn't alleviating the problem. Please revive the Lone Star Rail proposal so we can have true high-speed rail and decrease traffic along the 35 corridor.	See comment #1
326	Anthony Fowlkes	3/1/2023	VOH	anthonylfowlkes@gmail.com	Do not widen/no build	I appreciate the efforts undertaken by TxDOT to take new approaches to the project. However, i feel that it should not be a priority to increase capacity on 35. While we should be concerned about driving traffic to other streets, I think maintaining or even reducing capacity on 35 might be a better path forward for the future.	See Comment #5
327	Anthony Harper	2/26/2023	VOH	aharper4231@gmail.com	Do not widen/no build	I am disappointed in the current plans for the I-35 Capital Express Central project, as it fails to adequately address the needs of Austin's commuters. It places an undue burden on the city's infrastructure and does not do enough to encourage alternate transportation options such as cycling or public transit. The proposed bike lane only goes as far south as Woodward St., which is completely inadequate. The proposed bike lane should be expanded to at least Slaughter Lane for greater accessibility. Thank you for your consideration.	See Comment #5
					Reroute to 130	I strongly urge the Texas Department of Transportation to reroute interstate traffic around the city of Austin instead of through it, to include enhanced public transit options, and a more expansive boulevard.	See comment #3
328	Anthony Lacagnina	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, The current TxDOT proposal to expand the I-35 in Austin is a foolish and wasteful endeavor that, more than anything, will do NOTHING to address the current transportation problem Austin faces. It blows my mind that a city as large as Austin has consistently refused to start developing any form of public transportation. Second, rerouting traffic around Austin, as proposed by Rethink35, would allow for better access to the city from the growing suburbs without clogging the downtown stretch with even more traffic. I STRONGLY OPPOSE the TxDOT's I-35 lane expansion plan and hope they stop wasting the city's money on efforts that make the matter even worse.	See Comment #5
					Latent/Induced Demand	We have numerous real-world examples of highway expansions leading to EVEN WORSE traffic congestion, such as the Katy highway expansion, through a well-documented phenomenon known as "Induced Demand." Billions of dollars are spent, lanes are widened, and what are we left with? More traffic, more pollution, more frustration, and a lowered quality of life for citizens.	See Comment #18
					Business/Residential Displacement	Moreover, the expansion will demolish and displace many residents and businesses. With the ludicrous rise in rental prices Austin has faced in the last decade, many of these residents will likely be unable to relocate.	See Comment #21
					Public transit / Multimodal transportation	There are many alternatives. One would be to actually invest in public transportation. Installation of a light-rail or subway that actually services high-traffic areas would be the most effective strategy for decreasing traffic	See Comment #13
					Community Alternatives	rerouting traffic around Austin, as proposed by Rethink35, would allow for better access to the city from the growing suburbs without clogging the downtown stretch with even more traffic.	See Comment #4
329	Anthony Sone	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin and I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Anthony Sone	See Comment #5
					Reroute to 130	I am FOR The Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project.	See comment #3
					Tire Wear	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
330	Anthony Stevens	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, in Travis county, and I strongly oppose the existing plan for I-35 expansion. I agree that I-35 has been a mess for a long time. However this plan only seems like it will take a mess, and spread it around, just leaving a bigger mess. Looking at the plan, it doesn't look like we are really expanding the lanes of I35, but rather catering to people who can afford to pay a toll to get through downtown. This is at the cost of taxpayers, in both money, time, and inconveniences causes by construction. I35 is currently 4 lanes both directions (at the upper and lower deck). This plan simply removes the deck and puts 4 untolled lanes in with 2 tolled lanes. Again, the tolled lanes are simply for people who can afford this. It does not help the working class at all. Loop 1 (Mopac) was expanded in a similar way as being proposed. The traffic during rush hour is still just as bad as it has ever been. This is again because the toll lanes are simply there for people who can afford them. A teacher who has to commute across the city every day can not afford 5+ dollars a day just to get to work. This plan would also close a major access point for Ladybird Lake recreation use for up to 8 years?! This lake is the heart of the town, and it's just unacceptable to close one of the most accessible access points. If this plan does go forwards, I hope we include many more protected (or isolated) bike paths, and other transit options, and improved access to ladybird lake. Anthony	See Comment #5
					Reroute to 130	Encouraging the use of SH-130 for freight and through traffic would do far more to improve traffic than anything listed in the plan, and be cheaper! Simply allowing freight to travel free through that path, would save us the entire cost of rebuilding I35. This was the purpose purpose of SH-130, and yet it failed because people dislike toll roads.	See comment #3
331	Anthony Tejada	1/31/2023	MyCapEx Website - Comment Form	anthonytej48@gmail.com	General support	Why not	See Comment #8
332	Anthony Whiting	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, For my whole life, central Texas and Austin have been home. From summer day trips to Barton Springs and learning about the salamanders as a kid to stories of my mom's high school graduation at the Frank Erwin Center, this area is all that I know. The special nature of my home has not gone unnoticed by a plethora of people. A better future is always possible and if Texas wants to keep faith with its claim, and promise, as a leader in the 21st century this is it. The con sequences break the “scale” in a battle with TxDOT's unsupported benefits. Therefore I oppose expansion to I-35 and the standing plans made almost exclusively by TxDOT. A once in a lifetime opportunity to meet the transportation needs of all - not just to cater to inanimate cars and fright trucks - but from young kids to the elderly, the Barton lifeguards to the graduates.	See Comment #5
					Racial Justice	Interstate 35 was constructed through a once sleepy mere college and state capital town but undoubtedly embedded in institutional racism. It is no accident a vessel for large quantities of transnational shipments cut right through the historically black residences of East Austin, instead of wealthy white pockets to the west of Mopac such as Tarrytown. What message does it send to these same communities affected by redlining, plight, then gentrification that there is no harm in drastically expanding the size of I-35?	See Comment #3
333	Anton Hazlewood	3/7/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, As a born and raised Austinite I have seen this city grow tremendously and have also seen I35 traffic get worse and worse. I agree with ReThink35 that the current proposal will not resolve the issue.	See Comment #4
					Reroute to 130	I35 should be rerouted outside the heart of downtown. There should not be an interstate traffic going through the middle of a City. The current expansion will incentivize more traffic through the city and will have irreversible health effects to our citizens.	See comment #3
334	Antonia Taylor	1/23/2023	MyCapEx Website - Comment Form	Antoniat736@gmail.com	Regional Connectivity	This money should be used to create train systems from San Antonio, Austin, Dallas & Houston. Surrounding areas can be serviced. HIGHWAYS ARE OUT! RAILWAYS SHOULD BE IN!	See comment #1
335	Antonio Mondragon	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I would like to plainly state that for a variety of reasons I wholeheartedly oppose TxDOTs plans and oppose the expansion of I-35. It has proven time and time again in various US cities throughout history (Boston and San Francisco to name a few) that the idea of expanding the highway system not only does not decrease congestion, it causes harm to the city and its residents that is nearly irreversible without a significant investment. The maze of highways that Austinites currently have to navigate as-is just to get around this city, not to mention the years of disruption that this project will cause should be enough of an indicator that this is the wrong action to take. Measure twice, cut once. Please. Sincerely, Antonio	See Comment #5
					Air Quality/Noise	Not only is historical evidence is a factor in my opinion but the fact that the TxDOT plan completely ignores the very likely potential harm that it will cause in the environmental, societal, and commercial aspects of the city just to create a band aid solution for a problem caused by the exact same methodologies that put the highway there to begin with just makes my opposition even stronger.	See Comment #34
					Community Alternatives	I expect TxDOT, the state government, and the local governments of the Austin metro area to listen to the voices of the people, truly look at the city in its current and future states, and create a plan (or adopt something along the lines of the Rethink 35 proposal) that will actually meet the needs of the city now and for many many many years to come.	See Comment #4

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
336	Antonio Psoncak	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, For the last 70 years, time and time again its been shown that widening roads and building more highways have done nothing but temporarily solve traffic problems.	See Comment #5
					Public transit / Multimodal transportation	Instead of waisting money on road widening, invest in public transport! Promote carsharing! PLEASE	See Comment #13
337	Antonio R. Cassagnol	2/28/2023	Email	arcass1701@gmail.com	Regional connectivity	As a frequent traveler to Austin, San Antonio, Dallas, Waco, and Kilene, TX for past 8 years, here is my suggestions: Again, this massive undertaking fails to address light rail, subways, express buses and intra-city super-fast trains between Austin, San Antonio, Houston, Dallas, Abilene, Waco, Midland, and El Paso. These transportation systems tied into local bus routes, Uber, cabs, etc. Could significantly reduce traffic between the Austin to San Antonio TX corridor if incentives are added in. Follow the transportation model of Germany IC (Intra City fast trains) and Metro of Washington DC. Washington DC light rail Metro system goes 60 miles outside of the city tieing in cities such as The Pentagon, Silver Springs, Alexander, Fairfax VA, Bowie, Baltimore, Fort Myers, universities (Howard, Georgetown, Catholic, American, University of Maryland, etc), Fort Meade, airports (BWI, Reagan National, Dulles) and major points of interest of Tourists (WWII Memorial, Washington Monument, museums, National Air & Space Museum, ect.)	See comment #1
					Reroute to 130	If you are going to pursue this massive project without considering Express buses and light rail 🚅, then I-10 must be also expanded 10 miles outside of Austin, TX in both directions to relieve traffic jams from rush hour times. Major arteries crossing I-10 and I-35 such as State Highway 1604, 290, 1, 810, etc. must be expanded to accommodate traffic flowing into and off of I-10 and I-35. I-10 though Austin TX is a parking lot during rush hours and traffic bottlenecks at several choke points. Also to prepare for future growth, I-35 from Austin through Waco through San Antonio must be expanded 20 miles outside those cities to accommodate future growth potential. Construction of 1604 and I-35 has been going on for the past 3 years with no end in site.	See comment #3
338	Anya Gandavadi	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Please don't expand the I-35 freeway. Please consider a different way to expand transportation that is more sustainable and long term and doesn't hurt people that have been hurt for generations.	See Comment #5
					Community Alternatives	The rethink 35 plan or other plans to expand public transportation should be considered instead.	See Comment #4
339	Apache Baxley	1/31/2023	MyCapEx Website - Comment Form	apachebaxley@gmail.com	General support	Moving here in a year or so, lived here before. Anything that reduces the amount of drivers on the road in San Antonio is bound to benefit the mental health and safety of those who have to brave the streets of S A.	See Comment #8
340	Ari Sobelman	3/7/2023	Email	asobelman@gm.slc.edu	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm a resident of Austin. The green spaces are some of the city's best highlights, and I am VERY OPPOSED to to TXDOT's plans for the I35 expansion. Highway expansions just make congestion worse and ruins air quality, noise, water pollution, safety, etc. Ten years of construction is absolutely not worth it -t here are no benefits enough to justify this. I do NOT want to use the interstate for my local trips. I expect local representatives to stand. up for what will actually help Austinites.	See Comment #5
341	Ariana Peralta	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Highway expansion is not the answer. The construction time line alone will lead to worsening traffic. This cannot be the best option available.	See Comment #5
342	Ariana Rodriguez	2/1/2023	MyCapEx Website - Comment Form	ariana.n.rodriguez16@gmail.com	Do not widen/no build	This plan should revive the Lone Star Rail proposal. Widening roads without improving transit is a waste of money because it only induces more demand and results in the same traffic and more pollution.	See Comment #5
					Public transit / Multimodal transportation	We need safe, effective rail options to decrease pollution and traffic accidents and to make it easier for everyone to get around our great state.	See Comment #13
343	Aris Brown	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am absolutely opposed to the Highway expansion. I currently live right off of I-45 in Houston, and this expansion of I-35 directly impacts what can occur in my city. Expansions are not a long term solution; I hope you consider all of the words of these advocates on this petition who take their future seriously.	See Comment #5
					Public transit / Multimodal transportation	we need to think through how to create more accessible options of transportation. I am in solidarity with my fellow Texans in Austin.	See Comment #13
344	Arlen Johnson	3/7/2023	MyCapEx Website - Comment Form	Arlenjohnson@gmail.com	Do not widen/no build	I am concerned that the proposed I35 will not solve our traffic problems and also will not stitch our city back together. Building more lanes is demonstrated not to reduce congestion. Bostons Big Dig drove an amazing reuse and reclamation of urban space. I'm afraid Austin is only going to get a Big Ditch, without the commitment of resources to cap the interstate.	See Comment #5
345	Armandina Ortiz	3/7/2023	MyCapEx Website - Comment Form	Dinaortiz1@yahoo.com	Air Quality/Noise	This expansion proposal does not have the health and safety of Texans in mind. There will be more vehicles going through the middle of Texas' 4th largest city which will create more air pollution leading to respiratory problems for many including children, older adults and people with respiratory problems. We already endanger our lives with the big rig trailers that drive right next to cars much smaller than them. It's time for Texas to put people ahead of profit.	See Comment #34
					Reroute to 130	Better idea: build a connection from I35 connecting to 183 on both north and south sides so the big rigs go around Austin. Then add additional lanes to that portion of 183.	See comment #3
346	Armando Castaneda	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, It pains me to know that Texas Department of Transportation is considering expanding highways when it is abundantly clear that we should be reducing and tearing down highway infrastructure that exists within urban centers. Young voters of today will look on you fondly if you reconsider and eliminate expansion plans. All across Texas, we need to be reducing our dependency on cars and we need to be building pleasant urban environments that can house many people and also provide easy walking routes between everyday essentials and tasks. A highway doesn't accomplish any of this. I grew up in Dallas and moved away for college. I want to return to Texas where my family lives but it is very hard for me to do this when I know that what awaits me in Texas is highways and highway expansions. It has been an incredibly liberating feeling of freedom being able to live my life without a car. This is simply not possible in Texas. Americans do not want cars, they do not want to be forced into traffic, they do not want highway expansions. Stop the highway expansion and save lives. Reduce traffic fatalities by reducing traffic and keeping speeds low. Maintain Austin culture by not bulldozing urban cores for cars.	See Comment #5
347	Arpad Takacs	1/17/2023	Email	arpad85@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
348	Arturo Arriaga	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, Texas, who like thousands of other Austinites, uses I35 daily. This is why I am writing to oppose TxDot's current proposal to expand I35. To be clear, the current proposal would be a disaster for the City of Austin, and the worst infrastructure project TxDot has ever attempted. Highways don't work and the current proposal to expand I35 would make Austin less safe, stifle economic growth, and make traffic even worse during peak out. TxDot should immediately consider the alternative proposal like turning I35 in a boulevard or open the process to more consideration from the public. Thank you.	See Comment #5
					East/West Connectivity	Of I35's many flaws, none is more important than its division of the east and west portions of the downtown area	See Comment #20
349	Asena Tapaevalu	1/30/2023	Email	asena.tapaevalu@hwgc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Asena Tapaevalu	See Comment #8
350	Ashley Jackson	3/7/2023	MyCapEx Website - Comment Form	themagicash@gmail.com	Do not widen/no build	I've lived in Austin for 40 years and I have never seen such an awful highway expansion proposal. This is an extremely harmful project. Until you have lived east of IH35, you do not understand how cut-off and inconvenient the IH35 divide makes daily life. I am not so naive as to think that the state will stop this project but we can still modify it. . Austin is our capital and the beautiful crown jewel of our state. Let's undertake a project that is worthy of those titles. Let's use our tax payer dollars to actually serve the local commuters that TXDOT says IH35 serves. We can do better than the current plan. Texas deserves the best that TXDOT can deliver. Are we serving Texans or are we serving 18-wheelers from Mexico?	See Comment #5
					East/West Connectivity	We need more east-west connections over IH35. It is worth the investment to drop the highway underground entirely between 290 and Lady Bird Lake	See Comment #20
					Caps/Deck Plazas	FUND CAP AND STITCH. Modify the plan to include better pedestrian crossings and east-west bridges at ground level that can support future developmen	See Comment #42
351	Ashley Keith	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Expanding I-35 means further dividing OUR city, displacing and burdening OUR citizens. It means doubling down on policies that increase pollution and decrease quality of life. It's the wrong move for Austin.	See Comment #5
352	Ashley Scherr	3/6/2023	MyCapEx Website - Comment Form	ashley.scherr@gmail.com	Delwood	The proposed alternatives for rebuilding I-35 through the central segment do not meet Delwood 2 neighborhood needs and actually cause mobility issues. The proposed highway designs do not meet Delwood 2 mobility and access needs. The proposed alternatives call for closing one of the four entrances to the neighborhood. This will increase the difficulty of getting in and out of the neighborhood, and increase the cut through traffic in the neighborhood when the right hand lane traveling north on Airport backs up, which it does regularly at all times of day. Neither of the proposed alternatives address this issue, and instead focus on the left turn to go south on I-35, a section of traffic that only backs up briefly during rush hour. The proposed pedestrian/mixed use pathways to navigate the Airport/I-35 intersection without a car are unnecessarily hostile to anyone without a car. Instead of diverting car drivers, who can easily traverse hills, grade changes, and increased distance, mixed use path users are diverted. This results in proposed mixed use paths that nearly double the travel distance for wheelchair users and requires cyclists to dismount to navigate the hairpin turns or stairs in the paths. The proposed pathways also include an outrageous proposal of 'underpasses' for pedestrians, including a very long segment in which pedestrians are expected to pass under the 8 lanes of Airport Blvd instead of crossing at the intersection above ground.. These tunnels take pedestrians out of sight of anyone around, which is uncomfortable and unappealing to any mixed use path users, including the young and disabled, especially after dark. Furthermore, given that TxDOT is well aware of the number of people who use highway infrastructure as shelter because Austin lacks sufficient affordable housing, it is inconceivable that the tunnels will not be turned into shelter for these people, resulting in poor outcomes for everyone. As a final point, this intersection regularly sees issues with flooding during heavy rain, making pedestrian tunnels an even more unusable proposal. Cars can easily navigate a bit of water on the road. Expecting pedestrians and cyclists to do so is absurd. All of the above issues appear to be driven largely by the choice of intersection at Airport Blvd and I-35 that TxDOT is proposing. The Single Point Urban Interchange is extremely unfriendly to anyone not in a car. Delwood 2 strongly encourages TxDOT to consider a more traditional four way intersection where pedestrians, cyclists, and other users are on equal footing with the rest of the road users and do not have to travel so far out of their way in deference to cars. We understand that TxDOT is attempting to reduce 'conflict points' between pedestrians and cars, but relegating pedestrians to below-grade tunnels or elongated indirect paths is not an appropriate solution for these road users. Proposed highway designs have negative environmental impacts that outweigh the purported benefits. The proposed alternative highway designs reduce connectivity through the central region, including the Delwood 2 neighborhood area, by removing connections across I-35. This reinforces and exacerbates the historic and current racial and economic segregation in central Austin. There are no crossings or plans for capping north of Airport Blvd, which is the current section of the highway where people of color and people with fewer economic resources are currently concentrated. The removal of highway crossings also increases the negative environmental impact of the proposed alternatives. By reducing the ability to cross the city through alternative transportation options like walking or cycling, the design increases reliance on polluting and inefficient forms of transportation like cars. It also has negative social and economic impacts by making it difficult to cross the city east to west or vice versa. Proposals for elevated mixed use crossings do not ameliorate the lack of connections. Pedestrians, cyclists, and other users should not be forced to climb long ramps or stairs for elevated crossings or be forced so far out of their way. Making these crossings so unappealing and difficult to use will result in them not being used. We are concerned that the environmental impacts of all the alternatives are modeled based outdated modeling methods and inaccurate and unrealistic traffic projections. Traffic on I-35 has remained	See Comment #184
353	Ashley Yen	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Please consider renovating the highway without expansion, such as implementing a design like Klyde Warren Park in the DFW area. This highway-turned-park is now one of the main attractions to Dallas's central arts district. Austin has so much more potential to implement greenery in our concrete spaces. After all, we are blessed with such amazing (but dwindling) nature. Because of our city expanding and people moving here, we need to put in extra effort to consider how to Keep Austin Beautiful and Green. As a born and raised Houstonian, I can speak from first hand lived experience that highway expansions DO NOT WORK. Houston has 8-10 lane freeways that CONTINUE to get more and more backed out. Highway expansion is a fallacy, an illusion. Please hear the people out, we are asking you to consider alternatives to the i-35 highway expansion. Sincerely, Ashley	See Comment #5
					Business/Residential Displacement	There are intricate, special businesses along i-35 that would no longer exist with the expansion.	See Comment #21
354	Ashton Sandoval Oaks	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Staunchly opposed to widening projects be the empirical data suggests it just doesn't solve traffic problems.	See Comment #5
355	Ather Baig	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I don't want to use an interstate highway for my local trips. Build a bypass to move I35 out of city	See Comment #5
356	Audrey Brumback	3/7/2023	MyCapEx Website - Comment Form	Audrey.brumback@gmail.com	Air Quality/Noise	We need precise and accurate measurements of air quality Prevent water runoff from polluting the river Bus only lanes	See Comment #34

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
357	Audrey Straus	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I'm a native Central Texan; I live in Austin off of Koenig and work at I-35 and William Cannon. I oppose the I-35 expansion proposal in its current state. I would support a proposal that: Expanding 35 as proposed does not solve our problem long-term. Please consider some of the solutions.	See Comment #5
					Reroute to 130	1. Redirects through-traffic to 130, or the 183 toll, either as affordable toll roads or — better — as state highways or interstates. Local residents should not have to compete with travelers and trucks for road space downtown.	See comment #3
					Public transit / Multimodal transportation	2. Puts public transit at the forefront. We cannot continue to rely on cars. Austin *must* improve the routes and reliability of our public transit.	See Comment #13
					East/West Connectivity	3. Thoroughly connect east and west sections of the highway	See Comment #20
					Caps/Deck Plazas	4. Create more green space — eg covered sections, grassy berms.	See Comment #42
358	August Stanley	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I am very strongly opposed to the I-35 expansion project. This is an antiquated project that is wrong for our city. If widening highways worked, Houston and Los Angeles would be known for their great traffic rather than famously horrible traffic. "Traffic" or "congestion" is a function of density- especially density of desirable destinations. Downtown Austin is "congested" because there are a lot of places people want to go, next to each other. This problem is not solvable until we finally raze the city (and all the places we want to go) until it's just a parking lot. Why not manage demand through tolling? Why are we working against the public transit investment being made in the City of Austin? Why are we compromising the health and safety of Austin residents for the sake of exurban commuters? I do NOT support the destruction of my city. I would like to see the unsightly upper deck removed and NO expansion. No additional lanes. It is challenging enough to access my daily needs from the Cherrywood neighborhood. I have to cross I-35 at 38th 1/2 St to get to my local HEB, to my gym, and to work. My choices are walking, where I have to actually get OFF the sidewalk because there are giant transformer poles blocking my path, or biking on the street without any protection. I cannot afford a car and I don't think I should have to purchase a vehicle that is tens of thousands of dollars, pollutes our earth, and is extremely dangerous just to participate in everyday life in Austin. The average American spends approximately $10,000 annually on car ownership. The average American is also 40x more likely to die in a traffic crash than a European resident. Please take a look at the map (https://visionzero.austin.gov/viewer/map) of traffic crashes and fatalities in Austin. The pattern is clear. TxDOT facilities are not safe, especially not for people outside of cars. Is TxDOT a public agency or a car sales company? The expansion project is a huge mistake. I don't believe that it's too late to evolve this project into something beneficial.	See Comment #5
359	Augustine Verrengia	1/26/2023	MyCapEx Website - Comment Form	augustine.verrengia@wginc.com	General support	Chairman Bugg & Commissioners, With the new proposed schematics and alternatives I ask that there be significant attention paid to drainage when going subterranean. After spending some years living in Houston it became quickly apparent that in heavy storm events these depressed areas easily become the "low spot" and can create significant ponding. Of course, we have a lot more topography than the Houston area, I just wanted to raise concern and make sure the designers are considering this in their approach. Otherwise, I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you,	See Comment #8
360	Aurora Silva	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin and live near I-35 in Windsor park. I don't want to use an interstate highway for my local trips.	See Comment #5
					Latent/Induced Demand	I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #34
361	Austin Climate Coalition	3/6/2023	Email	austinclimatecoalition@gmail.com	Do not widen/no build	Dear those interested in the future of I-35, We write as a youth-led local Austin environmentalist group known as the Austin Climate Coalition (ACCo) in regard to the I-35 Capital Express Central Draft Environmental Impact Statement public comment period. Currently, many of ACCo's members are seniors in high school that are soon to invest in colleges/higher education. As not just environmentalists, but citizens of the United States, we've noticed a pattern in desirable college locations: a city with sufficient public transportation. Cities that implement these systems into their infrastructure become more preferable places to live. We, as the humans of the future, believe it is of the utmost importance that our government listens to our concerns. Austin is a beautiful city full of nature and it would be heartbreaking to watch it disappear. We hope you understand our worries concerning the environmental impact a highway expansion would impose on our city, and make an effort to address these issues. Until our voices become a part of the conversation, we will continue to make our opinions known and protest the expansion. We believe that, together, we can create a truly transformative future for all. Thank you for upholding our country's democracy, Austin Climate Coalition	See Comment #5
					Community Alternatives	As high schoolers from across the city, we want to express our strong opposition to TxDOT's plans to expand I-35 due to the negative impacts it would have on our city and the surrounding environment. In an effort to reduce such effects, we would like to see conversations concerning alternatives to expansion, such as Rethink35.	See Comment #4
					Climate Change	ACCo seeks to advocate for youth voices in the current political atmosphere surrounding climate legislation. From holding Climate Action Days where we invite other high school students to come to write letters to our representatives encouraging the passage of climate-friendly bills to supporting and spreading the natural environment by planting wildflower seeds around Austin, our organization hopes to raise awareness of the climate crisis and its urgency. The current plans to expand the highway go against our idea of a clean future for our generation. Wide, polluting, dangerous highways–specifically one that runs through the center of the city–jeopardize the nature and sustainability of the city that we hoped to inhabit into college and adulthood.	See Comment #51
362	Austin Donovan	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I do not support the proposed expansion of I35 through Austin. As admitted by TxDOT engineers, this project will not ease or reduce congestion within the region, but just increase the number of people experiencing it, as has been the case with every other expansion of urban highways in the history of the state and World beyond. The project will only add new emissions, the forecasted congestion is outright lies made to get the project through environmental review. The supposed traffic Armageddon has been projected time and time again, yet the number of cars on I35 today is the same as there were decades ago, when the initial projections used 2020 as the doomsday txdot is now "forecasting" for 2045 (as if these traffjc models are remotely plausible or could even be remotely considered scientific). This project does not serve the interests of those who actually live in Austin, but rather serves to promote environmentally destructive greenfield development in new suburbs miles away from the city. If I35 is the supposedly critical link txdot purports it to be, then it would be wholly unacceptable to reduce its capacity for the better part of a decade to expand it. The very fact its throughout can be reduced for so long proves that it is not economically necessary and thus should be mitigated rather than expanded.	See Comment #5
					Reroute to 130	Rerouting I35 and reducing the lane count of the currently alignment is the only future that can reduce overall emissions, and the only one that would make the area around the highways livable, as it was before the highway was crammed through to be a barrier between black and white neighborhoods.	See comment #3
					Racial Justice	This project is racially unjust, condemns the future of Austin to car dependency for decades to come, and is climate arson.	See Comment #3
363	Austin Haag	3/7/2023	MyCapEx Website - Comment Form	austin.m.haag@gmail.com	Do not widen/no build	I use I-35 all the time and I drive for Uber. Please do NOT expand I-35. It will make things worse from the time it starts to the time it finishes. It will NOT make traffic better.	See Comment #5
					Public transit / Multimodal transportation	Please put the 3 BILLIONS OF DOLLARS towards public transportation!	See Comment #13
364	Austin Hopkins	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of the barton hills neighborhood and I oppose TXDOT's proposed expansion of I35. This project will do nothing but waste billions of taxpayer dollars not only in initial building costs, but also the amount of money that will be needed to maintain the expanded roadway and the increased wear and tear due to the increased amount of car traffic.	See Comment #5
					Latent/Induced Demand	The current plan of expansion will do nothing to alleviate the traffic currently effecting the roadway and will lead to worse traffic in the future due to the Induced Demand that it will cause.	See Comment #18
365	Austin McWilliams	2/8/2023	Email	austinmcwilliams@gmail.com >	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Austin McWilliams Sent from my iPhone	See Comment #8
366	Austin Pyhrr	2/14/2023	Email	apyhrr@synermarkprop.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
367	Austin Schnepp	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion.	See Comment #5
					Air Quality/Noise	I don't find highway expansions to be effective. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
368	Austin Talbert	3/7/2023	Email	atalbert@gmail.com	Do not widen/no build	Wanted to ensure I checked back in for this round of public comment. I do not support proceeding on the current preferred build alternative, "modified build alternative 3" as I do not support expanding a freeway through the heart of any city, much less the vibrant capital of a growing state such as Texas. Freeways have never belonged in the heart of cities, as they become dividers and boundaries, regardless of how many billions of dollars we spend to attempt to "cover" them up. You can't cover up the fact that a massive road such as this plan, does not belong in this location, it never has and it never will. More capacity, could be built for less money in almost any other location in the entire Austin metro area, much less the state, making this both also a costly mistake for all Texans. We face many growing needs for transportation throughout the state, and doubling down, by digging down, on a bad idea because it already exists (a freeway in the middle of Austin) is unnecessary and unhelpful for us as a state to meet our shared goals. The draft EIS did not include all reasonable alteratives, and as I mentioned in the last rounds, the TxDOT funded TTI report on further options, including a removal option, was insufficient and unserious. When studied closer, it would be tough to argue that a removal option could and would meet the stated objectives and needs of this project, when in combination with investments in improving and perhaps expanding capacity on parallel corridors (183/130) to accommodate future flexibility. -Austin Talbert	See Comment #5
369	Austin Wanner	3/7/2023	Email	info@email.actionnetwork.org	Air Quality/Noise	Mobility35 Program Manager Tommy Abrego, Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
370	Austin Werner	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am writing to express my strong opposition to the proposed I35 highway expansion plan. While I understand that the intention of the plan is to improve transportation, I believe that it will have significant negative consequences for our community. . Since that hasn't been done, I have a hard time understanding how the proposed solution is very well thought out. I am also very concerned about the current decision to bury the lanes and not cap them. Relying on the city to cap the lanes is bailout and not a finished solution. Have you ever walked under or across i35? It is extremely dangerous if not impossible in most parts. It is highly likely that if safe alternatives were created for people to walk and bike, these alternatives would immediately take locals off of the highway for short trips. Nobody wants to take i35 to go anywhere but for many it is the only solution. Additionally, the historical context of i35 dividing neighborhoods continues to haunt the city today. As mentioned earlier, it is very hard to cross east to west and I know that was very intentional when it was built. To continue this into the future is incredibly saddening and feels like an intentional slight at the city of Austin. It goes against nearly everything that the city is working towards with dense living, walk-ability and bike-ability. The highway quite literally reduces the value of everything around it making the city poorer. With SH130 already in existence and not at capacity, it makes not sense to not at least try to divert some traffic that way. Especially all of the people who are passing through Austin and do not live here. I am also very curious about what the point of having massive frontage lanes running through the middle of downtown is? The current design is already dangerous enough. Continuing frontage roads through downtown isn't only adding more highway lanes but fast lanes that again discourage anybody from walking. The city of Austin is building metro lines which will remove some people from their cars all together. This plan doesn't fit into the cities plans and actively goes against it. We demand more crossings, more pedestrian friendly designs, burying the whole highway and capping it with TXDOT dollars, and no frontage lanes. I understand the incentive of the state of Texas to get people to drive with the state's deep history in oil and the current government's close t ies to the profit margin of that oil. This is not taking away anybody's ability to drive. The more alternatives to driving that people have, the better driving will be for everybody else who continues to drive. Freedom is allowing citizens to choose their path of getting around. The city of Austin has bought in and is going to be providing more and more options and it really feels like the state is stuck in the past and actively fighting thinking towards the future.	See Comment #5
					Latent/Induced Demand	Firstly, I would like to raise the issue of Induced Demand. With 10 years of construction, have you considered what the time lost vs. the predicted amount of time saved? Will construction last longer than it takes for Induced Demand to kick in? Do you have any studies on Induced Demand in regards to this project?	See Comment #18
					Reroute to 130	Next, I am curious if it is possible to remove the toll from SH130 as a trial run to see if people take that road as an alternative. Do you have studies on how many people are driving through Austin compared to people taking i35 as the only option, but would prefer other routes? Making SH130 free for a trial run may lead to some interesting results. I would encourage TXDOT to consider moving more cars towards SH130 and letting the current central part of i35 become a boulevard. This boulevard would immediately connect two sides of the city that have been intentionally torn apart for so many years. It would add back very important urban space that was ripped away from the city. It would provide a safe way for locals to travel through the city without having to compete with outside traffic. It would provide Austinites alternatives to using the highway and it would be a fresh start moving into the future.	See comment #3
					Latent/Induced Demand	The research on Induced Demand, property values of highways, pedestrian friendly features, and so much more are out there to study and I have not seen a single piece of evidence that TXDOT has looked into these studies or looked into any real alternatives other than adding more lanes.	See Comment #18
371	AUSTIN-RYAN ABENDANIO	1/31/2023	MyCapEx Website - Comment Form	arka181@gmail.com	Do not widen/no build	More vehicle lanes DO NOT solve traffic.	See Comment #5
					Regional connectivity	Affordable alternatives like a dedicated rail line between Austin and San Antonio will help share culture and wealth between the two cities, decrease vehicle traffic and emissions, and provide reliable transport for commuters and weekend vacationers.	See comment #1
372	Autumn Riley	3/3/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am strongly in opposition of TxDOT's expansion of I-35. Additional lanes will only marginally and temporarily improve traffic, and the construction alone will make traffic even worse way before it would get better. We need better solutions to traffic issues. Please do not move forward with the plans for I-35. There are better solutions that prioritize people over cars.	See Comment #5
					Public transit / Multimodal transportation	Instead, efforts should be directed towards improved public transit infrastructure. This will decrease the # of vehicles on the road by making public transit feasible for more Texans.	See Comment #13
373	Ava Waters	3/7/2023	Email	avaaustintx@gmail.com	Bike/ped safety	Email copy: Please see our concerns in the pdf attachment. Your neighborhood is not affected so it's easy for you to say destroy the older homes in an awesome neighborhood. This is is shameful on the city and something must stop this from happening. The pdf letter explains it. The complete PDF is located in the public hearing summary, appendix F: -Preserve and defend the safe pedestrian, bicycling, and traffic-limited throughways that Wilshire Boulevard and Schieffer Avenue provide -Pedestrians—mothers with strollers, dog-owners, entire teams of soccerplaying kids, elderly amblers–walk from their neighboring homes to reach Patterson Park. To jeopardize their safety and render the park more inaccessible would be worse than a mistake; it would mean discounting their well-being -We request that you mitigate these dangers by diverting traffic at the I-35 opening of Wilshire Boulevard where it would conjoin with the east side of the Interstate with longhorns, so that cut-through traffic could not enter Wilshire from the 41st Street crossover but would be compelled to turn left onto the frontage road instead, where they will have easy access to Airport Boulevard	See Comment #30
374	Ava Wroten	3/7/2023	Email	ava@wroten.me	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Austin is growing. There are proven ways to keep up with this kind of growth. . Adding more lanes to an existing overly saturated highway is not the way forward for us.	See Comment #5
					Public transit / Multimodal transportation	Invest this money in public transit. Reroute through traffic elsewhere	See Comment #13
375	B Barnett	1/26/2023	MyCapEx Website - Comment Form	b.barnett@cbre.com	General support	Chairman Bugg & Commissioners, With the new proposed schematics and alternatives I ask that there be significant attention paid to drainage when going subterranean. After spending some years living in Houston it became quickly apparent that in heavy storm events these depressed areas easily become the "low spot" and can create significant ponding. Of course, we have a lot more topography than the Houston area, I just wanted to raise concern and make sure the designers are considering this in their approach. Otherwise, I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you,	See Comment #8
376	b shunn	2/17/2023	Email	bslptrmt@gmail.com	Business/residential displacement	I live at 1601 Elmhurst Dr Austin Tx 78741. Built 1956. When i bought this property i knew it was close to the freeway. All the same, there was no free trade thus few trucks on I35 and of course over 30 years ago way less traffic. Then once free trade was opened up, so to was the loop built. I UNDERSTOOD that the intent was to require trucks to circumnavigate downtown as occurs in other cities, indeed was this was years ago in 3rd world South Africa.....i route if headed into a city, another if passing by. Seems this could be incentivised to remove a whole lot of traffic from the very stretch of I35 you are planning on messing with....and i guarantee the outcome will not justify the upheaval. 1500 Sumit is to be taken down for the sake of this poorly thought through project. Its not that old a construction. Look it up...all sorts of issues around original construction so that, after suing developers, owners had it worked on for, no kidding. over 4 years...the foundation was a real issue, tool over 1 year...lots and lots of cement poured. The property across the road from me when i bought was 2 empty lots with beautiful trees. The neighborhood all but used it as a dog park which was wonderful. . I knew there was a chance in time that it would be sold. It was: developers built above and beyond all the allowances COA made (contacting code and they simply complained about how busy they were and told me developers know to show them plans, get approval then build differently because inspectors dont make it out...so they get away with it). Developers managed to have robust, healthy protected trees deemed to have "a disease" thus tore them down. they did an inferior job in building and were sued by owners some years later. so for well over 3 years (probably 4) some years in to having a chunk of concrete across from me they dug and dug, cemented in a foundation to the other side of mother earth it seems. no kidding that part of repair took well over 1 year and i have cement splattered all over my car to show for it. Anyway i bring this up because the youtube prerecorded presentation i watched last Wed (when I found the presentation i saw advertised on roadway was only live and it was starting then,) was all about selling the project rather than looking at the reality of it all. There was also casual mention of the ...not sure their wording but basically earth movement, shaking that would occur during construction. I have taken careful care of my home, knowing this is an area that has problems. I have an old home with brittle bones. Seems to me that removal of miles of NEW cement from the 7 units at 1500 Summit would be the end of my slab. I would love to discuss this in more detail. SHUDDER to think what tearing up properties etc then building a sturdy freeway would do. i believe you are "condemning" my home Also though what regard for those of us who bought here weighing up inconvenience of traffic noise over convenience of location thus lower footprint...walk to trails etc. who now would live ALONGSIDE the freeway?! Never mind that, i couldnt imagine surviving construction which would probably go on 24/7. And then all the issues of being right on freeway. I didnt buy a house right on freeway for a reason.	See Comment #21
						See: I committed to SETTLING in Austin before COA decided to advertise Austin as a place NOT for people who settle but for movers and shakers with the big bucks. BUT now i feel panicked that i will have to find another place to be. This when the word is out that this property will overlook I35. I am single, not able to work much/ earn much. Lets start there. I will say though that see so much fault with this project plan beyond my personal freak out. Seriously?! All the disruption for aesthetics and so E doesnt feel visually cut off from W. I bought on the East side because i wanted to, loved all the Mexican stores and restaurants, the presence of different ethnicities back then and i clearly KNEW there was a freeway. To now try to make a freeway break between what is east of it and what is west of it aesthetically is plain stupid "wokeness". Besides....after all the "gentrification" that has sadly occurred on E side that "discrimination" arguement doesnt fly at all This is TX and weve got climate crisis. think building more and more walk ways will have people walk to work in 100 degrees? Think by time this plan is built it will be right for the times? why giving Cap metro 9.4 Mill simply to continue service (such that it is) Casual mention of historic venues and buildings to be taken. even if having pedestrian bridges the number planned is just rediculous I am available at 512 7880212. another issue....i see studies for noise reduction and well.....why is everything north and south of us considered...and the cost of a barrier justified and yet our RESIDENTIAL, single and duplex housing units wasnt even assessed...thus clearly not awarded??? Motel 6, apartment complexes, dog parks get barrier but this hood.....East (.since this has been made an issue in SELLING the project to the community) is NOT considered	
377	B Shunn	3/6/2023	Email	bslptrmt@gmail.com	Do not widen/no build	1) Ive lived here well over 30 years, just 1 building off the N bound feeder road of I35 between Woodland and RIverside. Thats enough time to tell you with certainty that the buildup of traffic / stopped traffic backing up S of Riverside at times has NOT A THING TO DO with any curve in the freeway and EVERYTHING to do with too many on and off ramps on I35 particularly in downtown Austin. Widening S of I 35 will simply bring the traffic to downtown sooner such that to reduce on and off ramps or to only widen I35 / providing 2 levels thru downtown is whats needed 2) When i bought my home here, there was not free trade. As such there was way less traffic on I35...that and there was as yet less development. Then free trade occurred and with that i heavy flow of trucks day and night on I35. I held onto my property, knowing that a loop was being built with the ADVERTISED purpose being to have the traffic passing thru/ travelling beyond downtown Austin take that route THEN the decision was made to make this a toll road AND AS SUCH truckers DO NOT use that road. SEEMS TO ME ....dont have it a toll road, try to enforce people travelling beyond must use the "bypass" road. That alone would probably reduce traffic adequately 3) Again, i live just 1 building width away from the N bound feeder road of I35 AND YET i have been challenged to find out facts about the intended I35 expansion. Once i pushed, i connected with 2 TX DOT employees who were very kind, 1 tried to send me answers to 1/2 of my concerns, couldnt answer others. The other didnt SO i am still left with justifiable concerns beyond thinking this is a ridiculously huge project proposed when surely PART of it could help	See Comment #5
						3) I cant stress enough what a bad taste it leaves, how very much stress it has cuased that you havent shown those of us so close to the freeway werent shown the respect of being given a better understanding of what was going on. So now we sit on property, our largest investment that noone will wanna buy while things are up in the air nor will anyone wanna buy heading into years of noisy construction EVEN if for commercial use ...so basically i'm fucked, my retirement plans are now messed with and this is gonna cost me hugely financially 4) Noone has been able to explain why/ how you chose JUST 5 locations to test for NOISE decibels. ALL 5 tested justify a sound barrier. to me and any i speak to then ALL of the length will justify sound barrier but only those areas chosen to test will be given noise barriers.....how unfair is that? 5) noone can answer my concerns about the earth movement caused with construction and what that will do for my fragile home, built in 1956. 6) noone can answer questions wrt construction noise...i work from home and my sessions require quiet. 7) what you are doing is waaaay too ambitious. 8) i did the responsible thing, bought close in, carried that cost so as to not do oolluting commutes and now we get to be compromised so others can commute faster. --9) i still dont know what the changes will feel like here where i live.....and that is unfair	
378	B Shunn	3/7/2023	Email	bslptrmt@gmail.com	Construction	so to me what is still needed is that those of us living so very close to the freeway be given a CLEAR picture of what TX DOT proposes. Indeed this should be given well enough in advance so that our entire financial future/ means of surviving retirement is not potentially jeopardized!!! Also then our concerns need PROPERLY addressing.....because they are real. Most real should you go ahead with this ridiculous plan is my very real concern that earth movement from construction will cause damage to my home/ foundation. Also once built it will continue to cause my home to vibrate. ALREADY certain vehicles on I35 cause my house to vibrate	See Comment #178
379	Badri Krishnan	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, To whom it may concern. I am a resident of east Austin . I OPPOSE TxDOT's plan for I-35 and I OPPOSE expansion. With the increase in sky rises and population - Publix transit should be the cities number one priority, not highway expansion. 10 years of construction for just a few years of congestion relief is NOT worth it. I live in the middle of the city in one of the most prime locations in east Austin and have had to deal with unbearable noise from the highway. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Reroute to 130	I believe the highway should be purposed as a boulevard and all non local traffic should be redesignated around the city, such as on SH-130	See comment #3
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
					Business/residential displacement	Expanding it will impact the the cities' land owners and business from building in prime location because of the awful impact of living or running a business on or near a highway.	See Comment #21

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
380	Bailey Tipps	2/9/2023	Email	bailey@denpg.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my support for the I-35 Capital Express Central design as proposed by TxDOT. My daughters' pre-K school is at 32nd Street and I-35, Esculita Del Alma. I hate that this business will likely have to be relocated but know this is better for US/Texas/Austin. Thank you for your consideration of this request.	See Comment #8
381	Bandini Patel	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Houston and travel to Austin frequently. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. . Highway expansions DON'T work. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed	See Comment #18
					Air Quality/Noise	They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
382	Barbara Cull	3/7/2023	VOH	enineer@gmail.com	General support	**Full comment can be viewed in the appendix of the public hearing documentation.** First and foremost, I would like to commend your staff who were at the Public Hearing. They were very kind, helpful, and informative - I appreciate them and the time they spent interacting with me and all of the other citizens who were there. To put this comment in context, I am a 20 year resident of Cherrywood. I greatly appreciate the benefits to the Cherrywood neighborhood that this project would provide such as: • Reduced traffic noise in our neighborhood east of I-35 associated with: o The removal of the upper deck o The proposed depressed mainlanes o The inclusion of a continuous noise wall along the northbound frontage road • Increased connectivity between east and west Austin • The extensive proposed bicycle and pedestrian facilities • Aesthetic treatments at the 38 1/2th Street bridge	See Comment #8
					Noise	I do have concerns as follows: 1. Construction noise – In effort to reduce the noise in our neighborhood during construction, please consider constructing the proposed noise walls as a first phase of the construction process or providing temporary noise walls during construction. In effort to reduce the noise in our neighborhood during construction, please consider constructing the proposed noise walls as a first phase of the construction process or providing temporary noise walls during construction.	See Comment #69
					East/West Connectivity	2. Limitations for access to southbound I-35 mainlanes. Currently we use the existing southbound entrance ramp at 32nd Street to access the I-35 southbound mainlanes. With the removal of the southbound I-35 entrance ramp at 32nd street, access to southbound I-35 could only be achieved at two locations, the I-35 southbound entrance ramps at either Airport or 15th street. The two scenarios based on the modified Alternative 3 follow: a. 15th Street Scenario: The first option to access southbound I-35 via the 15th Street entrance-ramp. From 38 1/2th street, this would require travelling approximately 1.6 miles along the southbound frontage road/boulevard section and passing through 5 signalized intersections. The southbound frontage road traffic projections between Dean Keeton and Manor for example, show traffic volumes of over 25,000 (2030), close to 34,000 (2050) and over 36,000 (2060) ADT. The frontage road is three lanes with a proposed speed limit of 35 mph. Please consider peak hour volumes to ensure the frontage road would have adequate capacity to carry the traffic at an acceptable level of service. Also, please time traffic signals to optimize the traffic flow along the frontage roads. b. Airport Scenario: The second option is to travel north on I-35 northbound frontage road, u-turn at Airport and access southbound I-35 via the entrance ramp just south of Airport Road. Although this would add a little distance to the trip, it would require passing through only one traffic signal at Wilshire. Concerns regarding the Airport interchange and u-turn configuration include: i. The single lane build condition northbound frontage road u-turn to southbound frontage road traffic volume has a higher volume (year 2030=5450) than the two-lane northbound frontage road to westbound Airport Road traffic volume (year 2030=5350). Please consider reconfiguring lane assignments and providing a dedicated u-turn lane approach along the northbound frontage road to separate the u-turn traffic from the signal queue. ii. At the connection of the u-turn to the frontage road there is a confluence of traffic from three different directions. High traffic volumes, in addition to the skew of the u-turn onto the frontage road may cause safety concerns. Please consider providing a dedicated lane from the u-turn to the southbound frontage road. iii. The entrance to I-35 southbound requires traffic to weave (approx 1300 ft weave distance) with the southbound I-35 exit traffic to 38 ½ street. Please verify adequate length for the high traffic volumes in this section. Thank you for your consideration of this comment, as well as your time and investment in this very complex and difficult project.	See Comment #20
383	Barbara Epstein	2/16/2023	Email	bepstein@grandecom.net	Do not widen/no build	The complete comment is located in the public hearing summary, appendix F. Dear Sirs: I oppose the current plan for widening of I-35 through Austin for the following reasons: Just look at the pattern on the Austin VisionZero map today along I-35. The TXDOT plan will only make injuries and deaths along I-35 grow exponentially. (https://visionzero.austin.gov/viewer/map)	See Comment #5
					Reroute to 130	In its analysis justifying widening I-35, TXDOT is not addressing what vehicles will use it. If widening I-35 is intended to allow more long-haul truck use, we would be better served by ending the toll charge on I-3o so that trucks will choose to bypass central Austin. If the objective is to accommodate more vehicular traffic, there is ample evidence to show that more lanes merely result in more vehicles--when Houston widened the Katy Freeway, (I-10) to as many as 26 lanes in 2011, it only alleviated traffic flow for one year, and then traffic returned to the same gridlock. (https://www.bloomberg.com/news/features/2021-09-28/why-widening-highways-doesn-t-bring-traffic-relief)	See comment #3
					Public transit / Multimodal transportation	Although TXDOT funds some public transit, in its analysis, there is no explanation how Austin will increase public transit use--or any acknowledgement that unless public transit is faster than driving, the public will continue to drive—voters support public transit, but for someone else to use. TXDOT, Austin, and CapMetro have ignored the proven international model of Curitiba, Brazil's rapid bus system that has some routes running every 90 seconds, in favor of "business as usual". 3. In its analysis, TXDOT does not adequately address the future of public transit, it states that there will be an integrated system of rail, rapid bus and buses, but again, TXDOT, Austin and CapMetro have not planned to make public transit efficient enough to get people out of their cars. (During the pandemic researchers discovered that globally, people take the fastest transit. (https://www.scientificamerican.com/article/simple-mathematical-law-predicts-movement-in-cities-around-the-world/.) Here in Austin, the fastest transit remains cars. (From my house in Central Austin, a roughly one mile trip to the grocery or doctor is a five-minute drive, by bus, it requires two bus routes and half an hour, or a half hour walk, weather and aggressive drivers permitting.) Even in our planning for public transit, getting people from stops to their destinations has been largely ignored in both planning and budgeting. Other states have been far more innovative and pragmatic, using highway funds directly for public transit. (https://cleantechnica.com/2022/09/28/victory-co-cancels-highway-expansion-funds-transit-instead/#:~:text=Colorado%20Cancels%20Highway%20Expansion%2C%20Funds%20Transit%20Instead,-By&text=The%20decision%20to%20shift%20the,gas%20rule%20for%20transportation%20planning)	See Comment #13
					Climate Change	5. One of the most astonishing statements in TXDOT's "analysis" is " The analysis results for each alternative indicate that CO concentrations would not be expected to exceed 33 the national standard, even assuming worst-case conditions. CO levels would likely be lower than present levels 34 in the design year due to updated technology and increased use of electric vehicles". This statement is laughable in a state that historically has promoted oil and gas production, and a transportation agency that has primarily promoted more roads and more cars. What should make any laugh die on your lips however is a recent study stating that the human brain is altered by exposure to diesel fumes after just two hours. (https://www.livescience.com/even-brief-exposure-to-diesel-fumes-alters-activity-in-key-brain-network-study-finds)I am, truly saddened to see our city and our state government ignore the stark signals of climate change by proposing this plan. With ample evidence to the contrary, TXDOT, CapMetro and Austin aren't doing anything innovative, and aren't recognizing that climate change should force us to change our driving habits. Instead, our officials are choosing the easiest monetary solution to the problem, business as usual. The brutal summer we just endured taught them nothing, the recent ice storm taught them nothing. For those of us who've lived in Austin for nearly half a century, to be forced to watch its beauty, its charm, its affordability, its walkability, its livability, disappear is tragic because the only reason for its decline is that the people who have the power to solve these problem just don't care—if they did care, they'd do the right thing.	See Comment #51
					Air Quality/Noise	We will increase air pollution and create insoluble traffic and housing problems for streets near the highway once drivers become frustrated with the slow pace of traffic on the highway	See Comment #34
384	Barbara Epstein	2/18/2023	Email	bepstein@grandecom.net	General support	well, one of my friends just called to loudly scold me about my critique of the I-35 expansion plan... and made a valid point, something's going to be built whether we like it or not, so we might as well endorse the best option for our neighborhood—which would include burying the highway and capping it with green space and pedestrian walkways. I recognize that we need to ease traffic on I-35 but make the result as friendly to Austin neighborhoods—and the city as a whole—as possible.	See Comment #8
385	Barry Haydon	2/7/2023	Email	barryhaydon@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
386	Bart Matheney	1/17/2023	Email	matheney@aquilacommercial.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. PLEASE PLEASE PLEASE do not squander this opportunity and money for Central Texas. EXPAND I-35 NOW! Thank you for your consideration of this request. Bart Matheney	See Comment #8
387	Bart Matheney	2/7/2023	Email	matheney@aquilacommercial.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Bart Matheney	See Comment #8
388	Becky Liendo	3/7/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, Are there other methods to reroute non-local traffic? This seems like a headache...	See comment #3
389	Bek Stryker	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Georgetown and have been and on/off again resident of Texas since I was 9. I am about to be 31 and I have never known I35 to not be in some phase of expansion in the towns I have lived in along I35. Studies have shown highways expansion does not solve the problem, it just creates more and most criminal of them all is displacing people, typically people of color. We are a military family and have lived in 10 states and none of them have the level of terrible road infrastructure or incompetent use of public funds handled by the department of transportation that Texas does. Please invest the money in to solutions that ACTUALLY work and are a benefit to people.	See Comment #5
					Public transit / Multimodal transportation	Please invest in expanding public transportation rather than something that has already proven to have failed in Houston and Katy.	See Comment #13
390	Belen Ferree	3/7/2023	MyCapEx Website - Comment Form	belenferree@gmail.com	Do not widen/no build	Texas prides itself on it's ingenuity and there is nothing innovative about brute forcing a wider i-35 through Austin. Additional freeway lanes are shown to increase congestion over time. This proposed freeway expansion would create more problems than it solves. Invest in your citizens and spend the effort and funding they deserve finding a thoughtful solution to increased traffic.	See Comment #5
391	Ben Abeto	2/9/2023	Physical Comment	belenferree@gmail.com	Latent/Induced Demand	What coordination is being done among all three capital express projects to mitigate extreme multiplicative construction impacts (ie construction, safety)? I-35 is a major fright corridor that will be disrupted. How does this not cause Induced Demand in the same way that I-10 Katie Freeway expansion? . Where is the proof that managed lanes will solve the problem?	See Comment #18
					Reroute to 130	Are there ways to divert through trips to alternative roads? Could tolls on alternative routes be lowered or removed? Could you make it easier for people to choose to use toll alternatives more	See comment #3
392	Ben Firullo	2/28/2023	VOH	benf9942@gmail.com	East/West Connectivity	As someone who lives only a few blocks from I-35, I strongly oppose any expansion of the highway. I commute to downtown from east austin along the 4th st bike lanes and the most dangerous part of the trip is crossing the frontage roads along I-35 already. Adding more lanes and making the distance to cross larger will only make people's lives worse just to save drivers a few minutes until Induced Demand congests the highway again.	See Comment #20
					Public transit / Multimodal transportation	I also do not believe we should be embarking on a decade long process to invest in the most inefficent, carbon-emitting mode of transportation when other forms of sustainable transportation are lacking funding such as bike lane, buses and project connect.I-35 should be demolished and replaced by a restitched network of complete streets, or at a bare minimum should be buried as-is and capped the entire length through the city	See Comment #13

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
393	Ben Goldenberg	1/31/2023	MyCapEx Website - Comment Form	Bn.goldenberg@gmail.com	Regional Connectivity	Bring commuter rail to Texas, at least connecting the four major cities in a triangle. Options are always a good thing for capitalism	See comment #1
394	Ben Goodwin	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, We don't need to keep making these highways bigger, destroying what's left of our land in the process. It creates a huge inconvenience in locals lives and it only helps the transplants coming in ruining our state. The construction will probably last 20 years too considering how long they've been working on I-10. There's no good reason for expanding the highway. Leave our state the way it is.	See Comment #5
395	Ben Hamill	3/7/2023	MyCapEx Website - Comment Form	ben@benhamill.com	Do not widen/no build	I oppose expanding I-35. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets.	See Comment #5
					East/West Connectivity	East-west crossings should be at least every 1/4 mile.	See Comment #20
					Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes.	See Comment #34
					Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
					Lower Speed Limits	All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users	TxDOT is evaluating the design guidance, which includes design speed, and must comply with federal and state standards for highway design, including TxDOT's Roadway Design Manual, the AASHTO Policy on Geometric Design of Highways and Streets, and the Texas Manual of Uniform Traffic Control Devices. Currently existing frontage road posted speeds within the project area range between 40-50 mph. Updated posted speeds would be determined once construction is complete. It is anticipated that frontage road speeds would be reduced to 35-40 mph and posted speeds for the general purpose lanes of I-35 would be 60 mph.
396	Ben Hogan	1/31/2023	MyCapEx Website - Comment Form	BenjaminHogan85@gmail.com	General support	Make this now.	See Comment #8
397	Ben Keiderling	3/6/2023	Email	info@email.actionnetwork.org	Air Quality/Noise	Mobility35 Program Manager Tommy Abrego, Good morning, I am a resident of East Cesar Chavez neighborhood and reside at 1203 Willow Street, Austin 78702 I am categorically opposed to TXDots rushed plans to expand I-35 through the heart of our city. I live near I-35 and already believe it's a tragedy for our city to have this cancer of a highway right through our neighborhoods. The pollution is awful as the volume of traffic is already terrible. And expansion is only going to increase traffic and pollution. There are many schools and millions of people that will be breathing this bad air, they are the ones that live in the city and the ones that will pay the price for the expansion. The expansion is rushed. The voice of the people who live in this city must be heard. The voice of those that live here who will suffer many many years while this work is ongoing, those that will be displaced because of this work, and those that live near this monstrosity and will be breathing ever more polluted air, during construction and even after it's all done. Austin has grown and the city is a cancer that cuts through our daily lives and causes stress and health issues. We want to be heard by the council and TXDot. Thank you for listening and looking forward to cooperating with you on this.	See Comment #34
					Public transit / Multimodal transportation	We want all this traffic diverted around the city and a boulevard with bus lanes and cycle lanes as the mode of transport. Making this expansion will only encourage people to drive through the city more whereas they should be discouraged from that and encouraged to take public transport or walk or cycle. Driving should be the least attractive option. Induced Demand is real, and this will only increase the problem we are already facing.	See Comment #13
398	Ben Kessler	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose txdot's I-35 expansion in the absence of substantial transportation demand reduction options. Thank you	See Comment #5
399	Ben Leffler	2/7/2023	MyCapEx Website - Comment Form	leffler.bj@gmail.com	Racial justice	I-35 was built to divide Austin along racial lines, and it remains a physical barrier and an environmental disaster. The current upper deck segment is the most dangerous stretch of road in Texas and must be addressed, but there is no sense in tearing a wider scar through the heart of the most vibrant city in America. Austin deserves a solution that aligns with community goals rather than further dividing our community, and we must ensure that renovations are as equitable, sustainable, and future forward as possible.	See Comment #3
400	Ben Lester	3/1/2023	Email	purchase@benlester.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Please don't expand the highway. Thank you.	See Comment #5
					Latent/Induced Demand	It is a waste of tax dollars to fall prey to the 'Induced Demand' argument. I am against TxDOTs plan.	See Comment #18
401	Ben N. Snyder	2/9/2023	Physical Comment	beninsideher@youtube	Do not widen/no build	I don't support you	See Comment #5
402	Ben Ovard	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, my name is Ben Ovard and I am a resident of Austin. I'm writing to express my STRONG OPPOSITION to any and all expansion of interstate 35 through austin. It has been repeatedly shown that highway expansions do not improve traffic. This expansion will only worsen traffic, air quality, and division in austin.	See Comment #5
					Reroute to 130	There is a simple and much cheaper solution that txdot is not exploring: remove the tolls on highway 130 and reroute through traffic onto the bypass. This will save the state of Texas billions of dollars and improve traffic and air quality in austin. Do not force this highway through the heart of our capital against the will of the people who will be most affected by it.	See comment #3
403	Ben Roth	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I commute using I-35 3-4 times a week and despite the traffic getting noticeably worse widening will not help solve the congestion. Currently there is little to public transportation despite a high demand for it. I hope you all consider taking action in this direction. Best,	See Comment #5
					Public transit / Multimodal transportation	I am a transportation engineer and strongly support investing this money into better public transit in the North Austin area.	See Comment #13
404	Ben Suddaby	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of 78752. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR: 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Community Alternatives	The Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project, etc.	See Comment #4
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed	See Comment #18
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving	See Comment #34
405	Ben Thoma	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, We are prioritizing the wrong aspects of transportation. We don't want more lanes like Houston, San Antonio, and Dallas. We want more transportation options and more innovative solutions. Please lean into the "Transportation" part of your department's name. You're not the Texas Department of Cars" Sincerely, Ben Thoma Ben Thoma	See Comment #5
					Reroute to 130	As a suggestion: make 35 a toll road for trucks, and SH-130 a toll road for cars. Incentivize the choice to reduce traffic through downtown financially instead of just continuing to "accommodate" more traffic.	See comment #3
406	Ben Tolson	2/7/2023	Email	tolson@aquilacommercial.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. _____ Ben Tolson Managing Principal This message contains confidential information and is intended only for the individual named. Do not distribute or copy this email if received by mistake. Please delete the message and notify the sender immediately if you have received this email by mistake. Email is not guaranteed to be secure and could be corrupted, lost, destroyed, incomplete, or contain viruses. AQUILA Commercial, LLC does not accept liability for any errors or omissions.	See Comment #8
407	Ben Tolson	1/23/2023	Email	tolson@aquilacommercial.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Ben Tolson	See Comment #8
408	Ben Turner	2/7/2023	Email	bturner@consortinc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Ben Turner Ben Turner Jr. 1609 Shoal Creek Boulevard, Suite 300 Austin, Texas 78701 T.B.P.E. Firm No. F-859 bturner@consortinc.com 512-469-0500 WIRE FRAUD WARNING: Please be aware of increased risk of theft by wire fraud. Consort does not require payment via automated wire transfer. If you receive a message requiring payment via wire transfer it is fraudulent. Please disregard. If payment via wire is preferred, please call Consort to confirm wiring instructions before wiring funds. Thank you.	See Comment #8
409	Benjamin Berg	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, To whom it may concern, I am writing this to ask that you reconsider your I-35 expansion plans. Given how much maintenance costs run for these highways, as well as how there are numerous studies that suggest highway expansion makes congestion worse, this seems ill-advised.	See Comment #5
					Public transit / Multimodal transportation	It would be more pertinent to reinvest this money towards other forms of public transit.	See Comment #13
410	Benjamin Bittner	2/13/2023	Email	benbittner@gmail.com	General support	Completely approve of the I-35 expansion in Austin. Our great State's fast growing capital city needs it! Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
411	Benjamin Bradshaw	2/10/2023	V0H	vive_ecrire@yahoo.com	Latent/Induced Demand	It is ridiculous that in all the material, there is not a single reference to the concept of Induced Demand or Braess's_paradox; concepts that have been well-studied since the 1960's. I see one reference to 'induced growth,' which is not the same. The purpose of this expansion is claimed to be reduced congestion, but it is a well-supported fact that highway expansions do not reduce congestion. The only guarantee is that we will have more traffic and accidents for years as construction work proceeds.	See Comment #18;
					Reroute to 130	TxDOT needs to listen to the evidence. Re-route intra-city traffic to SH-130 and convert I-35 to a boulevard or business route.	See comment #3

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
412	Benjamin Burrow	2/15/2023	Email	bburrow@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
413	Benjamin Deyo	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose expanding I-35. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. This project will discourage walking and bicycling and transit use. Wide polluting highways through town are not what I want for Austin. I want safe, pleasant, and walkable and bikeable streets.	See Comment #5
					Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes.	See Comment #34
					Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied	See Comment #4
414	Benjamin Ghaemmaghami	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin Texas. I oppose the expansion of I35. An endless construction project through the center of Austin will not support the growing community and an alternative road should be designated as an interstate. Thank you for your time, Ben	See Comment #5
					Community Alternatives	I support the alternative rethink 35 proposal and the creation of additional public transit and bike infrastructure. Our current public transit is effectively unusable.	See Comment #4
415	Benjamin Kleiman	3/7/2023	MyCapEx Website -	brkleiman@gmail.com	Bike/ped safety	Please do not add more lanes to IH35 thru central Austin. Improve all of the crossings for bikes and pedestrians.	See Comment #30
					Caps/Deck Plazas	Cap it all the way to US 290 to reconnect a long ago divided city.	See Comment #42
416	Benjamin Rogers	3/7/2023	Email	lrogersbenjamin@gmail.com	University of Texas	Greetings, This is a comment on the I-35 Project in Austin. I have lived in Austin my whole life. As a local I really like having lanes that bypass local exits and entrances to keep local and interregional traffic as separated as possible. I like the innermost lanes on the proposed design with no local entrances and exits because they shield interregional traffic from local traffic. I also like that the design utilizes vertical spaces in the downtown areas to maximize traffic flow because it minimizes the need for new ROW acquisitions. I do not like that the design uses a "boulevard" style in the downtown area because it prevents traffic (including on my main commutes) from easily accessing the freeway. I do not like that the proposed design forces metro commuter traffic to and from the University of Texas to get off the freeway far from approaching the university campus. This would cause more congestion and would force UT commuters to sit at several lights before getting on and off the freeway increasing overall commute time. Overall, I think the boulevard style unnecessarily minimizes ramp access for UT traffic. I would like to see more options for UT traffic to get on and off the interstate; for example, direct ramp access for the major UT arteries including: Manor/Clyde Littlefield, Dean Keeton, and MLK. I would like the design committee to consider additional on/off ramps for UT traffic and replacing the boulevard style with conventional services roads if necessary to build more ramps. I also do not like that the intersection at Dean Keeton removes the non-lighted intersection on the east side of the interstate. I think drivers move more smoothly with as few traffic lights as possible and congestion/unsafe driving has not been a problem at this intersection. Thank you so much. -Ben	TxDOT has been coordination with the University of Texas on ramp access. Please reach out to UT for more information or to provide feedback.
417	Benjamin Romero	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Do not go forward with the IH-35 expansions project. It will only create more traffic and result in Induced Demand- for those who do not understand- more lanes will equal more cars switching to using those lanes and abandoning the back roads they typically take to avoid the highway. Those backroads will eventually be filled in by other drivers, meaning newly added lanes on 35, current lanes on 35, and backroads will all be filled still by single occupant drivers who have no other choice to get around austin. As a fourth-generation Austinite, me and my family have seen the evolution of Austin roads and Traffic with little innovation which we need now more than ever. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. I am for the rethink35 proposal.	See Comment #5
					Public transit / Multimodal transportation	We need less lanes for just cars and more public transit for everyone.	See Comment #13
					Racial Justice	35 has also served as a giant racial and economic barrier that my family has dealt with for generations.	See Comment #3
418	Benjamin Winslow	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose expanding I-35 in Austin because TXDOT has proven in the past that their highway expansion projects just don't work. In fact the TxDOT proposals put forward recently are junk science and engineering that has been a proven failure already in Katy for the I-10 freeway expansion. I want a safe, green, and pedestrian friendly street through Austin that buries I-35 below ground with a cap of a tree lined boulevard allowing pedestrians and cyclists to safely cross. I also want to see more mass transit infrastructure on top of a buried I-35 to reduce passenger vehicle trips.	See Comment #5
					Air Quality/Noise	TxDOT's expansion plans will worsen traffic and increase other problems such as air, water and noise pollution. It will also displace vulnerable populations and further worsen the divide between Austin's downtown and it's underdeveloped east side.	See Comment #34
					Bike/ped safety	I want to be able to safely walk or bike across a buried I-35 to downtown without exposure to speeding traffic, excessive noise and air pollution, homeless camps, and all the other problems that a widened I-35 brings.	See Comment #30
					Community Alternatives	I want to see the Reconnect Austin and Rethink35 plans to be fully studied and I want to see TxDOT abandon their junk plans for a widened I-35 that will cause a massive amount of harm to our community.	See Comment #4
419	Bennett Burke	3/3/2023	MyCapEx Website - Comment Form	bsburke@utexas.edu	Do not widen/no build	To Whom It May Concern, The plan to expand I-35 is incredibly foolish and will make Austin a hellscape of construction for years to to come. Furthermore, adding lanes will not reduce traffic. Have you ever heard of Induced Demand? It's a pretty simple concept in transportation engineering whereby increasing capacity will in turn increase use. This is going to happen to I-35. Traffic will always be a problem regardless of how wide a highway is. This is due to a very basic principle: most people are pretty bad drivers. When we build a society whose primary form of transportation is individual machines that all act independently from one another, it is inevitable that those machines will crash into one another at some point or another. We can have a 100-lane highway and this problem will not go away. Texas highways are deadly enough as things currently stand and we don't need more people driving and worsening this problem. If we as a state are truly committed to Vision Zero, we cannot expand highways any further. This is a matter of life and death. Please, for the love of God, do not go forward with the plan.	See Comment #5
					Reroute to 130	The ONLY acceptable alternative to I-35 expansion is rerouting through traffic to 130 and turning I-35 in Austin into a boulevard. I love my city so much in spite of all of its flaws, and one of the largest flaws is the disgusting gash through the heart of the city that is I-35. If TxDOT widens I-35 you will ruin Austin and have the disdain of a city's citizens for eternity.	See comment #3
420	Bernadette Hutchinson	3/7/2023	Email	info@sg.actionnetwork.org	Bike/ped safety	Mr TxDOT TxDOT, Expanding the highway is such a horrible decision for this city. It will encourage more drivers, which is not what we should be moving towards as a city. Encouraging traffic and more cars on the roads is the worst idea for this city. Have you seen Houston? If you expand 35 it's exactly what will happen. If the highway is expanded I don't see myself using it or traveling far in Austin, I will avoid the mass traffic that will come out of this project. Please consider the people of this city and not the big companies that have come in and turned this "weird" city into a hell hole. Don't make it worse.	See Comment #30
					Multimodal Transportation	We should be expanding pedestrian and bike paths to encourage green modes of transportation, which are not only better for the city's health but also the environment and noise pollution.	See Comment #20
421	Bernardo De alba	2/9/2023	Email	bernardodealba11@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
422	Beth Hood	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I recently moved back to Austin last year- a lot has changed in the city, including an expanding community in the east and west side of the highway. Expanding I35 would divide our community further and make the quality of living for the Austin resident much much worse, and ultimately degrade our downtown for tourist. Expanding highways DOES NOT WORK to improve traffic and will make it worse (have you been to Houston??).	See Comment #5
					Community Alternatives	I oppose the expansion and ask you consider alternatives, including the rethink35 proposal. I do not enjoy crossing I35 nor will I use it for my local trips- I enjoy seeing the beauty of the city and always use alternative routes to avoid the highway. Please help be the leadership we need to keep our community thriving and connected!!	See Comment #4
423	Beth Langley	2/7/2023	Email	blangley@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Beth Langley Sent from Mail for Windows	See Comment #8
424	Beth Larkin	3/1/2023	Email	hello@austinoutside.org	Parks	**Email Copy**: Dear TxDOT I-35 Cap Ex Central Project Team, Please see attached and below for a memo from the Austin Outside coalition regarding community feedback for I-35 Cap Ex Central. -- Austin Outside Letter on I-35 2023-02 **The complete PDF is located in the public hearing summary:** •Current build scenarios propose a significant increase in capacity, which will add toxic pollutants from the burning of gasoline and friction of tires in the center of Austin. This will exacerbate local air pollution resulting in more health problems and fatalities and will add to Greenhouse Gases (GHGs) instead of reducing our region's climate impact. •Current build scenarios propose dumping unfiltered and untreated water from I-35 into the Colorado River, degrading water quality and adding pollution. Additionally, we have concerns that water outflow pipes across from Roy G. Guerrero Metropolitan Park could cause future damage to the park. •There will be significant direct and cumulative impacts to parkland and natural areas, including, but not limited to, Palm Park, Waterloo Greenway, Lady Bird Lake, Town Lake Metropolitan Park, Waller Beach, Edward Rendon Sr. Park at Festival Beach, and the Butler Trail. The current project does not do enough to protect those natural resources. •Mitigation strategies for I-35 are only being applied downtown and at UT Austin. The mitigation strategies should be applied throughout the project corridor. •Shared use paths along frontage roads are unprotected from moving traffic, behind a 4-foot clear zone. This project would be much improved with street trees, which provide protection from moving traffic, shade for people in our hot climate, and help mitigate increased air pollution from adding lanes.	See Comment #150
425	Beth Pieprzica	2/7/2023	Email	bpieprzica@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Beth Pieprzica	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
426	Bethany Leffingwell	1/13/2023	Email	leffingwellbethany@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Bethany Leffingwell	See Comment #8
427	Bethzabe Cortez	3/6/2023	Email	info@email.actionnetwork.org	Public transit / Multimodal transportation	Mobility35 Program Manager Tommy Abrego, Hello, I am a transportation engineer, however, I am against this. This should be a public transit project.	See Comment #13
428	Beverly Kerr	2/7/2023	Email	bkerr@austinchamber.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
429	Beya Valenzuela	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of San Antonio TX and I oppose TxDOT's plans for I-35 expansion. Working and driving in the area I do know that I-35 does have a huge congestion issue, however I don't believe the solution lies in building more highway. I believe expanding the highway will lead to more congestion as more people are forced to drive. Expanding the highway will not improve the I-35 situation, and could even make it worse.	See Comment #5
					Air Quality/Noise	More vehicles on the road will only lead to more noise, air and water pollution. Not to mention increase risk of accidents.	See Comment #34
					Public transit / Multimodal transportation	What is needed is more mass public transit options such as a passenger train and/or increasing the cities walkability to decrease the need for motor vehicle usage. People should be able to get to work and the store riding a bike, taking a train or walking.	See Comment #13
430	Bhoodev Kumar	1/31/2023	Email	bhoodev@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
431	Bianca Millan	1/31/2023	MyCapEx Website - Comment Form	Millan_780@hotmail.com	Regional Connectivity	To build Railway between San Antonio and Austin	See comment #1
432	Bill	3/1/2023	MyCapEx Website - Comment Form	williamnwhs@yahoo.com	Bury/tunnel	I work for Cap Metro as a bus driver. I am frequently affected by road projects in and around the Austin area. Project Connect, although not part of the I-35 expansion shares a lot of similar problems. Where to find the extra room for expansion, blocking traffic to build, taking property through imminent domain to make room for expansion, and ultimately how to do the job. There is one possibility that I haven't heard or seen suggested. Underground, yes I am suggesting going underground. 1) there is plenty of room, 2) there would be minimal disruption of traffic flow, 3) there would be minimal appropriation of properties, 4) there are machines that could do the jobs. The Chunnel comes to mind. If the French and British can build a tunnel under the British Channel, we Texans could most certainly build a little 8-10 mile tunnel under parts of Austin to alleviate our traffic problems	See Comment #25
433	Bill Black	2/7/2023	Email	bill.black@horizon.bank	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Bill Black | Senior Vice President - Commercial LendingHORIZON BANK	See Comment #8
434	Bill McLean	1/23/2023	Email	bmclean@mcleanhowardlaw.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
435	Bill Redd	2/7/2023	Email	Bill.Redd@bdnreit.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Bill William D. Redd EVP & Senior Managing Director	See Comment #8
436	Bill Swaim	1/30/2023	Email	swaim-commercial@att.net	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
437	Bill Whitman	3/1/2023	MyCapEx Website - Comment Form	Billcwhitman@gmail.com	Bury/tunnel	I think it is imperative to make sure all of I-35 is underground through downtown. The time to do this is now. If we wait until I-35 has to be redone in another 30 years traffic congestion and pollution will just get worse. Put it all underground with a boulevard on top.	See Comment #25
					Caps/Deck Plazas	If this can't be done then as many cap and stitches as possible should be constructed. We also need to make sure that as few as possible properties are seized by imminent domain.	See Comment #42
438	Bill Zapalac	2/8/2023	Email	bz@zapalacreed.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Bill Zapalac	See Comment #8
439	Billy Mondor	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Widening/adding lanes will not solve the traffic problem. The US has tried this over and over for decades and where has it succeeded?	See Comment #5
					Public transit / Multimodal transportation	The real answer is better public transit and safer walking/biking trails. Be a leader!	See Comment #13
440	Billy Tetrud	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's I-35 expansion plan. There is a simple way to eliminate freeway congestion, freeway metering lights. If there is any congestion on the freeway, metering lights are not being used, or not being used properly. The whole point of metering lights is to limit the traffic that enters the freeway to such a degree that the capacity of the freeway isn't exceeded. Once the capacity is exceeded, traffic jam's happen and the freeway's capacity reduces massively. As soon as a traffic jam happens, it won't stop until people basically stop entering the freeway. Its completely absurd to consider spending billions of dollars expanding the freeway if this basic mechanism isn't being properly used. Also, the frontage roads to the freeway are an incredibly bad waste of space. The freeway expansion could simply turn frontage road space into freeway space without anexing adjacent land. The city should be using coordinated signal timing to make our city streets more efficient. This would eliminate most of the need to use the freeway in the first place. Beyond that, I-35 is very poorly positioned, cutting a deep scar through the city. The pedestrian accomodations of the plan are a joke. I expect TxDOT to respect the wishes of Austin's residents. I expect the city council to stand up for us. Please fight this waste of money and time.	See Comment #5
					Business/Residential Displacement	It is poorly designed for people. It will certainly move more cars, but it is bad for everyone near the freeway, its bad for the neighborhoods that would be further split apart by the freeway expansion, and won't reduce freeway congestion for any significant length of time. The construction alone will cause far more congestion than the expansion will reduce. Its a net negative plan.	See Comment #21
					Community Alternatives	I support Rething35's plans, including the plan to turn the freeway into a boulevard. Giant freeways should go around cities, not through them. Better yet, freeways shouldn't be giant behemonths in the first place.	See Comment #4
441	Billy Utt	3/7/2023	MyCapEx Website - Comment Form	billy.utt@gmail.com	Do not widen/no build	I would like to object to TXDOT's current proposal for the I-35 future. Historical demand models proved inaccurate, as evidenced in this article (https://slate.com/business/2021/10/austin-texas-interstate-35-expansion-20-lanes.html) and the state has not considered that their math may be wrong. At any rate, there have been significant studies showing that widening highways creates even more traffic, Assuming the state is dead-set on carving I-35 and widening it through Austin, capping it should be a first priority in design. Currently the caps do not extend far enough, leaving a 20-something lane gulf between two parts of hte ciyty that would greatly benefit from a capped bridge over I-35, increasing economic opportunities for businesses on both sides of I-35. Quite simply, this project is ill-advised. There need to be more feasibility studies on routing traffic to 130, environmental impact studies on pollution (specifically particulates), and considering capping I-35 from 71 to 290.	See Comment #5
					Caps/Deck Plazas	The caps would also help mitigate air and noise pollution, which as an asthmatic who resides withing a mile of I-35, would be greatly appreciated. There have also been studies that show constant exposure to highway noise increases the likelihood of dementia	See Comment #42
					Reroute to 130	so the problem is self-fulfilling. Interstate trucking routes should be diverted to SH130, created specifically for non-local traffic. Simply limiting the number of axles allowed on I-35 between 71 and 45 would improve adoption of 130 (and generate revenue) while easing the traffic burden.	See comment #3
442	Bitia Buenrostro	2/28/2023	MyCapEx Website - Comment Form	bitia.buenrostro@gmail.com	Do not widen/no build	I support the City Council's list of demands for the I-35 Capital Express Project. Adding lanes is not the solution. A growing body of research demonstrates that urban highway expansions induce more driving and worsen congestion (as in Houston's Katy Freeway) which negatively impacts residents' health and well-being. The goal of these changes should be the overall wellness of the people.	See Comment #5
443	Blaine Cowen	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Expanding highways does not reduce congestion. TxDot needs to become a department of Transportation, not a department of highways. Encourage transit by making busses and trains more frequent, not by using valuable downtown land for dangerous, giant cement escapades.	See Comment #5
					Business/Residential Displacement	It just creates more congestion and displaces communities. It will make your city ugly and full of blight.	See Comment #21
444	Blaine Grissom	3/3/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, To whom it may concern, It has been announced that TxDOT plans to increase expand I-35 in the Austin area to be 20 or more lanes. As you have most likely been told, this is an obvious error, and one made either in ignorance or in greed. As most cities in the first world have moved towards public transportation, with an emphasis on buses, trains, and trolleys, Texas has time and again focused too much on road expansion. To use a Texan example, I-10 west of Houston has the most lanes of any freeway on the planet, yet we can consistently see that the traffic along that stretch of road is permanently congested and slowed to a halt every single day. This is an issue that has been solved time and time again, and the answer has never been to increase the size of the roads.	See Comment #5
					Multimodal Transportation	Focus on more walkable infrastructure, improved and safer bike lanes encompassing more of the city, and focus on connecting more of Austin to the rail line and bus system.	See Comment #20
445	Blaine Martin	1/12/2023	Email	BMartin@mlrpc.com>	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Blaine Martin	See Comment #8
446	Blake	1/26/2023	MyCapEx Website - Comment Form	blakembrown92@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. This is a public transportation project that is MUCH MUCH overdue. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
447	Blake Bennett	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, No wider no higher!	See Comment #5
448	Blake Brown	1/12/2023	Email	blakembrown92@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
449	Blake Brown	2/27/2023	MyCapEx Website - Comment Form	blakembrown92@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
450	Blake Burr	1/18/2023	Email	bburr@cccarlton.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing the severity of the traffic congestion problems Austin is experiencing with I-35 due to the outdated design and insufficient capacity of this critically important roadway. Already one of the most congested sections of roadways in the State of Texas, I-35 through downtown will become a perpetual parking lot for most times during every day based on the current projections for future growth in Austin. This will dramatically affect the quality of life for thousands of people, and those residing close to Downtown Austin or travelling through it. Having lived in Houston for most of my early life, I have experienced first-hand the effects of poor planning and delayed decisions on road expansions. I hope the Commissioners will take action to approve the current proposal to improve I-35 now, and avoid issues experienced in other cities. Delaying taking actions to address this issue now will cause much larger, more complicated problems in the future, and will be more exponentially more expensive to solve. Thus, I am writing to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Mail for Windows	See Comment #8
451	Blake Burr	3/7/2023	Email	bburr@cccarlton.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
452	Blake Dabbs	2/7/2023	Email	bdabbs@presidiumre.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Blake Dabbs	See Comment #8
453	Blake Ellingham	1/11/2023	Email	blake.ellingham@gmail.com	General support	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. I would most like to see the plan use a circular around Austin rather than continuing to bisect the city. However since that is not an option, please consider option 3. In that way we could limit the impact to the city. Creating a mega highway through the city will create pollution, noise and likely not really address the problem. Let's do what's best for the city! A thoughtful resident, -- Blake Ellingham	See Comment #8
454	Blake Ellingham	2/25/2023	VOH	blake.ellingham@gmail.com	Air Quality/Noise	Please read research on why widening highways does not solve issues. We will spend loads of money and increase car dependency resulting in less livable land and more noise/emission pollution.	See Comment #34
					Caps/Deck Plazas	Please explore other options like cap and stitch or providing funding to divert 35 around the city.	See Comment #42
455	Blanca Alvarado	3/7/2023	MyCapEx Website - Comment Form	b.alvarado.phd@gmail.com	Do not widen/no build	Hello. I would like to highlight the following points that I hope are considered as we move toward building the kind of interstate that will put people over profit. * Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	See Comment #5
					Air Quality/Noise	We need greater measurements of air quality during this "environmental" review Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #34
					Public transit / Multimodal transportation	* We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle; * We should have bus only lanes (god forbid TXDOT actually plan for rail here - that would be truly awesome) - but we need PREFERRED transit options.	See comment #13
					Caps/Deck Plazas	* We should have more caps (bury the freeway in longer segments so we truly create connections between east and west)	See Comment #42
456	Blizzard Jones	2/7/2023	Email	blizzardness@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Jon Airheart (Austin resident since 1999)	See Comment #8
457	Bo Jenkins	3/7/2023	Email	bojenkins@goanteater.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
458	Bob Barnes	2/7/2023	Email	RobertBarnes@ibc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Bob Barnes, Chairman & CEO	See Comment #8
459	Bob Gass	2/8/2023	Email	bob@momarkdevelopment.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Bob Gass	See Comment #8
460	Bobbi Saulmon	2/22/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Please don't ruin our downtown with an expansion. Let's enhance the beauty of Austin, not turn in to any city, USA. Thank you.	See Comment #5
					East/West Connectivity	We want to connect east and west Austin in a walkable, tree-lined way.	See Comment #20
461	Bobby Jenkins	3/7/2023	Email	bjenkins@goanteater.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
462	Bobby Murphy	2/28/2023	Email	bmurphy10@gmail.com	East/west connectivity	Hi There, I am increasingly alarmed about the developments happening for I-35. The future of Austin needs to be one that is not built around a massive freeway that is running through the center of the city. I believe TxDOT should consider how they could upgrade the highway infrastructure, but keep the following in mind: Thanks, Bobby	See Comment #20
					Bike/ped safety	We should be incorporating walking/bike lanes as much as possible so that people are not limited to only getting around via a car. We should be putting in Caps over the highway for large sections where 1-35 runs through dense communities. Ideally adding east-to-west connections ideally every quarter mile and no less than every half mile along the corridor	See Comment #30
					Public Transit / Multimodal Transportation	We should be putting an emphasis on public transportation options to remove highway congestion and allow folks to easily navigate	See Comment #13
					Reroute to 130	We should Reroute 18-wheeler traffic to SH 130	See comment #3
463	Bonni Mylius	2/9/2023	Email	sapphireblue1702@yahoo.com	Emergency services	The Austin Fire Department and Austin Police Departments continually use the Woodland Avenue to proceed from East to West/West to East. This is because the Oltorf and Riverside intersections are not passible during heavy traffic. The proposal cuts off the Woodland Avenue path, leaving it only for pedestrians. This has been shared with your department previously and appears to be disregarded. We have personally discussed the issue with local Fire Department Officials. When this intersection is cut off, it WILL cost lives and destruction of property due to the time it takes for the emergency vehicles to arrive. Loss of life is NOT acceptable. Is it possible for the pedestrian overpass to have bars to prevent normal automobile traffic, but to allow Police and Fire the ability to lower the bars to enable access for emergency vehicles in the event of an emergency? The area on the east side of IH-35 is already part of an electronic grid that was too large to turn on during the horrible snow storm and property owners were left without electricity for a week as the grouping of homes was way to large to turn on or include in the rotation of electricity for a few hours each day. Now, we will watch our homes burn while emergency vehicles sit in traffic... people will die of as it is impossible to make it through traffic timely. How is this acceptable? Your study does NOT consider the full impact and has NOT worked extensively with these officials.	The purpose of the proposed project is to improve this critical local, regional, national and international thoroughfare by: • Enhancing safety within the corridor. • Addressing demand by prioritizing the movement of people, goods and services through and across the corridor. • Improving operational efficiency. • Creating a more dependable and consistent route for the traveling public, including bicyclists, pedestrians, emergency responders and transit. TxDOT continues to coordinate with the Austin Police Department, Austin Fire Department and EMS as the project moves forward. The Preferred Alternative, when compared to the No Build Alternative, improved emergency response times for EMS, police, fire and hospitals through decreased travel time and access to HOV managed lanes. It would provide direct access from the HOV managed lanes to the frontage roads near major regional health care facilities, and wider shoulder widths would improve emergency vehicles' maneuverability.
464	Bonnie Cullum	3/7/2023	VOH	bonniecullum@gmail.com	Do not widen/no build	I am strongly opposed to TxDOT's plans for I-35. The devastation to businesses and residences, the impact of years of construction and dislocation without an adequate outcome is not forward-looking. I understand that this plan has been years in the making, but that is part of the problem. The solutions have been so narrowly viewed and are connected to past.	See Comment #5
					Reroute to 130	We need to look an entirely new future, looking at brighter more creative solutions, getting truck traffic off of the central corridor and prioritizing neighborhoods and business over highways.	See comment #3
465	Booth Kristyn	3/7/2023	MyCapEx Website - Comment Form	yepuda1@yahoo.com	Do not widen/no build	Get a better plan. The roads are already bad enough. Improve HWY 21 and FM 812	See Comment #5
466	Brad Chelton	2/7/2023	Email	Brad.Chelton@brookfieldpropertiesdevelopment.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
467	Brad Dushkin	2/27/2023	VOH	bdushkin@gmail.com	Do not widen/no build	Capacity improvements to IH 35 will not improve traffic conditions and in fact will only exacerbate long-term congestion. While I am resigned to an expansion of the interstate in its current corridor,. . This project could end us as an award-winning beacon of good faith stewardship, or just another damaging urban highway expansion. Please make the right choice for the future of humans, and not just for cars.	See Comment #5
					Reroute to 130	the State should exercise good faith and bear the burden of fully capping the project from Airport Blvd to Holly St. This will allow the City of Austin to minimize the damage an expansion will cause and provide an opportunity for the community to reconnect across the highway	See comment #3
					Caps/Deck Plazas	A full cap will also give the State the unique opportunity to capture and filter the heavily polluted air the expansion will directly cause from the additional traffic it generates	See Comment #42
468	Brad Hebert	1/31/2023	MyCapEx Website - Comment Form	bradabexar@gmail.com	Regional Connectivity	I support rail service between San Antonio and Austin and beyond!	See comment #1
469	Brad Love	2/20/2023	VOH	Prof.brad.love@gmail.com	Do not widen/no build	It is wild how little listening is actually happening. Every bit of community feedback and modern transportation research is against the expansion of the highway; yet, here we are. This process is a sham. It shows how much was predetermined in that building more was always going to be the answer. The opportunity to cap things and improve multi-modal transport is great, but none of that requires tearing down access-road businesses and housing like this, nor does is mandate the expansion. All of this is a losing proposition that future generations will justifiably look at negatively.	See Comment #5
					Business/Residential Displacement	We are knocking down important local businesses and housing for lanes that will soon be just as full as the current, as TxDOT knows from other work in the state.	See Comment #21
470	Brad Maples	2/7/2023	Email	BMaples@trammellcrow.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Brad Maples | Managing Director Trammell Crow Company	See Comment #8
471	Brad Philp	2/8/2023	Email	bphilp@streamrealty.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Brad Philp	See Comment #8

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472	Brad Robinson	2/8/2023	Email	brobinson@austinwhitelime.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Brad Robinson	See Comment #8
473	Brad Stein	2/7/2023	Email	bstein@intracorphomes.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
474	Bradford Fults	3/6/2023	Email	info@sg.actionnetwork.org	Community Alternatives	Mr TxDOT TxDOT, Please explore community alternatives to expansion, including Reconnect Austin and Rethink35. We do not need the Induced Demand of more lanes through downtown Austin that will then bottleneck again just north and south, creating even more traffic.	See Comment #4
					Reroute to 130	Send the big rigs around downtown via SH-130 by switching toll rules for commercial loads. Focus more on enabling the City of Austin to connect its neighborhoods and don't worry as much about highway throughput.	See comment #3
475	Bradley Schlosser	2/7/2023	Email	bschlosser@sdcaustin.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
476	Bradley Winans	3/1/2023	Email	BWinans@henselphelps.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. Although my firm was part of building the overpasses back in the day and we have sentimental value with them, the roadway is undersized and it's time to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
477	Braeden Sawyer	3/6/2023	Email	info@sg.actionnetwork.org	Bike/ped safety	Mr TxDOT TxDOT, Hey! Study after study has shown that expanding highways makes traffic WORSE. We should absolutely not make 35 worse than it already is; we should be expanding bike and pedestrian infrastructure. Travel by automobile needs to be phased out more and more, and expanding highways only screws over the future generations with pollution, noise, and physical disruption. DONT DO IT.	See Comment #30
478	Brandon Cawthon	1/31/2023	MyCapEx Website - Comment Form	cawthonb58@gmail.com	Regional Connectivity	I just want some rail options, man.	See comment #1
479	Brandon Lamb	1/12/2023	Email	brandonjlamb@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Brandon Lamb 832.722.0931	See Comment #8
480	brandon miller	2/6/2023	Email	bambam5495@hotmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent via the Samsung Galaxy S21 5G, an AT&T 5G smartphone	See Comment #8
481	Brandt Gomez	3/5/2023	MyCapEx Website - Comment Form	brandt530@gmail.com	Do not widen/no build	Do not expand I-35 and if it is expanded, do not expand north of 45th street.	See Comment #5
482	Brandt Swanson	3/6/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, There have been instances across the nation about projects just like this. A major highway deals with serious congestion, and the city chooses to expand it and ends up with 5 lanes of traffic instead of 3. It doesn't solve the problem. Austin is a place that people want to move to, there will be more and more people moving into and around the city. We have the opportunity to do something different that continues to drive that growth, but in a traffic efficient way. We should continue to build out our public transportation, particularly our Metro train stations. This will allow people to commute in to downtown, and allows for more pedestrian accessibility.	See Comment #13
483	Brandy Savarese	3/7/2023	VOH	bsavarese@yahoo.com	Do not widen/no build	Residential neighborhoods impacted by the CapEx Central project deserve as much, if not considerably more innovation in the highway's redesign and renovation as downtown Austin. TxDOT must not use tax payer dollars to construct stitches as shown in the Preferred Alternative at E 32nd St., E. 38 1/2 St., and Wilshire Blvd. The stitches as designed are anti-amenities: they will become dangerous liminal spaces inhospitable to pedestrians and other users and will likely be appropriated by the houseless, filled with garbage, and generally not maintained. TxDOT has made insufficient justification for the "Texas Turn-Around" shown at E. 32nd St. and thus it should be removed. There are no driveways or destinations on the northbound frontage road that warrant a turn-around in this location. Removal further opens the opportunity to develop a cap between E. 32nd and Wilshire Blvd/41st St. Ramping TxDOT has made insufficient justification for the inclusion of the northbound, main-lane exit ramp to E. 38 1/2 St. The main-lane exit to Airport Blvd is currently the primary route to access Mueller and neighborhoods on the east side of I-35. As stated by the Mueller neighborhood association, Mueller residents do not require this ramp to access their neighborhood. TxDOT must share publicly the Traffic Demand Model results from removing the E. 38 ½ St exit. Failing to share traffic modeling outcomes for specific scenarios of ramp locations is an arbitrary omission and prevents the City of Austin and other interested parties from estimating cost and value of these options. TxDOT has made insufficient justification for the inclusion of the southbound, managed-lane exit ramp to E. 32nd St. Traffic identified for this ramp must be relocated to Dean Keeton Blvd. The geometry of the E. 32nd St and frontage road intersection is problematic for all vehicles, but especially emergency vehicles and transit vehicles; the entire geometry of Dean Keeton Blvd is being redesigned, which allows for better access for all vehicles, including at a protected right turn from the frontage road onto westbound Dean Keeton. E. 32nd St is not a transit corridor and does not connect eastward without interruption; Dean Keeton Blvd has always been a major transit corridor with multi-lane east-west access. Again, TxDOT must publicly share the Traffic Demand Model of relocating this ramp. Failing to share traffic modeling outcomes for specific scenarios of ramp locations is an arbitrary omission and prevents the City of Austin and other interested parties from estimating cost and value of these options. Equity The absence of a study of the disruptive impact of the construction phase on transit users means TxDOT's analysis of the overall modeled equity impacts is insufficient and capricious. Additional mitigation and coordination with CapMetro should be pursued and made public before construction begins.	See Comment #5
					Caps/Deck Plazas	North Central Deck The design for the CapEx Central segment must include provisions for future deck/cap construction between E 32nd St and Wilshire Blvd/41st Street. I request that TxDOT show a schematic design alternative that includes locations for and design of larger vertical supports and makes ramp accommodations for a deck between E 32nd St and Wilshire Blvd/41st Street. This plan should include a new east-west vehicular and pedestrian crossing at Concordia Ave in order to add additional east-west crossings, per the project's stated goal. The omission of schematics and cost estimates for a future deck/cap option between E. 32nd and Wilshire Blvd/41st St. is arbitrary and prevents the City of Austin and other interested parties from estimating cost and assessing the value of these innovative solutions.	See Comment #42
					Air Quality/Noise	Air Quality Several neighborhoods, with thousands of residents and many families, currently live within a quarter-mile of I-35 between Dean Keeton Blvd and Airport Blvd. The residential population in this same area is expected to increase during the duration of the Capital Express Project. The omission of NO2 (nitrous oxides), PM2.5 (particulate matter 2.5), and PM10 (particulate matter 10) from TxDOT's air quality analysis (Appendix P) is incomplete and underestimates the health impacts on residents. TxDOT must commission and publicly share a new Air Quality Analysis including these additional parameters.	See Comment #34
484	Bree	2/16/2023	Voicemail	bsavarese@yahoo.com	Public Transit / Multimodal Transportation	Hello. My name is Bree. I'm not sure if I should say my last name, but I just want to say that the I 35 expansion will not do anything to stop the traffic that goes up over there. In fact, all it's going to do is put businesses that are already over there out of business. So I don't think that this is something that we should be investing our time on. Instead, we should be looking at other ways to kind of stave off traffic, so I think investing more into public transportation will be a more viable option than expanding I-35. Just too many people living here. Well, thank you	See Comment #13
485	Brenda Hindsman	2/7/2023	Email	BHindsman@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
486	Brenda Malik	2/9/2023	Physical Comment	brendammalik@aol.com	Business/Residential Displacement	Sensory overload: This is way too much for anyone to fully immerse themselves in. My neighborhood is most interested in the residential and business displacement and the process involved in purchasing that right-of-way. Rogers-Washington Holy Cross Historic Neighborhood	See Comment #21
					Racial justice	Is UT being impacted the same as folks on the east side of the highway? What is that percentage and how will the full community know about what's being sold and for how much? Brenda Malik, President	See Comment #3
487	Brendan Hinman	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose the destructive effects a highway expansion would bring to Austin and surrounding areas. We can embrace a future without cars or we can further poison ourselves !	See Comment #5
					Latent/Induced Demand	The loss of housing and businesses would damage the city and the congestion would only be worsened by Induced Demand	See Comment #18
					Public Transit / Multimodal Transportation	My experience in cities with good to great public transportation throws into sharp relief the flaws and shortcomings of a transportation system reliant on individual cars.	See Comment #13
488	Brendan Owen	1/31/2023	MyCapEx Website - Comment Form	Mydoglikessalsa@hotmail.com	Regional Connectivity	Please build some light passenger rail. Texas roads will never be adequate to handle the ever increasing numbers of people, but passenger rail could ease congestion. That's why all the world's great cities have subways, there's no other efficient way to get people from the suburbs to downtown shopping areas en masse. And I'd love to hop on a train in San Antonio and get off in 90 peaceful, stress free minutes in Austin the way I did in Seoul or Berlin back when the Army was sending me all over the world.	See comment #1
					Do not widen/no build	Email Copy: Dear Mr. Williams, Mr. Abrego, Mr. Ferguson, and Mrs. Ashley-Nguyen, Please find attached an updated response letter (The complete PDF is located in the public hearing summary, appendix F) from NCINC for the public record. The attached letter now includes statements from the North Loop and Mueller Neighborhood Associations. thank you, Brendan Dear Mr. Williams, Mr. Abrego, Mr. Ferguson, and Mrs. Ashley-Nguyen, On behalf of the North Central I-35 Neighborhood Coalition (NCINC), I am writing to provide formal feedback on TxDOT's Draft Environmental Impact Statement (DEIS) to be included in the official record for the project. For over twenty years, NCINC has advocated for better outcomes for neighbors who live with I-35 on a daily basis. Our twelve Member Neighborhood Associations (Blackland, Cherrywood, Delwood II, Eastwoods, Hancock, Holy Cross, Hyde Park, Mueller, North Loop, Ridgetop, Schieffer-Willowbrook, Wilshire Wood/Delwood I, and Windsor Park) cover more than 7 square miles in central Austin and are bordered by more than 3 miles of I-35. There is no population in Austin that will be more profoundly affected by the reach of this project than we are. As provided in our previous responses to the I-35 Capital Express Central Project, NCINC commends TxDOT for its commitment to removing the upper decks and lowering main lanes through much of the project area. We concur with TxDOT that a reconstruction of I-35 to implement modern safety standards and improve operations has the potential to bring community value. However, we restate our concerns over TxDOT's process and the agency's preferred design ("Modified Alternative 3"). Broadly speaking, this project will massively and unnecessarily expand the footprint of I-35 into north-central neighborhoods without offering commensurate community benefits, such as strengthening connections between neighborhoods and offsetting the negative physical and psychological impacts of the highway on residents and communities.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
489	Brendan Wittstruck	3/7/2023	Email	admin@ncinc.org		NCINC does not speak on specific behalf of any of its member neighborhoods, but we stand in support of each of their concerns. Several member neighborhood letters are attached herein. Comments included in the attached neighborhood association statements should be construed to be part of NCINC's formal comment on the DEIS. While the following comments are by no means comprehensive, they reflect our minimum expected level of revisions needed to TxDOT's current plans: The traffic data provided in the DEIS do not justify an increase in highway capacity or additional lane capacity. Publicly available data provided by TxDOT show a nearly flat historic trend line in average annual daily traffic (AADT) over the last twenty years of data collecting. We protest TxDOT's use of a methodology that shows a linear rate of traffic increase for the "No Build" scenario and call for the DEIS to be revised to use 20-year historical trends for AADT. NCINC further questions how accommodating a 50% expansion of daily traffic meets the project's stated Purpose and Need of Travel Time Reduction, when TxDOT's models show that I-35, if expanded, would see functional capacity (and corresponding congestion) by 2045. At a minimum, TxDOT should provide an accounting of modeled travel time saved between 2025 and 2045 that is offset by the travel time increases that will result from nearly a decade of construction disruption. Specifically, we call for TxDOT to demonstrate consideration of: • Revising modeling for "No Build" scenario to utilize historical AADT and revising models for impacts to emissions, greenhouse gasses (GHG), and vehicle miles traveled. • Revisiting traffic demand management options and providing alternatives other than expansion of I-35 capacity through central Austin, including incentives to move through-traffic and freight to SH 130, incorporating right-of-way for future high-capacity transit, and a full study of alternatives including a downtown bypass and a relocation of I-35.	
					East/West Connectivity	NCINC has consistently called for TxDOT to prioritize improvements to East/West Connectivity between its constituent neighborhoods. We commend the decision to provide a Wilshire Boulevard/E. 41st Street crossing and applaud TxDOT's commitment to providing "enhanced" crossings that offer increased space between pedestrians, cyclists, and vehicles. TxDOT's project, however, does not provide any additional new crossing opportunities in the north-central area that meet minimum standards for safety, comfort, and access for all users. Improving existing crossings is an insufficient means to improve overall neighborhood connectivity, a long-stated priority of NCINC. Further, the project should not subject pedestrians and bicyclists – especially children, the elderly, and persons with mobility impairments – to unreasonable crossing lengths or grade changes, including elevated pedestrian crossings, crossing tunnels, switchback ramps, and stairs. Specifically, we call for TxDOT to demonstrate consideration of: • Replacing the Airport Boulevard "single point urban interchange" with a conventional intersection (such as the E. Riverside Drive design in Alternative 2) to allow for at-grade pedestrian movements in all directions. • Fully reconstructing the 51st Street interchange to provide "enhanced crossing." • Replacing the Capital Plaza elevated crossing with an at-grade crossing for all modes of travel at or near this location. • Providing a feasibility study of additional east-west crossings between Martin Luther King, Jr. Boulevard and Highway 290, including considerations such as removing or relocating ramps. (NCINC has not taken a position on specific locations for additional crossings; however, the intersections of Concordia Avenue, Philomena Street, and 53rd ½ Street offer logical starting points for the study of additional crossings.)	See Comment #20
					Caps/Deck Plazas	We are disappointed to see TxDOT fail to provide north-central neighborhoods with commensurate levels of innovation and problem-solving as the agency has demonstrated in other portions of the central segment. This oversight includes the potential for covering or "capping" in downtown and the boulevard concept within the constrained right-of-way between the University of Texas and Mt. Calvary Cemetery. NCINC supports the Cherrywood and Hancock Neighborhood Associations' call for capping, at a minimum, between 32nd Street and 38 ½ Street; beyond this, we call for TxDOT to conduct a complete feasibility analysis of capping as much of the central segment as possible, including between E. Dean Keeton Street and E. 53rd ½ Street, to include considerations such as removing or relocating ramps. The absence of schematic and cost estimates for future cap options in north-central is an arbitrary omission and prevents the City of Austin and other interested parties from estimating cost and value of these options. Specifically, we call for TxDOT to demonstrate consideration of: • Modeling for ramping revisions necessary for future covering or "capping" between E. Dean Keeton Street and E. 53rd ½ Street. • Feasibility of expanding "stitch" locations into full "caps." • Reconfiguring or removal of design elements – including managed lane direct ramps and "Texas Turn-around" lanes – that interfere with potential future covering or "capping." • Modeling of the relocation of direct access ramps from E. 32nd Street to Dean Keeton Boulevard, which is a major transit corridor.	See Comment #42
					Reroute to 130	Comment #1: Revise modeling for the "No Build" scenario and travel time reduction and introduce alternative means of traffic reduction, including diversion to SH 130 and high-capacity transit.	See comment #3
					East/West Connectivity	Comment #2: Increase the total number and frequency of east-west crossings and provide at-grade pedestrian and bicycle access at all intersections.	See Comment #20
					Caps/Deck Plazas	Comment #3: Design for future covering or "capping" through the entire central segment.	See Comment #42
					Business/Residential Displacement	Comment #4: Redouble efforts to work within existing TxDOT right-of-way. The overwhelming majority of this project's land purchases are proposed between Dean Keeton Street and the Red Line. I-35 has long represented a divide in central Austin communities; this project proposes to widen that divide by more than 100 feet through the north-central section. This approach will substantially increase crossing distances, undermine visual connectivity, discourage walking and active lifestyles, consume valuable central Austin land and neighborhood amenities, and subject thousands of current and future central Austin residents to a dangerous, loud, and inhospitable environment. TxDOT has shown they possess the innovation to work within areas of limited right-of-way, as displayed by placing frontage road lanes over main lanes through the constrained section of I-35 between Manor Road and Dean Keeton Street. NCINC believes that north-central residents deserve the same level of innovation and mitigation as is applied elsewhere. The arbitrary omission of traffic modeling outcomes for specific scenarios of ramp locations and other right-of-way reducing features in the preferred alternative prevents the City of Austin and other interested parties from estimating cost and value of these options. Specifically, we call for TxDOT to demonstrate consideration of: • Modeling the removal of 38th ½ Street ramp. • Revising frontage road configuration between Dean Keeton Street and Airport Boulevard to place frontage road lanes vertically over main lanes and/or utilizing the "boulevard" frontage road concept employed between downtown and Dean Keeton Street. • Coordinating with other State agencies or local partners to return all or portions of land acquired for project to community uses, including parkland, commercial development, and residential development.	See Comment #21
					Lower Speed Limits	Comment #5: Treat all frontage roads as part of the neighborhood street grid and employ designs appropriate to residential context. NCINC has long advocated for the removal of the physical and psychological barriers of I-35, in particular its inhospitality to bicyclists and pedestrians – especially children, the elderly, and users with mobility impairments. We envision frontage roads that function as part of the local street network and provide a commensurate level of comfort and access reflective of their proximity to residential neighborhoods. We appreciate TxDOT's inclusion of shared-use paths as part of this project; however, without substantial improvements to frontage road design, the project as shown does not provide the community a minimum level of comfort and safety befitting neighborhood streets. In some cases, it promotes designs that will encourage higher-speed traffic entering residential areas than currently exists. Lower design and posted speeds are warranted for neighborhood safety and call for maximum 30 mph design speeds for the central segment, including frontage roads north of Airport Boulevard. Additionally, bikeways, sidewalks, and shared-use paths should employ the most direct routes possible and avoid "meandering" movements that increase travel distances. Creating safe frontage roads comes down to design. NCINC supports the inclusion of best-practice designs supported by the City of Austin, including reduced turning radii at intersections; inclusion of on-street parking, shade trees, and plantings; site furnishings such as seating; raised pedestrian crossings, speed bumps, and pedestrian-activated signals at mid-block crossings, among others. Specifically, we call for TxDOT to demonstrate consideration of: • Providing posted and design speeds of 30 mph or lower on frontage roads (at a minimum, TxDOT should ensure frontage road speeds are no greater than 35 mph through the entire central segment, including the area north of Airport Boulevard). • Providing street trees and a minimum standard of a 7-foot planting area between frontage road and shared-use paths. • Providing separated bicycle and pedestrian facilities, implementing shared-use paths only in specific areas of constraint. • Providing visual barriers between frontage roads and main lanes, such as the low walls TxDOT has indicated would be design features at "enhanced intersections."	See Comment #395
					Construction	Comment #6: Provide clear information on construction disruption. North-central neighbors will have to live with nearly a decade of construction disruptions as a result of this project; they deserve to have better information available to them about what these disruptions will entail. TxDOT has failed to recognize that its proposed construction schedule, now beginning in 2024, overlaps both with the City of Austin's corridor reconstruction program on major streets including Airport Boulevard and with the transformational Project Connect light rail investment, set to begin construction in 2025. TxDOT has not performed a suitable equity analysis of construction disruptions beyond displacements from land acquisition. The absence of a study of the disruptive impact of the construction phase on transit users means TxDOT's analysis of the overall modeled equity impacts is insufficient and capricious. Additional mitigation and coordination with CapMetro should be pursued and made public before construction begins. In closing, we have higher expectations for this project than we have seen to date from TxDOT. The current design is unacceptable as proposed in the DEIS. We do not support Modified Alternative 3 in its current form. We look forward to continued outreach from TxDOT and coordination with NCINC leadership and its member neighborhoods. This is a once-in-a-lifetime project, and NCINC is committed to taking as much time as needed to make sure we get this right. Respectfully submitted, Brendan Wittstruck Chair, North Central I-35 Neighborhood Coalition	See Comment #178
490	Brendan Wittstruck	2/14/2023	Email	brwittstruck@gmail.com	5th Street	Tommy and Heather, Thanks for speaking with us last week. I felt like we had a productive meeting and look forward to working with you on design elements. One piece of the design that recently jumped out at me is your proposed new connection to 45th Street. I think this is a VERY good idea; however, I'm concerned the proposed geometry will have the unintended effect of encouraging high-speed traffic to enter Hancock/Hyde Park at 45th Street when exiting traffic encounters a green light there. I think a simple fix would be to tighten that turn to 90 degrees (and potentially add a deceleration space, as there's ample ROW). This will better ensure safe travel speeds entering the neighborhoods. As an additional consideration, you might look at making this connection two-way, in which case traffic from 45th Street could enter NB I-35 without going to the Airport interchange, reducing the overall pressure on that intersection. Also worth noting that 45th Street is only one lane west of Airport (COA right-sized the street several years ago) so only a single west-bound lane is needed. This configuration also makes for more opportunity to develop parcels on both sides of the 45th extension for future housing or other uses (I know TxDOT isn't in this business but the State could certainly offset the price tag of this project by identifying parcels for future sale). I'm attaching a quick mark-up to explain this idea and am copying the CapEx email address to put this on the formal record.	TxDOT did tighten the 90 degree turn in the design to accomodate transit for the two lane suggestion. The current design no longer reflects taking it down to one lane.
491	Brenham Adams	3/7/2023	VOH	brenham.adams@gmail.com	Business/residential displacement	Any staging areas should avoid obstructing city residents access to Austin's natural resources. Properties should not be seized to expand the highway, unless the space is used to include passenger rail through the Texas I-35 corridor.	See Comment #21
492	Brenna Lozano	1/30/2023	Email	Brenna.Lozano@kerbeylanecafe.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
493	Brent Powdrill	2/22/2023	Email	Brent.Powdrill@jll.com	General support	I support this project and renovation.	See Comment #8
494	Bret Hirsch	1/18/2023	Email	bret.hirsch@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Thanks, Bret Hirsch	See Comment #8
495	Brett Ames	2/10/2023	Email	brett@inspiredevelopment.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
496	Brett Hall	3/3/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I've been an Austin resident since 2010 and a Mueller resident since 2017. Throughout my time in Austin, I've used 35 as little as possible for many reasons. I will continue to use it as little as possible because I believe that amount of traffic moving between our city, splitting it both physically and metaphorically does nothing positive for the city itself, nor its residents. There are so many more options to solving transportation issues in and thru Austin that would likely cost no more, if not much less than this expansion, and that would likely positively impact more Austinites, if not just a more varied pool of them. And simple fixes to our existing traffic controls could go a long way. For example, the Archaic use of timed/ scheduled lights should be replaced with more technologically advanced signals that can predict and help smooth flow of traffic through shared data and machine learning algorithms. Expanding a concrete eyesore that only serves one purpose while causing multiple issues is not the solution and should not even be a part of solutions. Austin can do better. I expect my representatives to do better for Austin.	See Comment #5
					Multimodal Transportation	Bring in more alternative forms of direct transportation via electric assist bicycles, scooters, or even small carts or micro cars. Of course, a better public transit system altogether is needed and study after study shows the benefits of those. There is already plenty of infrastructure in place to build on top of or around to support that.	See Comment #20
497	Brett Larson	2/10/2023	Email	blarson@garzaemc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
498	Brett Metzger	3/6/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, Please review the "rethink I35" project online. It plans to turn the portion running through the city into a boulevard. It will finally desegregate the city.	See Comment #4
499	Brian Bechtel	2/26/2023	Email	bbcuny978@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
500	Brian Bedrosian	3/7/2023	Email	brian.bedrosian@gmail.com	East/West Connectivity	**The complete PDF is located in the public hearing summary, appendix F.** Email Copy: Good Afternoon I am submitting this letter on behalf of the North Loop Neighborhood Association in response to the DEIS submitted for the I35 Capitol Express Central Sector Project in Austin TX. (attached and below) We are a neighborhood along the west side of I35 from 51st Street to 2222 / Koenig Lane. Appreciate your time in considering our response. Please feel free to reach out with any questions you might have. Sincerely, Brian Bedrosian, VP of the NORTH LOOP Neighborhood Association To the Staff of the Texas Department of Transportation: We previously provided TXDOT with our comments to the proposed expansion alternatives during TXDOT's brief notice and comment period in 2021. In that letter, we expressed concerns that the favored build alternatives would radically reduce our quality of life while expanding the many east-west divides in our city. Having carefully considered the alternatives presented in the current DEIS, we urge TxDOT to choose the No Build Alternative because the benefits of Modified Build Alternative 3 would not justify the costs and impact on our community. As noted by many well-informed members of our community: • TxDOT's projected traffic growth and commuting times are exaggerated because commuters will change their driving patterns as alternatives become more available or favorable. • The project would encourage the use of single-occupancy vehicles, promote urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan. It would be difficult for our community to support a proposal to expand a highway that has a deep history of dividing the city without providing significant and meaningful improvements in connections across it. Capping the highway downtown does offer a monumental opportunity to reconnect our urban fabric and to symbolically unite the geographic division that began with the 1928 master plan. However, the downtown effort alone does not adequately address the wide-spread east-west barriers that I-35 represents today. In fact, the planned expansion erects new barriers outside the downtown core. For example, 51st Street is currently the only crossing in our area between Airport Blvd. and U.S. 290, a distance of 1.5 miles. Although adequate when I-35 was originally planned, it is no longer sufficient due to the development of Mueller community and anticipated growth along the Airport and Cameron Road corridors.	See Comment #20
					Do not widen/no build	These neighborhoods and communities—North Loop, Ridgetop, Skyview, Highland, Mueller, Windsor Park, St. John's, and so many others—are precisely where lower and middle income residents have congregated in search of affordable housing in the new central city. We depend on adequate east-west crossings to reach essentials, such as employment, education, healthcare, and food. We rely on these crossings to connect with our families, friends, and neighbors. Our choices with respect to I-35 must not come at the cost of those in our city who are the most vulnerable, those who we have been pushed out and forgotten. This would be an unfortunate repeat of mistakes of the past that make this highway so divisive. If TxDOT continues to pursue Modified Alternative Build 3, then we stand by the resolution adopted by our City Council which at its heart is a call for a substantial increase in east-west connections while allowing for even more significant efforts in the future as the means and abilities of our city grow along with our population. We feel strongly that these connections be at grade, include ample space for pedestrians and bicyclists, and connect streets that are designed in their detailing, speed limits, and scale to interface seamlessly with our neighborhood grid. The addition of these crossings will also address the multiple fatalities which have happened along our stretch of I35, furthering the goals of Vision Zero – the City of Austin's program to eliminate pedestrian fatalities on our roadways. For better or worse, this highway is part of our neighborhood and traveling on, across or along I-35 is a daily reality for residents in our community. As some of the stakeholders most personally and directly impacted by this project, we are willing to work with TXDOT on a more aspirational vision for this roadway. One that emphasizes the health and safety of the residents who live along its borders, one that makes space for an expanding new public transportation system, one that does not cement into the earth the fossil fuel-based transportation of the last century but is flexible enough to anticipate the technologies of the next generation. We view this highway expansion as much more than a simple roadway – and hope that you do as well. Texas was built by those who were not afraid to be bold. We ask TXDoT to do just that right now – make the bold move to look beyond the automobile as the only answer to our transportation needs. Sincerely, The members of the North Loop Neighborhood Association and our friends in Skyview and Ridgetop.	See Comment #5
					Latent/Induced Demand	• Expanding the highway would not eliminate congestion due to Induced Demand. • The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect.	See Comment #18
					Lower Speed Limits	• TxDOT can improve highway safety immediately by reducing the speed limits on the highway and access roads.	See Comment #395
					Business/residential displacement	• In order to expand the highway, the project would confiscate land from businesses and residents near the right of way, disproportionately impacting small businesses and minority communities.	See Comment #21
					Racial justice	• Widening the highway with the limited connectivity, currently in Modified Build Alternative 3, would perpetuate, expand, and worsen the demographic divide that began with the city 1928 master plan.	See Comment #3
501	Brian Bedrosian	3/7/2023	Email	brian@baldridge-architects.com	Do not widen/no build	The complete PDF is located in the public hearing summary, appendix F. Email Copy: Thank you for the opportunity to provide my thoughts on this project. Letter attached and copied below. To the staff of the Texas Department of Transportation on this the 7th of March First and foremost, I must commend TXDoT for their willingness to work with the City of Austin and alter their plans for this roadway based on the feedback that has been received thus far. I know that this is a very difficult project and certainly impossible to please all parties. I also know that the powers that be have asked you to fix a highway, and we, the citizens of Austin, are asking you for invention. However, after careful study of the DEIS, the proposed Alternative 3, and after many long hours in conversations with my neighbors and Council Members – I cannot help but look at these plans and be deeply disappointed. It is hard for me, from the perspective of 2023, to imagine building a super wide highway through the center of the capitol of Texas. It is hard for me to imagine that the transportation engineers of his state would lean in on the automobile as being so profoundly important to the future of travel that they are willing to sacrifice the quality of life of hundreds of thousands of Texans. It his hard for me to not want to reach further and ask for a more progressive response from my government. The automobile has brought us many freedoms – to work far from our homes, to travel at will, to shorten the effective distance between places. But it has come at a deep and meaningful cost. We are isolated from our neighbors, we are losing our sense of place, of community, of belonging. This highway has already shown to be a fractious, destructive element in our community. We cannot lump the fault for this on TXDoT, nor the people who built this roadway, nor those who envisioned fought for our interstate system. The blame falls on the policies that were blind to racism, to inequity, to "progress" at all cost. One would hope we are beyond that today, but the DEIS suggests that this highway is being designed around the self-same metrics that brought us the last highway. We see numbers that that abstractly describe one outcome when reality shows us another. You are going to have thousands of folks talk to you about Induced Demand and other criticisms of the assumptions that justify a roadway of this scale – I will not waste your time repeating them here. I will simply ask that you consider an alternative to what you are proposing. From my perspective here in Austin you have two main user groups on I35 – those that are using it for local access, and those that are using it to pass through Austin to parts beyond. (Forgive the oversimplification here) I would argue that we need to separate solutions to these problems, not one. We need a way for folks who are not stopping in Austin to get through quickly and safely. I know many have suggested that SH130 be re-allocate as a bypass but I understand that our Council shot ourselves in the foot when they pushed it so far outside the city to be practical for this purpose. However, we could bury those lanes, tunnel those lanes through the city. We have the ideal geological section for doing such a thing and a recent transplant that happens to own the very equipment necessary to make this happen. If tunneling is not on the table, than cap depressed through lanes with at-grade local lanes. Remove the exit and entrance ramps from the through lanes and move all traffic that is accessing the city to the upper, at grade, deck. This would allow you to get the lane count you metrics insist that you need, and the resulting traffic that afflicts the local lanes will not infect those of the through lanes. For those of us who are using the lanes for local traffic, keep them at grade, drop the speed limit to be compatible with our neighborhood streets, provide frequent crossings for pedestrians and bicyclists, and leave room for public transportation. Will there be traffic on these local lanes, certainly – but we can live with traffic. Traffic is what drove us to live close to where we work, to where we go to school, to where we play, to where can get what we need to live our lives. Traffic is what pushes us to get out of our cars and choose alternative forms of transportation that expose us to our neighbors, to environment arounds, to our community and to care more and deeply about all of these things. I understand that if you are reading this, you have likely put me into a pile by this point – relegated the words that I am putting down right now into a category or response. And I get that. I spend my days	See Comment #5
502	Brian Caudle	2/13/2023	Email	BCaudle@walterpmoore.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
503	Brian Fordyce	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am a resident of East Austin, and I am opposed to TXDOT's plan for I35 and it's expansion. I truly believe that the city will be whole if it were able to restore the boulevards where East Avenue used to be.	See Comment #5
					Public Transit / Multimodal Transportation	I also think there should be more focus on incorporating public mass transit and pedestrian/bicycles access. This is a rare opportunity to invest in the future of our growing city and we have to do it right.	See Comment #13
					Community Alternatives	I do, however, support Rethink35 proposal for a submerged highway with caps to create boulevards between central and east Austin.	See Comment #4
					Bike/ped safety	As an avid bicyclist and walker, I know what an unpleasant experience it is to crass I35 with the noise and air pollution, littered trash and broken car parts, and the dangerous challenge of navigating a car-dominated environment. Not to mention the long distances pedestrians are forced to travel in order to cross the roads.	See Comment #30
					Business/residential displacement	Construction plans should prioritize the local population and not require the demolition of homes, businesses. I hope TxDOT takes the feedback of locals into consideration for the best of all Texas.	See Comment #21
504	Brian Furlong	2/21/2023	Email	furlongbrian@icloud.com	Do not Widen/No Build	Re: Cesar Chavez and River Street Intersections I moved to the Rainey District of Austin in 2020 following a 38-year career investing in commercial real estate (CRE) nationwide, with involvement in over $200 billion of investments. This included over $1 billion invested in Austin, with similar or larger amounts in virtually every other large US city. My career involved detailed study of the land use, transportation systems, development laws, etc. of each area in which I approved these investments. I have been observing the record-setting pace of development in the Rainey District (i.e., "Rainey) and infrastructure construction. I am writing because it is essential that the I-35 construction process, and what is delivered, is planned considering the growing trip counts near Rainey. In my conversation with several engineers of the Department of Transportation at your recent I-35 public forum, I believe that this growth is not yet fully considered in your planning for the key intersections of I-35 adjacent to Rainey. I have attached a map of upcoming Rainey development from the Rainey Neighborhood Association to aid your understanding of the scale of this upcoming trip count expansion. The Rainey District is probably the fastest growing, and will prospectively be the densest, CBD district in the United States. Rainey will soon have its population and car trip count approximately double, with a tripling of such population and car trip count not long after that. Most Rainey traffic enters/exits at the Red River Street/Cesar Chavez intersection, close to the I-35 Cesar Chavez intersection. Most of the remainder enters of enters and exits at the River Street/I35 intersection. Both intersections are to be the sites of long and involved redevelopment. Just outside the Rainey District along Cesar Chavez, the Convention Center is planning to double its size and therefore its peak trip count. The new space will be put underground, with construction staged on what are now Cesar Chavez traffic lanes. Project Connect is expected to eliminate CBD tunnels due to cost overruns, putting the rail at or above grade along Cesar Chavez west of Trinity Street. Construction of this will ensnarl Cesar Chavez traffic, as will the loss of lanes to rail over the long run. The Convention Center, Project Connect and I-35 projects will be built along Cesar Chavez all at once, with frequent and sometimes prolonged lane closures from all three, at the same time as the majority of the greatly expanded trip count from the Rainey District enters the traffic system at Cesar Chavez/Red River Street. Extent of Rainey District Growth	See Comment #5
505	Brian Furlong	3/1/2023	Email	furlongbrian@icloud.com	Do Not Widen/No Build	**Email Copy:** Barbara, I received your name from Max Lars, who I know from the mayoral election. Max said that you are the person to reach out to so as to set up a meeting with the mayor. As explained in the attachments, I'd like to meet with him about the I-35 expansion. Please let me know if this is possible. Brian Furlong **The complete PDF is located in the public hearing summary, appendix F**: Project Connect may eliminate CBD tunnels due to cost overruns, putting the rail at or above grade along Cesar Chavez west of Trinity Street. Construction of this will ensnarl Cesar Chavez traffic, as will the loss of lanes to rail over the long run. The Convention Center, Project Connect and I-35 projects will be built along Cesar Chavez all at once, with frequent and sometimes prolonged lane closures from all three, at the same time as the majority of the greatly expanded trip count from the Rainey District enters the traffic system at Cesar Chavez/Red River Street. None of this is considered yet in the I-35 traffic planning. When managing the redevelopment of the Cesar Chavez and River Street intersections, and associated road closures, consider that these intersections must accommodate traffic growth from a Rainey District that is doubling then soon tripling is population and trip count. Traffic backups here, exacerbated by I-35 construction, will get so bad as to make it impossible for ambulances, fire trucks and other life-or-death services to get in and out of Rainey District in time. The plan for I-35 calls for eliminating the current northbound entrance just north of Cesar Chavez, with the first northbound entrance after Town Lake proposed to be via a flyover bridge starting at 8th Street. A high proportion of CBD drivers, including those from the rapidly expanding Rainey District and Convention Center, currently enter I-35 northbound at the to-be-eliminated Cesar Chavez location. There are going to be persistent and severe traffic jams along the northbound service road north from Cesar Chavez through 8th Street if the Cesar Chavez entrance is eliminated without a nearby substitute. A northbound entrance to I-35 should be added between Holly and Cezar Chavez Streets, branching off from the flyover bridge that will bring northbound service road traffic from the east side of I-35 (at Holly Street) to the west side of I-35 (at Cesar Chavez). The plans for virtually every west-east road crossing in the CBD include pedestrian, bicycle and micro mobility lanes. The exception is the bridge from River Street (on the west) to Holly Street (on the East). This I-35 crossing directly serves the very dense Rainey District and provides access to the MACC from the east side. That bridge should be improved like all the others, to accommodate bicycles, pedestrians and micro mobility.	See Comment #5
506	Brian Furlong	3/4/2023	Email	furlongbrian@icloud.com	Construction	I-35 TO ELIMINATE DOWNTOWN ACCESS THROUGH 8TH STREET AND IMPEDE CESAR CHAVEZ A key fault in TxDOT's preferred plan for I-35 is that they eliminate all northbound access to I-35 from south of Riverside Drive up through 8th Street. All drivers seeking northbound I-35 access from (a) Riverside Drive and its surrounding neighborhoods, (b) the forest of new high rises now being constructed in the Rainey District, (c) East Austin below 8th Street and (d) that majority of Downtown residents and workers which are south of 8th Street will be simultaneously funneled on to the 3-4 lanes of new I-35 service roads that run from Cesar Chavez through 8th Street. That stretch of service roads will become unworkably overcrowded. Cesar Chavez Street will also be overwhelmed, particularly during the 6 years of I-35 construction starting late 2025. During that time frame, TxDOT will routinely close or partly impede traffic at the intersection of I-35 and Cesar Chavez, as they sink the highway, build an east-west bridge, build a flyover bridge to move service road traffic from the eastern side of I-35 at Holly Street to the western side of I-35 at Cesar Chavez, and initiate their downtown boulevard concept north of this point. All this has to happen while the highway continues to operate. During the same construction time frame, the many thousands of new residents arriving to occupy the multitude of new 40-70 story Rainey District buildings now under construction will commence with their car trips, along with all of the hotel guests for all of the new hotels now being built within Rainey. The Convention Center will undergoing a doubling in its size, undoubtedly involving the capture of Cesar Chavez lanes for construction staging. Project Connect, which can no longer afford tunneling through downtown, will be building rail lines on or above Cesar Chavez Street west of Trinity which will likewise take Cesar Chavez lanes out of service. As with the service roads of I-35 north of Cesar Chavez, Cesar Chavez itself will come to a standstill. For years. WHAT IS TO BE DONE? A.TxDOT must add a second northbound I-35 access point in downtown, south of Cesar Chavez. The practical place for this is to provide access to the I-35 main lanes via the flyover bridge that is already in the plan, to be built between Holly and Cesar Chavez B.TxDOT's environmental impact statement studies traffic almost entirely on I-35 itself, with scant consideration to traffic changes and impacts off site, on roads in surrounding areas. TxDOT must consider traffic externalities, which are the impacts to traffic from its project on surrounding areas and from growth in surrounding areas on its project. C.TxDOT considers traffic and as-built conditions only before its project starts, then after it is done. TxDOT must consider then disclose how conditions will be during the six years of construction. How and where will construction gets staged, how often and for how long will roads be closed, and how will road closures be communicated to and coordinated with the local communities and the City of Austin? What is the TxDOT plan for minimizing harm to the community during the construction process? D.The multi-billion Project Connect and Convention Center expansion projects are to be built along Cesar Chavez right when TxDOT rebuilds Cesar Chavez/I-35. The impact of this simultaneous disruption	Followed Up
507	Brian Kelly	3/7/2023	Email	bkelly@goanteater.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
508	Brian Malloy	2/2/2023	MyCapEx Website - Comment Form	brimall12@yahoo.com	Regional Connectivity	Please provide light rail options between the major cities in Texas. This obsession with "one more lane" is bleeding state resources that can be used to upgrade the power grip or failing education system.	See comment #1
509	Brian Morgan	3/7/2023	MyCapEx Website - Comment Form	airstripone@gmail.com	Air Quality/Noise	I am submitting my concerns with the current plan for the I-35 plan. B We need greater measurements of air quality during this "environmental" review We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle; We should have bus only lanes (god forbid TXDOT actually plan for rail here - that would be truly awesome) - but we need PREFERRED transit options. Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state? Thank you, Brian	See Comment #34
					Water Quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #125
					Caps/Deck Plazas	We should have more caps (bury the freeway in longer segments so we truly create connections between east and west)	See Comment #42
510	Brian Mulvaney	1/30/2023	Email	mulvaneybj@gmail.com	Community alternatives	Dear Chairman Bugg and Commissioners: Here's my suggestion. Make I35 a toll road for all 18 wheelers. Double the toll for whatever is currently charged on 45/130 for these trucks. Remove the toll for 18 wheelers on 45/130. That's all. B. Mulvaney Sent from my iPhone	See Comment #4
511	Brian Poteet	2/27/2023	VOH	briannpoteet@gmail.com	Air Quality/Noise	This plan is worse than nothing. I'd rather keep the upper decks than literally cement a plan this bad into our city for decades. The widening will lead to higher carbon emissions and pollution, poisoning the surrounding neighborhoods. Please return to the drawing board.	See Comment #34
					East/west connectivity	E-W connectivity is a huge problem right now, and this plan doesn't make that any better.	See Comment #20
512	Brian Slingerland	2/8/2023	Email	brianslingerland@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
513	Brian Vattiat	3/7/2023	Email	vattiat@gmail.com	Do not widen/no build	The proposed I-35 expansion is bad for Austin neighborhoods and won't solve congestion on I-35. Rethink it!	See Comment #5
514	Briana Cohen	3/7/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, Hello, I oppose the i-35 expansion. Please redirect energy and resources towards public transit, active transportation, bike lanes, sidewalks, neighborhood streets, and high volume bus/train lines. Thank you.	See Comment #13
515	Briana Miriani	3/7/2023	MyCapEx Website - Comment Form	bmiriani@gmail.com	Business/residential displacement	I think this plan is one of the most ridiculous and ill conceived things I have ever encountered. Besides the displacement of much used and much loved public and private lands, It's 11pm before the midnight deadline so I don't have time to go into detail but I think y'all KNOW this is a dumb idea. I really can't figure out why something so unimaginative, costly and destined for failure would be allowed to move forward. We can do better! Easily!!	See Comment #21
					Latent/Induced Demand	it will also do nothing to relieve congestion along IH35 through central Austin.	See Comment #18

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
516	Brianna Evans	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, good evening, My name is Brianna Evans, I am writing to express my opposition to the expansion of I-35. I love Austin and have always dreamed of living here since growing up in Harker Heights, TX.	See Comment #5
					Racial justice	There is already a clear line of demarcation between east and West Austin. This project will only increase the separation between the two which will disproportionately affect poor, black, and brown folks in the city.	See Comment #3
					Community Alternatives	I believe that the Rethink35 project provides viable options that can increase equity in our city.	See Comment #4
517	Brianna Penney	3/6/2023	Email	info@email.actionnetwork.org	Air Quality/Noise	Mobility35 Program Manager Tommy Abrego, Hello, I'm a resident of Austin, TX and former resident of Fort Worth, TX. I've been driving on 35 my whole life and have always hated the experience despite the necessity of the highway. However, this new effort to expand 35 in Austin will only make traffic and pollution worse in a growing city.	See Comment #34
					Reroute to 130	Shipping should be diverted around the city on 130 and other roadways and public transit should be invested in to alleviate local traffic. When I go out on 130, it's almost always empty and faster and seems like a great solution for semis. It can feel dangerous driving on 35 in Austin today and more lanes will only make it more unsafe for those just trying to get through their commute. Please rethink the expansion of 35 and consider alternate solutions.	See comment #3
518	Bridger Gunderson	2/15/2023	Email	bridger.gunderson@streamrealty.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
519	Bridget Kenny	3/7/2023	Email	info@sg.actionnetwork.org	Latent/Induced Demand	Mr TxDOT TxDOT, Good Morning — I think widening 35 will not help any of traffic problems facing Austin. It will only make it worse as we have see in other cities. For Austin future, we can do better.	See Comment #18
520	Bridget McKinnley	3/7/2023	Voicemail	info@sg.actionnetwork.org	Do not widen/no build	My name is Bridget McKinnley. And I'm opposed to the plan. It is 10: 49 on the seventh.	See Comment #5
521	Bridgett Schiela	3/7/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, Highway expansion does not lessen traffic. This has been proven many many times and TxDOT has no plan besides highway expansion.	See Comment #18
					Business/residential displacement	If the TxDOT plan is approved it will displace homes and businesses at a time that Austin is experiencing a huge housing shortage and affordability crisis.	See Comment #21
					Community engagement	I expect the city council to listen to the large number of citizens who oppose this expansion and to stand up for our neighbors who would be displaced by a plan that will only make traffic and pollution worse in our city.	See comment #320
					Air Quality/Noise	I expect the city council to listen to the large number of citizens who oppose this expansion and to stand up for our neighbors who would be displaced by a plan that will only make traffic and pollution worse in our city.	See Comment #34
522	Brien Strelau	3/7/2023	MyCapEx Website - Comment Form	brien.strelau@gmail.com	Caps/Deck Plazas	As someone who lives on the east side of Austin, I beg you to include more and longer caps over the freeway - CAP the whole thing even! - in order to restore our connection to the rest of the city. The current plan does not adequately reflect or respect the interests of the residents of Austin most directly affected by this project. Please revise the plan according to their input. Thank you.	See Comment #42
523	Brint Davy	3/6/2023	Email	brint.davy@gmail.com	Do not widen/no build	Hello Glynda, Thank you for the email. I'm so solidly not sold on this I-35 redesign. That is an understatement. I'm for the project, it's necessary, but this design is an embarrassment to the State. This design is dead upon arrival. It will not age well. It will be deprecated before it is finished, and millions of man hours will be wasted. And, it's going to be a mess. All for nothing. There is no unifying design element. It's a design by a multitude of committee compromises, frontage access requirements and old state laws (like the U turnarounds). It doesn't speak the language of a next-generation urban freeway. It is not transformative, iconic, or memorable in any way. For a few billion bucks? I think it should be all of these things! It's like TxDOT has deployed the same design elements and principles that it would for Arlington, or Plano. Lanes fly all over the place, willy nilly. They're removing at grade pedestrian street crossings and replacing them with ramp flyovers that nobody uses. TxDOT sells this designs as re-connecting E and W Austin, but it's actually, physically, literally driving them further apart by expanding the footprint. This is diametrically opposed to the vision proposed by Project Reconnect Austin's urban planners and architects, and that is the vision that TxDOT should embrace. There are many elegant, compact urban freeways around the world to look towards for pedestrian friendly design principles. This has been done before. We just need a TxDOT lead designer with the vision and budget to do it. If we think bold enough, we can 1) expand the lane count, 2) reduce the freeway's footprint, and 3) off-set the increased cost of the project by selling new frontage road land. This is Project Reconnect's core design element. It's the idea that makes it work. Pull the access roads inwards, capped atop a cut-and-cover canyon of lanes. Then, suddenly, The State of Texas has hundreds of acres of highly-valuable real estate fronting an urban boulevard in the Capitol City. That's worth, what? Hundreds of millions, probably.	See Comment #5
524	Brint Davy	3/7/2023	Email	brint.davy@gmail.com	Do not widen/no build	At one I-35 heading, a real estate agent came up to me. She fronted on me like I haven't been fixing this project my full attention. She actually said that if I opposed the design as proposed, she will have a tougher time bringing her clients to houses. Tough noogies. Everyone will have a tough time as this project gets underway. Construction is not easy peasy. People complaint. Do they see it, or don't they? We are going to build an Interstate Highway that will last for hundreds of years. And I'll sign-off on it when it looks good to me. Because I know so much more, than your average real estate agent, chiming in on a hearing with disregard to everything I know is true. She's a bimbo, to me. I don't mean to be rude, but she is. The point is, if you complain about lanes. I'm already listening to you. Do you listen to me? We can do a triple decker. Regional busses and who-knows-what might need a total bypass. It would be super-limited access. Third layer. That's probably for intro-state busses, to be honest. That's two lanes. So where are we at? We got 6 lane boulevard up top. That is gonna happen. We got 8 lanes of limited access freeway. We got 2 lanes of ultra-limited bus and high-value truck regional access. That sounds like a win to me.	See Comment #5
525	Brita Hovde	2/13/2023	Email	brita.hovde@streamrealty.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
526	Brittany Jaisankar	1/31/2023	MyCapEx Website - Comment Form	brittany.jaisankar@gmail.com	Regional Connectivity	I would love a train connection between San Antonio and Austin airports!	See comment #1
527	Brittany Kellogg	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin Texas and live in central East Austin and have for the last 5 years. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me and listen to the people who live, commute, bike, ride and travel in this city.	See Comment #5
					Public Transit / Multimodal Transportation	I am The Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a most of all a public transit-first project. I frequently use the metro rail along the Boggy Creek trail and have enjoyed the alternative form of transportation to using the highways to get to and from downtown. I also would be interested in an expansion and update of bike lanes in the urban areas down town and in Central Austin. Bigger highways mean more cars and more traffic. We need reliable efficient public transportation now.	See Comment #13
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
528	Brittany Paxman	3/7/2023	MyCapEx Website - Comment Form	brittanylpaxman@gmail.com	Latent/Induced Demand	Hello, I am writing to say that I do not believe more lanes is going to help with traffic. I live very close to I-35 and use it regularly in the heart of Austin. I do not want to see more lanes. This will just cause more traffic and further separate east and west. I do support lowering the highway, but please don't cram more traffic through the city. Instead, consider ways to re-route traffic around and outside of the city. Thank you for considering!	See Comment #18
529	Brittney	1/31/2023	MyCapEx Website - Comment Form	thebrittneyc@gmail.com	Regional Connectivity	We need a commuter rail system between San Antonio & Austin! Kinda embarrassing that we don't already have that!	See comment #1

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
530	Brook Jones	2/9/2023	VOH	brookmjones@gmail.com	Reroute to 130	I live next to I 35 on Robinson ave. THE BIGGEST PROBLEM with this stretch of highway? It BOTTLEKNECKS from 4 lanes to 3..... both ways.... IN THE MIDDLE OF THE CITY. Think about that. It's no wonder there's gridlock. Make I-35 3 lanes, north and south, and divert 18 wheelers to 130. Problem solved. Thanks, Brook Jones	See comment #3
531	Brooks Benkendorfer	2/7/2023	Email	brooksb@hpitx.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Brooks Benkendorfer Brooks Benkendorfer Industrial Leasing Agent We have a new look. Learn More → hpitx.com | LinkedIn | Instagram This e-mail may contain privileged information. If you are not the intended recipient please notify the sender and immediately delete this message.	See Comment #8
532	brooks kasson	2/7/2023	MyCapEx Website - Comment Form	swimmingbrooks@yahoo.com	Do not widen/no build	I35 as it exists bifurcates a vibrant city and has, in the past, served as a racial divide. divert the through traffic around the center city , or bury it, and transform the land into a people-oriented pedestrian and bike friendly conduit. too many small business and homes will be destroyed with any expansion. keep woodland access open.	See Comment #5
533	Bruce Ashton	1/24/2023	MyCapEx Website - Comment Form	wbashton@sbcglobal.net	Regional Connectivity	It's time for TXDOT to aggressively undertake projects for rail transportation using existing hwy right of way. We simply can not pave our way out of congestion	See comment #1
534	Bruce C Sheehan	3/7/2023	MyCapEx Website - Comment Form	bruce@jungletx.com	Latent/Induced Demand	I live on East 14th street in the Swede Hill Neighborhood. My first two observations to this plan: 1) It is so complex that is very hard to analyze how one section (the way TXDOT is presenting the sections in PDFs) is impacting neighboring areas. 2) The plan looks as if it favors outlaying neighborhoods OVER local neighborhoods, meaning neighborhoods like Swede Hill. My main concerns are the intersections on East 12th, 13th, 14th, 15th and 16th. I believe you are grossly underestimating the traffic flow of the Eastside flowing west. It has exploded over the last two years. You plan as it stands now, with the closing of access of 13rth and 15th, you will be inundating 12th and 14th Streets. As 12th gets so busy (and it will) you will be forcing a lot of traffic onto 14th street, that will likely cause backups up into our street – a much smaller street than 12th street is. Also contributing to this situation is, as it stands now, anyone exiting north off of 16th street will have to go three intersections to be able to head south again – what's with that – again forcing or folks back to 14th and 12th. We currently have major problems with cut through traffic in Swede Hill now, a lot of speeding and reckless diving. The will only exacerbate our current problems. I want to see the current traffic studies for specifically for the 12th, 14th and MLK intersections. Please email me them or publish a link to where they exist. Do they exist? So how can you project/plan anything?	See Comment #18
					Business/Residential Displacement	Observation number three - RE the destruction of 90+ businesses and homes This plan totally reeks of the lousy Urban Renewal projects from the 1960s/70s – who really benefits? Usually ends poorly for the neighborhoods, still divided. You are choosing CONCRET and CARs over people and neighborhoods. Again the Eastside neighborhoods are getting craped on in the name of progress and urban renewal. Make 130 free.	See Comment #21
535	Bruce Hunt	1/21/2023	MyCapEx Website - Comment Form	bjhunt.austin@gmail.com	Reroute to 130	Running freeways through the middle of cities was always a bad idea and is one that clearly needs to be put behind us. Highway 130 already provides a bypass around Austin for through traffic; the state should simply take it over, eliminate the toll, and send any through traffic along it. I-35, a longtime scar on the face of our city, should be torn down and replaced with a boulevard. No homes or businesses should be sacrificed on the altar of a superhighway; in fact, land opened up by eliminating I-35 would provide a valuable asset for all of us. What will happen to all the vehicles that now clog I-35? They'll either head down 130 if they're just passing through or will learn to get around on the streets if they're local. More lanes will just generate more traffic. This project as currently planned will waste billions and will not solve Austin's mobility issues, either in the short term (when construction will make life along the route hellish) or the long term (when more vehicles will just pour in to clog the new lanes).	See comment #3
536	Bruce Malcolm	2/7/2023	Email	bruce@malcolmconsultants.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
537	Bruce Ravenscraft	3/3/2023	VOH	blravenscraft@aol.com	Caps/Deck Plazas	Number one priority is capping as much of I35 from Lady Bird Lake to 51st Street as feasible. This will add extremely valuable green space and, connect the community.	See Comment #42
					Business/residential displacement	Also, herirage businesses lost to expansion, such as The Chronicle and Starseeds can be preserved and moved to the capped area over the expanded I35 corridor.	See Comment #21
538	Bruce Sargent	1/18/2023	Email	bruces@karlinre.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Bruce Sargent VP, Corporate Relationships and Development	See Comment #8
539	Bruna	1/19/2023	MyCapEx Website - Comment Form	Bruna.g.schmitt@gmail.com	Public Transit / Multimodal Transportation	Hello. I am a resident of San Antonio and a proponent of public transportation. I would like to urge TxDot to include a plan to revive the Lone Star Rail proposal to link Austin and San Antonio with regular commuter rail. Widening roads without improving transit is a waste of money, as it only induces more demand and results in the same traffic and more pollution. Mass public transportation is more efficient and accessible for Texas residents. Thank you.	See Comment #13
540	Bryan Cady	2/8/2023	Email	bryan@denpg.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. With Gratitude, Bryan	See Comment #8
541	Bryan Cumby(Synergy)	2/8/2023	Email	bcumby@cumbygroup.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Best Regards, Bryan Cumby Cumby Group Austin, Texas	See Comment #8
542	Bryan Golden	3/7/2023	VOH	bryan.l.golden@gmail.com	East/west connectivity	Please consider a complementary roundabout for Cameron and 51st Street. PM peak LOS at that intersection is failing and When Capital Plaza redevelops, preserving the ability for an east-west vehicular connection will help to alleviate increased demands at 51st and Hwy 290 interchanges. Maintaining the 51st St. depression just south of the Mueller Northwest Greenway would allow for a future CoA capping or bridging opportunity for a 'green' crossing. Express lane exits/on-ramps could be shifted slightly north to accomplish this. The ped/bike crossing times for the Airport/35 interchange might be excessive with the ramping necessitated. More direct crossing paths would be welcomed. The new Wilshire/41st connection is fantastic and much needed. Please consider restricting 39th St access to the SB frontage. Drivers attempt to maneuver to left turn lanes across all lanes of traffic. Consider cantilevering the NB boulevard/frontage road from Dean Keaton to Edgewood, over the main lanes to avoid business takings along east side. Please consider a conversion of East Ave (SB frontage road) from Cesar Chavez to Holly St. as a two way local roadway to help provide points of egress for the Rainey St. neighborhood.	See Comment #20
543	Bryan Kaminski	2/8/2023	Email	bkaminski@redleaf-properties.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
544	Bryan Kent	2/8/2023	Email	bryanke@dpr.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
545	Bryan Morales	1/31/2023	MyCapEx Website - Comment Form	miltonbryan93@gmail.com	Regional Connectivity	Please build rail in San Antonio.	See comment #1
546	Bryce Frisher	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose widening a highway,	See Comment #5
					Business/residential displacement	it's 2023 you guys gotta get more creative with the solutions instead of the typical "let's just displace 5,000 more people so the suburbanites save 20 seconds on their commute."	See Comment #21
547	Bryce Tabb	2/7/2023	Email	brycetabb@icloud.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Best, Bryce Tabb Sent from my iPhone	See Comment #8
548	Brydan Summers	3/7/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, I am a resident of the Windsor Park neighborhood in Austin near I-35 and want to voice my opposition to TXDOT's current proposal to expand I-35. This would be a wasteful use of state resources to promote additional traffic through the core of the City when efforts are already underway by Project Connect to reduce car traffic and congestion in meaningful ways. An expanded I-35 is not something my neighbors or myself would use to move through the City because it will be no less congested and inefficient than the existing highway. This seems like a decision driven by lobbyist efforts to spend ten years paying for construction contracts at the expense of Austin residents and the environment, which will no doubt be degraded further. If TXDOT insists on further developing a highway for austin look into ways to make SH-130 a more desirable route instead of disrupting and destroying properties all through the city. Best regards,	See comment #3

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
549	Bryn Williams	2/8/2023	Email	bryn_nowlin@yahoo.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
550	Byron	3/2/2023	MyCapEx Website - Comment Form	byron.wyche@gmail.com	Latent/Induced Demand	As a resident of the Hyde Park Neighborhood of Austin, TX, I have serious concerns over the I-35 Capital Express Central project as currently proposed by TXDOT. As recently discussed by Kara Kockelman from the University of Texas at Austin on our local news [1], the expansion of highway capacity will not relieve traffic congestion, but rather increase it over time. . Thank you for your consideration, Byron Wyche [1] https://www.kxan.com/traffic/traffic-projects/i-35-expansion-project/ut-expert-explains-how-induced-demand-could-impact-i-35-projects-congestion-relief/	See Comment #18
					Air Quality/Noise	This negative impact will only be compounded by environmental pollution, noise pollution, and ongoing intra-city access barriers. On the whole, I feel that the project as currently imagined will be a negative for the health, safety, and quality of life in our city and that the promised benefits will not be realized for any sustained period of time	See Comment #34
					Reroute to 130	At a minimum, I believe TXDOT owes it to the citizens of Texas to more comprehensively answer the following questions: 1. Has TXDOT considered requiring truck traffic to bypass the downtown I-35 corridor by way of SH-130? Is it appropriate for a constrained corridor through an urban environment to be a major route for commercial truck traffic? I do not feel that this fundamental question has been sufficiently addressed.	See comment #3
					Caps/Deck Plazas	2. Were more at-grade crossings considered? Without these, automobile, bicycle, and pedestrian traffic will all be constrained. 3. Should more of the corridor be contained by decking or capping? Has TXDOT engaged stakeholders such as the city, the university, and the private sector to conceptualize creative funding solutions? Containing noise and air pollution and creating new space for urban use would be a win-win for all stakeholders. 4. How can the impact on surrounding neighborhoods be reduced?	See Comment #42
551	Byron Davis	3/7/2023	MyCapEx Website - Comment Form	byronedavis@gmail.com	Do not widen/no build	I am opposed to the proposed expansion of I-35. I live just over a mile from the highway and I'm concerned about the environmental impact, the hundreds of people and business that will be displaced, the runoff into our drinking water, the increased carbon emissions, the reduced ability to cross east to west and west to east and the disregard for the voice of the public on this. We need to move beyond car-centric infrastructure to catch up to other states and the rest of the world. Texas should be leading on this; this project is a huge step backwards.	See Comment #5
552	Byron Wyche	3/3/2023	Email	byron.wyche@gmail.com	Do not widen/no build	To whom it may concern: As a resident of the Hyde Park Neighborhood of Austin, TX, I have serious concerns over the I-35 Capital Express Central project as currently proposed by TXDOT. As recently discussed by Dr. Kara Kockelman from the University of Texas at Austin on our local news [1], the expansion of highway capacity will not relieve traffic congestion, but rather increase it over time. This negative impact will only be compounded by environmental pollution, noise pollution, and ongoing intra-city access barriers. On the whole, I feel that the project as currently imagined will be a negative for the health, safety, and quality of life in our city and that the promised benefits will not be realized for any sustained period of time. At a minimum, I believe TXDOT owes it to the citizens of Texas to more comprehensively answer the following questions:	See Comment #5
					Reroute to 130	1. Has TXDOT considered requiring truck traffic to bypass the downtown I-35 corridor by way of SH-130? Is it appropriate for a constrained corridor through an urban environment to be a major route for commercial truck traffic? I do not feel that this fundamental question has been sufficiently addressed.	See comment #3
					Bike/ped safety	2. Were more at-grade crossings considered? Without these, automobile, bicycle, and pedestrian traffic will all be constrained.	See Comment #30
					Caps/Deck Plazas	3. Should more of the corridor be contained by decking or capping? Has TXDOT engaged stakeholders such as the city, the university, and the private sector to conceptualize creative funding solutions? Containing noise and air pollution and creating new space for urban use would be a win-win for all stakeholders.	See Comment #42
					Business/residential displacement	4.How can the impact on surrounding neighborhoods be reduced? Thank you for your consideration, [1] https://www.kxan.com/traffic/traffic-projects/i-35-expansion-project/ut-expert-explains-how-induced-demand-could-impact-i-35-projects-congestion-relief/	See Comment #21
553	C Wilk	3/7/2023	Email	cwilk05@gmail.com	Wilshire	As a resident of Wilshire Wood, I am asking for TXDOT to mitigate traffic for the proposed 41st Street extension to Wilshire Blvd that would increase traffic significantly as a cut-through to Airport Blvd in our 100% residential neighborhood. The proposed 41st Street to Wilshire Blvd connection would be extremely disruptive and would only divide our Historic neighborhood. The certain dramatic increase in daily traffic will discourage parents from walking their children from their houses to our elementary school, park and churches. And needlessly so, as there are existing arterials 3 blocks in either direction - 38 1/2 Street and Airport Blvd - that currently handle much higher traffic levels and could accept more traffic with much less impact and change of use than carving up our neighborhood boulevard. If it's deemed absolutely necessary for the 41st Street and Wilshire Blvd connection, then it's imperative to preserve our neighborhood's unity and safety that a longhorn be installed at that intersection that would require a left-hand turn to route people directly to Airport Blvd.	See Comment #9
554	C. Brian Cassidy	1/23/2023	Email	cbcassidy@lockelord.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. It is vital to the economic prosperity of our region and of the State as a whole. Please do not be persuaded by some of the naysayers who will suggest that we do not need to improve or expand I- 35. The improvements are desperately needed and years overdue. Thank you for your consideration of this request.	See Comment #8
555	Cadence Tomlinson	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of District 8 in Austin, Texas. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. 10 years of construction for just a few years of congestion relief is NOT worth it. It makes the city uglier, more scattered, more difficult to navigate. It will greatly hinder quality of life for locals. I expect TxDOT, Austin City Council, and other representatives to stand up for me and value LOCAL residents over commuters.	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #18
					Public Transit / Multimodal Transportation	I am FOR a public transit-first project and re-designating a different highway (SH-130 for instance) as an interstate highway. I don't want to use an interstate highway for my local trips. I want to walk/bike/ride the train and connect with my fellow austinites.	See Comment #13
556	Caesar Javier Villegas II	1/31/2023	MyCapEx Website - Comment Form	Caesar.villegas@gmail.com	Regional Connectivity	Only way to alleviate traffic is to build a high-speed railway from here to austin, all along I-35. Don't let 281 become next I-35	See comment #1
557	Cage Johnson	3/6/2023	Email	info@sg.actionnetwork.org	East/west connectivity	Mr TxDOT TxDOT, Dear TXDOT, I want to let you know that I35 is a scary thing to be around. You can't take full responsibility for the insane behavior that drivers tend to have on the I35 service roads, but since those service roads are so close to downtown, it can be scary just to walk near it. The problem lies in that the east and west parts of downtown need to be connected. Minimum amount of separation between them is ideal. If I live on the east side and I work in downtown, I shouldn't have to survive a life threatening situation every week. Please consider taking your entire team to I35 and getting on bikes or walking. Cross it at each opportunity. Wait until dusk and then cross it again. You will see what I mean. The bigger I35 is the worse it's impact on the fabric of the city. The more homeless people call it home. Don't make it worse. The plans you have released show it expanding in terms of total foot print.	See Comment #20
558	Caia LaCour	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin. I live in the Windsor Park neighborhood where there is never a moment in the day where I don't hear traffic from I-35. When I-35 was built, it cut the city in two. Now it is a major source of air pollution, noise pollution, and water pollution. In addition, it is the cause of hundreds of deaths a year both human and wildlife. Expanding I-35 is not a solution to congestion in the city, it will only worsen congestion. I I expect TxDot, Austin City Council, and other representatives to stand up for me, Austin city residents, and future Austin city residents by doing what, in the long run will be best for the city. Please oppose the expansion of I-35 and instead use funding to create more mass public transit. It is the only way to end congestion.	See Comment #5
					Latent/Induced Demand	It has been seen time and again, expansion only encourages more people to drive and adds more congestion, more cars, more noise, air and water pollution, and more death. TxDOT's proposal is flawed. It ignores Induced Demand, construction impact,	See Comment #18;
					Air quality	particulate pollution from tire wear, and the historical failure of almost all highway expansions.	TxDOT conducted an Environmental Impact Statement (EIS) which evaluated studies on several environmental topics, including air quality. To review the findings of these evaluations, please see Section 3.12 in the FEIS. Further, TxDOT provided a quantitative Mobile Source Air Toxics (MSAT) evaluation of the Preferred Alternative as part of the combined FEIS and Record of Decision (ROD) to be released later in 2023. See Appendix P of the FEIS. The air quality analysis conducted for the I-35 Capital Express Central project is in accordance with the Austin/Round Rock region's current attainment and unclassifiable status for all National Ambient Air Quality Standards. It also follows TxDOT's guidance for complying with the Clean Air Act, National Environmental Policy Act (NEPA) and Federal Highway Administration code regarding project effects on air quality (see the Air Quality Toolkit: https://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/air-quality.html
					Community Alternatives	am for the Rethink 35 and a public transit first project.	See Comment #4
559	Caira Spenrath	1/28/2023	MyCapEx Website - Comment Form	cmspenrath@gmail.com	Regional Connectivity	As a State employee who cannot afford to live where I work, I commute every day from San Antonio to Austin. On the best of days I spend about 2.5 hours total on the road; on the worst days (which are increasing due to new construction) I can spend anywhere from 3-5 hours total as I navigate highway shut downs due to major accidents and roads that can barely handle the traffic on them. I know that TxDot is doing the best that they can with the explosion of development and new folks moving into the central Texas corridor, but the plan for a multilevel I-35 near San Antonio is a temporary bandaid on an arterial wound. Investing in the creation of an inter-Texas rail system would not only help solve the issue of traffic and major accidents by lessening them, it could also benefit the state as a more profitable revenue stream than toll roads. We have the tools and space to create something that will make our roads safer, support our budget, and better the lives of Texans all over the state. I hope that y'all have a great day and thank you for your time!	See comment #1
560	Caitlin E Kuglen	1/26/2023	MyCapEx Website - Comment Form	caitlin.kuglen@kimley-horn.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
561	Caitlin Falk	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose expanding I-35 in my dear home city. Not only will expansion worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes, but it is also unnecessary and a communal policy failure.	See Comment #5
					Public Transit / Multimodal Transportation	I don't want to travel around Austin on an interstate highway. I'd much rather get places quickly and easily in a bike or through public transportation. This project will discourage walking and bicycling and transit use, something Austin is already failing its residents in. Wide polluting highways through town are not what I want for Austin, I want safe, pleasant, and walkable and bikeable streets where I can enjoy the air and nature that Austin has to offer. Not to mention, this highway would have devastating consequences for climate change – something Austin is already becoming unbearable from. I want community alternatives like Reconnect Austin and Rethink35, to be fully studied, considered, and implemented.	See Comment #13
562	Caitlin Gary	3/7/2023	MyCapEx Website - Comment Form	caitlinjgary@gmail.com	Reroute to 130	I-35. I am a Cherrywood Resident. 1) Diverting truck traffic around Austin has not been explored by TXDOT. Expanding highways only results in more traffic later, not less traffic.	See comment #3
					Caps/Deck Plazas	2) Capping the highway as far north as 51st st. is key to this project being acceptable to Austin, and TXTOD has not made that possible in this design. The current design further splits/separates/cuts off neighborhoods when capping the project could tie neighborhoods together (ex. tying Hyde Park to Mueller via parks and bike trails). Let's bring the neighborhoods together - people will spend more $ at local businesses if it's convenient. 3) Capping addresses noise pollution	See Comment #42

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
563	Caitlin Giddings	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I adamantly oppose expanding I-35. Let's focus on solutions that will actually work! Thank you for your time,	See Comment #5
					Latent/Induced Demand	Studies and real-world results have shown that expanding highways does nothing to lessen traffic!	See Comment #18
					Public Transit / Multimodal Transportation	To move Austin forward into the future, we need to focus on alternate solutions—light rail, more bus lines and bus lanes, more bike paths, etc.	See Comment #13
564	Caitlin Griffith	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, https://escholarship.org/uc/item/3q21f88p At the end of the day, I don't want to spend the commute home on a clogged up highway - especially one under construction for years at a time when studies show that adding new lanes to highways DOES NOT IMPROVE CONGESTION. At the end of the day, I don't want to sink more money into car maintenance, insurance, and god forbid repairs and hospital bills for a crash. I want to spend $1.50 for a bus pass or other transit option. The highway is loud, dangerous, and environmentally unfriendly. This is not the future that I want as a lifelong Texan, current and future resident of Austin, and current public policy and regional planning graduate student at The University of Texas at Austin. The future I want includes a walkable and bikeable community accessible to all.	See Comment #5
					Racial justice	IH-35 has served as a racial and economic boundary in Austin since it's conception. The City of Austin is working to mend its history and to break down this historical barrier so that the entire city can be enjoyed by all. Expanding the highway will double down on the highway's sordid past and show the city's Black, brown, and historically marginalized communities that their access to the city is not important - and even less so if they do not own or operate a vehicle.	See Comment #3
					Air Quality/Noise	Expanding the highway will worsen health and climate effects of air pollution and heat islands, and cause more accidents resulting in injury and death.	See Comment #34
					Public Transit / Multimodal Transportation	I want to spend the commute home on the bus or, ideally, a light rail. This is what TXDOT should be investing in. Not another lane.	See Comment #13
					Community alternatives	TXDOT needs to fully consider alternatives to expansion, including Reconnect Austin and Rethink35.	See Comment #4
565	Caleb Fleischer	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it	See Comment #5
566	Caleb Ogier	1/31/2023	MyCapEx Website - Comment Form	Cogier19@gmail.com	Regional Connectivity	Please please dear god give us a rail system from San Antonio to Austin. I would love you with all my heart.	See comment #1
567	Caleb Pina	1/31/2023	MyCapEx Website - Comment Form	Alohacheers1812@gmail.com	Do not widen/no build	It would be really nice if Texas could build something besides a bigger wighway... I've lived here my whole life and I'm sick of traffic, driving and the chaotic mess that is our current roadways.	See Comment #5
568	Calla Dorais	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, My name is Calla Dorais and I am an Austin resident. I firmly oppose the I-35 expansion project. Highway expansion plans historically do not work and only invite more cars and congestion to our city. This plans specifically will further encroach on the already vulnerable east Austin, as well as bring more noise, pollution and safety concerns to the area. This plan ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Community alternatives	I support alternative plans like Rethink35, and an investment in other transportation infrastructure such as public transit and bike and pedestrian path networks. The only way to reduce congestion sustainably and long-term is to offer alternatives to driving.	See Comment #4
569	Callaway Kobes	3/7/2023	Email	calcool007@sbcglobal.net	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a former Austin resident and a college student who finds himself driving through Austin from time to time, I don't want to see Austin become the next Los Angeles. From 2012 to 2017 the time spent in traffic has increased 20% throughout Austin. A growing population means an increased demand for transportation but a wider highway isn't the solution to this demand. An actual investment into reliable public transportation is what needs to be done in order to reduce the number of cars on the road. I strongly oppose the expansion of I-35 because I believe that there are a multitude of alternative solutions that need to be looked into.	See Comment #5
570	Callie Fowler	2/7/2023	Email	callieafowler@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Callie Kiser Sent from my iPhone	See Comment #8
571	Callie Hardin	3/7/2023	Email	chardin@everyactioncustom.com	Air Quality/Climate Change	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DEIS. However, I do not believe that the air quality and climate change analysis is sufficient. Specifically, I request that TxDOT address all the following before finishing the Final Environmental Impact Statement: – Air Quality analysis must look at PM 2.5, PM 10, and NOx. TxDOT only analyzed CO which is easy to study and they know they would clear. – Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level. – The fact that we are so close to non-attainment for PM 2.5 is likely why TxDOT did not do the analysis. And likely why they are pushing for an FIES and Record of Decision by August (prior to Texas being required to comply with new standards). – TxDOT needs to do a quantitative analysis and health impact assessment for all pollutants. – Greenhouse gas emissions analysis is incomplete, it only looks at construction, not long term. Also, the models are based on the CAMPO regional growth forecasts, which assume the expected effects on housing and other real estate decisions that widening this freeway will cause. The model must be able to analyze the cumulative climate emissions outcomes of variable alternative investment scenarios, travel behavior assumptions, and regional growth alternatives, or it is somewhat meaningless. Thank you for all that TxDOT is doing to improve the health of all the people of the Austin region and reduce the heavy negative health impacts of our transportation system.\	See Comment #18
572	Callie Kennedy	3/6/2023	Email	info@sg.actionnetwork.org	Latent/Induced Demand	Mr TxDOT TxDOT, Hello, I am writing to you today to express my opposition to I-35 expansion and urge you to reverse this measure. Empirical evidence suggests that adding more lanes to highways only attracts more cars and leads to increased congestion. This additional usage leads to more air and noise pollution, creates heat islands (in an already hot city), and results in adverse health impacts in our communities. TXDOT planners should be aware of these issues and acting accordingly to not exacerbate them. However, road expansion is the only solution that has been proposed, despite its proven failures across the state.	See Comment #18
					Public Transit / Multimodal Transportation	As an Austin resident, I am not interested in traversing crowded, congested highways. We need investment in other forms of public transportation such as buses, trains, biking paths, or sidewalks, all of which reduce our carbon footprints, pollution, and congestion. While these projects are long-term, capital-intensive, and necessitate a transformation of our infrastructure, such conditions are also true of the proposed expansion. I strongly urge you to invest in a reimagined future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and Rethink35, to be earnestly considered and invested in.	See Comment #13
573	Callie Taylor	2/7/2023	Email	ctaylor@austinchamber.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Callie Taylor Senior Director Economic Development	See Comment #8
574	Cam Herringshaw	3/7/2023	VOH	camherringshaw@gmail.com	General Support	I support Modified Build Alternative 3 as a way to bury I-35 and improve the walkability and bikeability of Austin.	See Comment #8
575	Camdon Durfee	1/31/2023	MyCapEx Website - Comment Form	camdon.durfee@yahoo.com	Regional Connectivity	A railway would lower the global GDP more than the push to electric as well as lower car dependents.	See comment #1
576	Cameron Babberney	3/7/2023	MyCapEx Website - Comment Form	boneylandmarks@gmail.com	Air Quality/Climate Change	We need greater measurements of air quality during this "environmental" review	See Comment #18
					Water Quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #125
					Public Transit / Multimodal Transportation	We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle; We should have bus only lanes (or better yet a plan for rail here - that would be truly awesome) - but we need PREFERRED transit options.	See Comment #13
					East/West Connectivity	We should have more caps (bury the freeway in longer segments so we truly create connections between east and west) Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	See Comment #20
577	Cameron Herber	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I live in San Marcos and spend a couple days per week sitting in Austin downtown traffic. Finally, I'd like to point to the overstated, well researched, and pretty logical conclusion the more lanes don't improve traffic. Look at Houston, did the Katy Freeway expansion help traffic? Not one bit. This kind of decisions from an organization like TxDOT, who has some of the best engineers in the country, and Austin City Council, who claims to care about marginilized communities and environmental impact, are shockingly harmful and negligently complacent.	See Comment #5
					Air Quality/Noise	Instead of putting money into more lanes which increase pollution and will have a substantial negative impact on vital greenspaces and residences along I35 through central Austin.	See Comment #34
					Public Transit / Multimodal Transportation	Why not spend that money developing public transit and rail infrastructure along 35 which would decrease the number of people needing to drive. Texas roadway death rates are skyrocketing and people genuinely don't want to drive, we want to sit on our phone or listen to a podcast. I've seen policymakers say that cars are more "free", or something of the sort, but nothing is more free than walkable, communities with regional transit.	See Comment #13
578	Cameron Johnson	3/6/2023	Email	info@email.actionnetwork.org	Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, Rather than investing in more expensive, pollution causing highways - please investing in clean infrastructure that will help clean my family and neighbors from the dangers of pollution	See Comment #20
579	Cameron Llewellyn	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi - i'm a concerned constituent and would like to vocally oppose I35 expansion. most urban austinites don't want to use i35 to travel, especially locally. traffic will only increase, especially if you intentionally choose to incentivize it. any critical thinking about this issue would be greatly appreciated.	See Comment #5
580	Cameron McQuinn	3/7/2023	Email	info@email.actionnetwork.org	Community alternatives	Mobility35 Program Manager Tommy Abrego, Austin is an amazing city with so much to offer and I think that removing the freeway would have a positive impact on the environment in downtown Austin. I support replacing the freeway with a boulevard or public transit.	See Comment #4

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
581	Cameron Waltz	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I-35 is already a mess and adding more lanes and construction is only going to make things worse. It's going to make congestion worse. I strongly oppose this plan.	See Comment #5
582	Cami Babineaux	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I've lived in Texas for a majority of my life from Austin to Dallas I-35 has been a continuous shit show. If you choose this expansion it means you want to waste Texans money	See Comment #5
583	Camila Restrepo	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, To whom it may concern, I am writing to express my opposition for the expansion of i35. I believe that expanding i35 will further decrease our air quality, create more vehicle congestion and most importantly decrease access to public transit and bicycle use in the city. Please consider alternatives for this expansion and protect our communities.	See Comment #5
584	Camille Sabino	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Hello, I am writing to oppose the I-35 expansion. There are many studies showing how freeway expansion doesn't actually improve traffic flow. This expansion will actually make our mobility worse. It will close many businesses and homes, make walking and biking less attainable with more room for highway, make our overall health worse due to rampant pollution, and the list goes on.	See Comment #5
					Public Transit / Multimodal Transportation	What makes Austin special is the ability to get anywhere in the City using side streets. We should to continue to invest in walkable, bike able, and bus friendly neighborhoods. Wide polluting highways will make Austin inhabitable and ruin this gem. Please review Reconnect Austin and Rethink 35. Austin CANNOT make the same mistake that other Cities have when choosing highway expansion over equitable mobility.	See Comment #13
585	Camryn Blackmon	1/20/2023	MyCapEx Website - Comment Form	clblackmon.17@gmail.com	Regional Connectivity	Please include a plan to revive the Lone Star Rail Proposal. We need better public transportation and accessibility.	See comment #1
586	Camy Simone	1/12/2023	Email	Camy.Simone@sunflowerbank.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
587	Cara Bartlett	3/3/2023	Email	caraebart@gmail.com	Do not widen/no build	Hi, As an person who currently lives off I-35 and East riverside, I see the current impact that I-35 is currently facing. It's not a positive impact either. This is currently my response to I-35 expansion: 1. No Higher No Wider - don't expand to 20 lanes There are so many issues currently to I-35 and expanding it will not fix any of them. People truly want a walkable city and the dangers of I-35 is not helping. People are getting injured and killed daily on I-35. Solve this problem instead of expanding I-35.	See Comment #5
					Caps/Deck Plazas	2. A full cap from Lady Bird Lake to Airport Blvd 3. Don't preclude future capping Airport Blvd to 290	See Comment #42
					Reroute to 130	4. Route trucks to SH 130	See comment #3
588	Cara Bertron	3/7/2023	Email	caraq@pm.me	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I live in Cherrywood, a few blocks from I-35. While I was pleased to see TxDOT's plans to remove the upper decks, I object to several fundamental aspects of the proposed project as flawed: 3) Faster car traffic is more dangerous. Building a road where cars could hypothetically go faster is not good for Austinites's safety. 5) Specifically, I support the North Central Deck proposed by the Cherrywood Neighborhood Association and supported by NCINC and other local organizations. The deck would add an amenity for current and future neighbors as the area grows more dense.	See Comment #5
					Latent/Induced Demand	1) Increasing road capacity does NOT decrease traffic. In fact, bigger roads lead to more cars. If you build it, they will come. 2) Current traffic on I-35 is well below previous TxDOT projections for the interstate. The assumption that a dramatically wider road is needed must be examined, given current data, trends, and the previous inaccurate projections.	See Comment #18
					Public Transit / Multimodal Transportation	4) Austin needs more transit, fewer cars, and an urban landscape with less space dedicated to car-centric roadways. The proposed project is immersed in the thinking of the 1950s and 1960s, not of 2023 and beyond. I support a narrower roadway that can be entirely capped.	See Comment #13
					Business/residential displacement	6) Road-widening projects that displace nearby residents and local businesses are not what Austin needs. TxDOT must do better to reduce displacement.	See Comment #21
589	Cara Biasucci	3/1/2023	Email	Cara.Biasucci@mccombs.utexas.edu	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Dear sir/madam, I oppose expansion of 1-35 and the proposed plan put forth by TxDOT. Highway expansion is a failure, as has been proven in many other locations. How about making a change that has significant and long lasting impact as well as improving the quality of our beloved city, such as a boulevard or a light rail system or other public transportation option? Having trucks speed through the center of the city is noisy, polluting, and dangerous. An interstate doesn't belong in the middle of a city! As a resident of central Austin, I'd like to see a beneficial solution that reduces noise and air pollution, enhances the quality of the city, and brings about truly long- lasting relief for our congestion issues. I hope my city council representatives will hear this reasonable, fact-based perspective and stand up for what is sensible, representing the city folks who voted for them to do exactly that. Thanks for listening.	See Comment #5
590	Cari Ezell	2/8/2023	Email	cezell@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
591	Carl Cheng	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Travis County. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I do not believe a highway expansion will make traffic or congestion better and will negatively impact communities and businesses. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Reroute to 130	With Austin's continued growth, we have to think of better alternatives and I am for the Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, and a public transit-first project.	See comment #3
592	Carl Condon	2/7/2023	Email	carl.condon@avisonyoung.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
593	Carl Condon	1/13/2023	Email	ccondon@sbcglobal.net	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Carl Condon Sent from iPhone	See Comment #8
594	Carl Judd	1/3/2023	Email	ccondon@sbcglobal.net	Business/residential displacement	I've been at this motel for about 10 years, every time I get close to getting out, rental prices go up. Getting out means that I have enough money to move to another place. I don't. I don't have a credit report that's current. I have no furniture, I have a debit card but not a credit card. That means I can't rent a car to move. I'm old. I'm employed and net about 27k. No car and use the wonderful capmetro. Seriously, I like capmetro. I'm trying to figure out how to make it. Moving to a place that requires astounding fees to start is intimidating. 10 years ago I was using arch winter shelter at south Austin rec center through front porch.I made it out. I was 59 years old. I'm 68 now,and it seems there is no safety net for old farts like me. I'm a former business owner that was wacked by 2008 depression. All of you folks that think it's easy..... try leaving your house in reasonable weather and go stand in your yard for an evening. You can't use the bathroom and you have a bus pass that expires before you need to get to work. PS your next paycheck is 5days away. I've done it, can you?What housing ideas do you have? There's no simple answers. But please have some compassion. I was a real person but I'm a not even.... In other words, leave the homeless alone, or provide affordable alternatives for the truly trying to get by. Long term affordable alternatives are paramount. Please give a shit about low-income employed folks. Thanks for reading my rant. Truly,. Empty your wallet,. No credit card. You are lucky enough to have a valid government issued id . I'll spot you a library card.and 100bucks. You have a suitcase,. what is in it? Sorry. Old guy. Sent from Yahoo Mail on Android	See Comment #21
595	Carl Leefe	1/30/2023	Email	cleefe@kerbeylanecafe.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
596	Carl Warren	1/31/2023	MyCapEx Website - Comment Form	carlwarren512@gmail.com	Regional Connectivity	San antonio is the largest city in the US without a passenger rail. Please consider the proposals of San Antonians for Rail Transit to connect Austin and San Antonio by rail, and consider connecting any practical sections of the city itself.	See comment #1
597	Carla Kalekin	3/6/2023	Email	info@email.actionnetwork.org	Aesthetics	Mobility35 Program Manager Tommy Abrego, Like many of us, I-35 is not happy about expanding its waistline. In fact, I-35 would like to maintain a slimmer and faster physique by streaking AROUND Austin instead of packing on the pounds and lumbering through Austin. I-35 has been admiring the SH-130 exercise route and thinks it would be the key to attaining I-35's high-intensity-traffic-flow workout goals. Also, I-35 wants to work on its image. I-35 wants to fit in and be liked again. I-35 thinks that a "business boulevard" makeover just might be the way to boost its popularity. I-35 dreams of not one, but TWO NEW MODERN MAKEOVER LOOKS: - FIRST LOOK is the sleek, athletic, look-at-me-as-I-streak-around-Austin-via-SH130 look that makes I-35 the envy of all the other interstate highways as it conveys traffic around Austin like a cheetah. - SECOND LOOK is the friendly, approachable, apple-pie-and-boulevard-next-door look that gets "business I-35" invitations to all the local errand parties. I am honored that I-35 has chosen to confide in me, and I would not be a good friend if I did not convey I-35's sentiments to the folks with the power to make I-35's dreams come true.	To honor and celebrate Austin's cultural and community diversity, TxDOT launched Live35 (Locally Influenced Visual Enhancements), an aesthetic design program in partnership with the City of Austin for the I-35 Capital Express Central project. The goal is to gain community input to help identify design elements to create an I-35 with cross-streets and east-west connections that resonate with Austinites. This will improve east-west connectivity and allow for the widened bridges and intersections to reflect the Austin community. TxDOT will also work with the community to develop materials and gather feedback on outreach and engagement strategies.
598	Carlos A Colina	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I understand that the Texas Department of Transportation proposes to widen Interstate Highway 35 through Austin. I think this represents a disservice to all Austinites, whether or not they use I-35. Not only is it well demonstrated that adding freeway lanes increases congestion rather than relieving it, but widening I-35 will magnify one of the most destructive, ugly scars of Austin's racist past. It will further beleaguer and discourage those Austinites who do the right thing by cycling, walking, or using public transit.	See Comment #5
					Community alternatives	A better way forward would be to consider one of the proposals to bury the freeway, or cap and stitch over it, through the middle of town. But best by far would be to remove it completely, reroute regional traffic through the ugly, poorly used land on the city's suburban periphery, and repurpose the swath of former freeway for transit, public amenities, and dense residential development in the city's core. This would enhance urban density, quality of life, and tax base all at the same time. Widening I-35 through town would have the opposite effect on all counts.	See Comment #4
599	Carlos Mendoza	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I believe TxDOT's plans for I-35 and it's expansion are going to be a disaster for the future of Austin and its residents. The project has so many faults from construction impacts, flawed traffic modeling, and only being a short term goal. However, I do support the Rethink35 proposal and am hopeful that Austin City Council and TxDOT will take that into consideration instead.	See Comment #5
600	Carlotta McLean	1/16/2023	Email	CCM@rileymclean.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
601	Carly Boerst	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a lifelong Austinite, I vehemently oppose any I-35 expansion.	See Comment #5
					Business/residential displacement	For one, it would uproot residents from their homes and force beloved local small businesses such as Aster's Ethiopian restaurant to relocate, if not close down altogether.	See Comment #21
					Latent/Induced Demand	Not to mention, expansions such as these don't even fulfill their purpose to relieve traffic congestion, as seen in Katy. In a few years after a decade of construction and traffic on I-35 inevitably gets bad again, what's next? How many homes and businesses have to be destroyed until we say enough?	See Comment #18
					Public Transit / Multimodal Transportation	For the good of my community, I hope representatives in the government draw the line here; I-35 has enough lanes. I would greatly prefer if my tax dollars went to public transit, the only proven way to permanently lessen traffic. I would also appreciate if my representatives in city and state government would have TX-DOT focus more on maintain preexisting roads instead of expanding them. Thank you for reading	See Comment #13

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
602	Carly Christopher	2/8/2023	Email	carlyerin.christopher@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
603	Caro Yahoo	1/31/2023	Email	caro_cranwell@yahoo.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Carolina	See Comment #8
604	Carol Burk-Braxton	3/7/2023	MyCapEx Website - Comment Form	drclbb@gmail.com	Do not widen/no build	I am very concerned about the planning for IH35 in downtown Austin. 1.) People from all areas of Austin need to have equal access, I. e., there need to be enough access points that residents of some neighborhoods are not eliminated from use (as happened to Windsor Park, University Hills, and St Johns/Coronado Hills neighborhoods in the latest re-working of the IH35 and 183 interchange.The current plans reflect little original thought and require significant expense which will be outdated by the time it is complete. Please hold off on these proposed changes until you have a plan that actually actually provides a significant advantage over what we have currently.	See Comment #5
					Air Quality/Noise	2.) Consideration needs to be in place to deal with air and water pollution from gasoline-powered vehicles.	See Comment #34
					Multimodal Transportation	3.) Dedication to different modes of transport (e. g., bus, personal vehicle, rail, bicycle, pedestrian, and goods transport... trucking... would be safer if each had their own space.	See Comment #20
605	Carol Goodwin	3/4/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As an Austin District 9 resident, I strongly oppose the TxDOT I-35 expansion proposal.	See Comment #5
					Air Quality/Climate Change	In considering the advisability of this plan, I did some reading on freeway expansion in other U.S. metropolitan areas. The unequivocal result was more traffic and more congestion. This is not what Austin needs at this time of climate crisis when we must improve air quality, reduce carbon emissions, create more green spaces, and provide transportation alternatives to cars.	See Comment #18
					Community Alternatives	I have reviewed the "Rethink35 Plan" and urge TxDOT to adopt this exciting, creative approach that will enhance Austinites' quality of life in the near future and for future generations. Thank you.	See Comment #4
606	Carol Landry	1/30/2023	Email	cmlandry5@gmail.com	General support	I fully support I-35 improvements. Two things are interesting when one gets older: 1) I have watched year after year (decades now) as traffic is discussed and studies are done (repeatedly), but the years pass, and the traffic only worsens. 2) Travel – seeing how other cities have managed their traffic really makes Austin look ridiculous. So many smart people here, and all the data available about city growth... let a 3-lane highway! Observe other cities.	See Comment #8
607	Carol Reifsnyder	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Research shows that expanding a highway doesn't solve traffic problems. Expansion of I35 would cause more problems with traffic, pollution, city environment, walk ability, biking, red lining of neighborhoods. No good can come of it.	See Comment #5
608	Carolina	1/31/2023	MyCapEx Website - Comment Form	carolinamargaritak@gmail.com	Regional Connectivity	Would love a commuter rail between Austin and San Antonio. Would make commutes to Austin a lot more simpler	See comment #1
609	Caroline Chamberlain	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Bouldin Creek in South Austin and I am against the proposed widening and expansion of I-35.	See Comment #5
					Latent/Induced Demand	Adding lanes will only add more traffic, not stop it.	See Comment #18
					Community Alternatives	Please listen to Austinites who don't want this plan. I support the Rethink35 proposal to route thru traffic over to 130 instead. Thank you.	See Comment #4
610	Caroline Gamble	3/6/2023	Email	info@email.actionnetwork.org	Air Quality/Noise	Mobility35 Program Manager Tommy Abrego, I am a student at UT Austin majoring in Sustainability Studies and Economics. Through my passion and study in sustainability, it is apparent that TxDOT's proposed expansion is a monumental health and environmental hazard. If you care about the residents of Austin, you will oppose this expansion and choose an alternative option. If you want to reduce traffic, protect the residents of Austin, and combat climate change, you will oppose this expansion and look to alternate options. Thank you for reading this, and I hope the right decision is chosen.	See Comment #34
					Latent/Induced Demand	Additionally, as an Economics student, we have learned how highway expansion does not solve traffic problems. There is a concept called Induced Demand where an increase in supply will cause an increase in demand. We have seen this phenomenon in multiple highway expansion cases across the globe. Expansion does not solve traffic problems and will only lead to additional harm.	See Comment #18
611	Caroline M. Wright	2/7/2023	MyCapEx Website - Comment Form	thewrightcaroline@gmail.com	Reroute to 130	Expanding 35 in Central Austin will be a blight on the desirable neighborhoods that abut the freeway. It will cause more disconnect, noise, pollution and traffic to choke our city. A large boulevard, on the other hand, could be a way to heal the center of town and make it more friendly to pedestrians, cyclists, public transport, homes and businesses. Please consider creating an I-35 business road for central Austin, that diverts trucks and passing traffic around our city's center. I am no transportation expert, but I've heard and seen time and again that widening a highway doesn't help traffic. It just makes the problem bigger, and more dangerous. Central Austin deserves a central city that is usable for PEOPLE, not just cars and 18-wheeler trucks.	See comment #3
					Business/residential displacement	My children (8 mo and 2 yo) are students at Escuelita del Alma, one of the few Spanish-immersion daycares in the city. They are a major employer of spanish-speaking citizens, and a truly wonderful place for our children to receive affordable care and cultural exchange. They will be forced to close with this expansion. Due to the rents in Austin now, it's extremely unlikely they could reopen in a place that would serve their central Austin families, so would be forced to close permanently. They are a long-standing part of the community, already once displaced from Congress Avenue. They are unusual and special, for offering full-immersion Spanish schooling (and such kind, loving and diverse teachers!). This is a time of great expansion, and we have an opportunity to build something more environmentally and civically beneficial for our city. Expand I-35 by sending it around the center.	See Comment #21
612	Caroline M. Wright	2/17/2023	MyCapEx Website - Comment Form	thewrightcaroline@gmail.com	Reroute to 130	Are you considering routing I-35 around and making this part a I-35 business road? What about going underground? Or diverting some of this money to public transportation and infrastructure for safer transit? I also want to mention that I like the overpass very much on the upper deck. It is rarely a place of accidents and I get a nice view of the sky while waiting in traffic.	See comment #3
613	Caroline Pronske	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I am writing to oppose the I-35 expansion.	See Comment #5
					Latent/Induced Demand	Studies have shown us that adding more lanes to highways just attracts more cars, leading to worse congestion.	See Comment #18
					Air Quality/Noise	Not only will this lead to more air and noise pollution, it creates heat islands and negative health impacts in our community.	See Comment #34
					Public Transit / Multimodal Transportation	As resident who has lived in other cities around the US, having car travel as my only option is a huge negative. We need investment in other forms of transportation such as public buses, trains, biking paths, or sidewalks, all of which reduce our carbon footprints, pollution, and congestion. It is vital now more than ever to invest in a reimagined future where transportation alternatives are accessible, affordable, and even preferable to individual car use. Please consider research and investing in transportation that benefits everyday people, not just gross car salesmen.	See Comment #13
614	Caroline Reynolds, P.E.	3/7/2023	VOH	crsolns@texas.net	Regional connectivity	Without better planning, you will end up delaying and diverting all of the truck traffic and sales and trade between the US and Mexico/Central America. All of America will be watching the CHAOS. You have a duty as Professional Engineers to protect the public's safety, welfare and property. Will this plan really protect or improve the welfare of Texans and the rest of United States trade and buiness? The world is watching.	See comment #1
615	Caroline Touma	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Travis County. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR the Rethink35 proposal. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
616	Carolyn Hill	3/6/2023	Email	chill@moreland.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT.	See Comment #8
617	Carrie Cunningham	3/3/2023	VOH	carriecun@gmail.com	Do not widen/no build	No higher and no wider highway through our central city- 35 does not need to expand to 20 lanes!	See Comment #5
					Reroute to 130	Reroute all trucks to SH 130	See comment #3
					Caps/Deck Plazas	A full cap from lady bird lake to airport without precluding future capping from airport to 290	See Comment #42
618	Carrie Parsons	3/7/2023	Email	karima77@hotmail.com	Do not widen/no build	Dear Sir or Madam: I have lived in Austin for twenty years, frequently traveling on I-35 between Austin and San Antonio, where I have regularly volunteered for ten years. Despite that regular use, I am requesting that you please consider a No Build option. I suffered a serious accident on I-35 many years ago while there was construction in New Braunfels. The construction conditions, along with one of our strong Texas thunderstorms, culminated in being struck by an 18-wheeler.	See Comment #5
					Lower speed Limits	Heavy construction in Central Austin (alongside Project Connect) will adversely affect my ability to volunteer in San Antonio. I am also very concerned about the additional safety risk from the construction itself. For better safety on I-35, I would urge reduced speed limits (including a return to additional reduction during nighttime hours).	See Comment #401
619	Carrie Smith	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose the expansion of I-35. It's a waste of money that will only induce more traffic and thus more pollution. It will also make it harder to bike and walk in the area. Please consider community created alternatives like Rethink35 instead.	See Comment #5
620	Carroll Rabalais	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Austin should not be carved up as if the roads have more rights than the residents. This project will cost Austin the last vestages of it's history and soul of the community.	See Comment #5
					Latent/Induced Demand	The proposed plan is a waste of money, more lanes have been proven not to change traffic levels.	See Comment #18;
					Business/residential displacement	he communities this demolishes are a vital part of the city. There should be a more environmental, public transit and community conscious plan developed.	See Comment #21
621	Carson Marston	2/13/2023	VOH	carsonmarston@gmail.com	Do not widen/no build	Please do not widen I-35.	See Comment #5
					Business/residential displacement	This will destroy local businesses and only increase traffic. We should be routing cars outside the city center!	See Comment #21
622	Carson Marston	3/2/2023	Email	carsonmarston@gmail.com	Do not widen/no build	I'm a longtime Austin resident. My feedback is to please do not expand 35 to 20 lanes, it should be no wider and no higher than it is today. Let's build cities for people not cars.	See Comment #5
					Caps/Deck Plazas	Secondly, let's keep Austin a city and not a highway with a city around it. We need a full cap from lady Burd lake to airport blvd with the option for future caps to 290.	See Comment #42
					Reroute to 130	Finally I read your paper on why routing trucks doesn't work/isn't feasible but I disagree. Trucks are loud, longer, taller, less maneuverable, and slower than normal traffic so even if the share is low, the impact is high. All non-local traffic including trucks should be routed around the city core as much as possible if their destination is not in the core. This can be accomplished through new laws, signs, incentives, and reduced tolls.	See comment #3
623	Carter Edwards	1/17/2023	Email	caedwards@Balfourbeattyus.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
624	Casca Capulet	2/11/2023	Email	cascacapulet@gmail.com	Business/residential displacement	I read in an article that the I-35 expansion might require Star Seeds to be torn down. Star Seeds is a huge part of Austin student and music history. That was the place to meet up with friends after a concert, or before a movie. The food is amazing! The tacos cover the plate, and where else can you get six ingredient frito pie? I love Star Seeds. Leave it alone.	See Comment #21

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
625	Casey Casper	2/8/2023	Email	casey.casper@streamrealty.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
626	Casey Corless	2/4/2023	MyCapEx Website - Comment Form	drought.tenets03@icloud.com	Regional Connectivity	Build a commuter train from San Antonio to Austin please.	See comment #1
627	Casey Mayer	2/10/2023	Email	camayer1998@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
628	Cassandra Taylor	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I am writing to oppose the expansion as planned to I-35 as it currently stands. This project will not only cause more traffic flow issues for neighborhoods near the interstate but most likely will not solve the issues. This project will become like many others that sound great but in actuality won't solve Austin's issue of safe streets for ALL.	See Comment #5
					Lower Speed Limits	I have lived right off of I35 for 23 years and our neighborhood streets will be alot less safe than they currently are. I still want to be able to have the 25 mph on neighborhood streets so they can be shared with bikers, walkers and cars alike.	See Comment #395
					Community Alternatives	I am asking that leaders study fully and release those results on Reconnect Austin, Rethink 35 and any other alternative plans that are hatched in near future. We have so many brilliant people here that if they can put their heads together a safe better solution for Austin can come to light.	See Comment #4
629	Cassidy Cox	2/24/2023	VOH	ckaragon@utexas.edu	Do not widen/no build	I am really disappointed in TxDOT's proposal. Firstly, most cities in the US (Detroit, Rochester, etc.) are NOT expanding highways. Further, TxDOT needs to do more in terms of the environment-having run off water go straight into Lady Bird Lake is horrific. I am someone that lives 20 minutes from downtown and takes I-35 everyday to get to UT Austin. I acknowledge that I-35 is antiquated and in need for an update, but proposal solution #3 is not the one we need. Austin needs to sink I-35 altogether to finally get rid of the racial scar and divide that I-35 has caused the city. TxDOT needs to look to the creativity of other cities and abandon this project.	See Comment #5
					Bury/tunnel	Instead, highways are being sunk-creating new, valuable green space.	See Comment #25
					East/west connectivity	Secondly, TxDOT keeps saying how this project will increase East/West Connectivity (which is clearly not a priority from this project because TxDOT isn't even funding the proposed caps....) but East/West Connectivity would be so much better with larger caps & sinking the highway more.	See Comment #20
					Air Quality/Noise	Additionally, the project will create much more pollution that will simply sit above Austin thanks to the Ozone inversion layer.	See Comment #34
630	cassidy kincaid	1/22/2023	MyCapEx Website - Comment Form	cassidy.t.kincaid@gmail.com	Regional Connectivity	A rail would benefit me and so many other people who don't own cars, as well as decreasing Texas' transportation emissions. Railways are also wildly convenient for people who do own cars, frequent short trips aren't good for car health and having a comprehensive railway system could eliminate the need for those trips. A large portion of residents are college students, who are frequently moving back and forth between cities. A lot of them have to Uber or do some sort of ride share service, having a railway would not only virtually eliminate their issues, but having a statewide rail would also give y'all more money.	See comment #1
631	Cassie Thorburn	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello. My name is Cassie. I live in central Texas. I'm sitting to voice my opposition to the proposed expansion of i-35. Highway expansions historically result in the division of communities without helping their system purpose of transportation.	See Comment #5
					Public Transit / Multimodal Transportation	The only way forward is a substantive investment in public transportation options including bus and light rail. Anything else will harm the city and make life more difficult for poor and disabled individuals to move throughout the city.	See Comment #13
632	Catherine	1/20/2023	MyCapEx Website - Comment Form	Catherinelew911@gmail.com	Regional Connectivity	We want trains not more highways!	See comment #1
633	Catherine Chan	3/7/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, Dear TxDOT, My name is Catherine Chan and I'm a sophomore sustainability major at UT. I'm originally from Katy, Texas, which is a suburb right outside of Houston. The widest part (26 lanes) of I-10 goes right through where I live. Since my boyfriend lives in Houston, I make frequent trips home to see him, meaning I have to pass though that part of I-10 every 2-3 weeks. Normally a trip from Austin to Houston should take roughly 2 hours and 20 minutes, but as experience has taught me, I always have to budget in another half hour for the inevitable slowdown. Whether it'd be caused by a car crash, construction, or simply too many cars, the fact is, we still get stuck constantly. The whole point of this expansion is to ease traffic, but every time I visit home, I'm just reminded of how badly that plan failed when they tried it in my hometown.	See Comment #18
					Air Quality/Noise	Secondly, I have suffered from asthma my whole life. Pollution and asthma are very closely linked and although TxDOT has considered the pollution that will come from the construction, they haven't considered how much pollution will come from all the cars they're welcoming onto the highway. Instead,	See Comment #34
					Community alternatives	I would love to emulate something like the Clyde-Warren park in Dallas. They have built a park over an existing highway where families can play, food trucks can generate revenue, and cars can still pass. I understand that I'm only in college, but as I think about my future, I'd like to be a mother one day. I want my kids to grow up in a city that feels safe, welcoming to the community, and listens to their constituents. So I urge you to please think of me, my fellow students, the generation that will come after us, and oppose this expansion with me.	See Comment #4
634	Catherine Chiodo	3/7/2023	MyCapEx Website - Comment Form	catchidonations@chiodo.org	Do not widen/no build	In response to the summary of Induced Growth and Cumulative Impacts presented at the 2-9-23 Public Hearing for the proposed Modified Alternative 3 at Airport Blvd: The claim that this plan will produce no cumulative impact is patently untrue. wlt makes a mockery of	See Comment #5
					Latent/Induced Demand	The increased throughput that this project enables for non-local traffic, coupled with the Induced Demand in local traffic,	See Comment #18
					Air Quality/Climate Change	ill inherently produce greater local pollution (that my child will have to breath), and greater climate impacts globally (that my child will have to live with).	See Comment #18
					Bike/ped safety	the process to claim that this project will have no cumulative impact, since increasing throughput is the stated purpose, and the pedestrian cyclist crossings are so negligently designed as to force even those of us trying to reduce our own 'impact' back into vehicles just to cross the future I-35.	See Comment #30
					Water Quality	In response to the plans presented at the 2-9-23 Public Hearing for the proposed Modified Alternative 3: The untreated stormwater that will be diverted under Caesar Chavez and into the Colorado River below the dam will have negative impacts on water quality and sensitive aquatic habitat. Even out falling such a pipe in ladybird lake would be better than diverting it below the dam - at least some of the contaminants would settle out in an already polluted lake rather than run down river. This design feature requires an alternative design. The impacts to downriver communities, in addition to aquatic habitat, could be large and would go in perpetuity. There are many alternative designs to consider here that would not make a reckless and ill-thought-out impact on our local communities.	See Comment #125
635	Catherine Chiodo	3/7/2023	MyCapEx Website - Comment Form	catchidonations@chiodo.org	Caps/Deck Plazas	In response to the summary of Bike and Pedestrian Facility Features presented at the 2-9-23 Public Hearing for the proposed Modified Alternative 3: It is irresponsible and negligent for TxDOT to leave these "stitches" unfunded and yet claim credit for them should they be funded by the city or other sources. The "additional potential deck plazas" at Cesar Chavez and Dean Keaton (among others) should become a part of this project as key pedestrian corridors re-connecting east Austin with the downtown and campus districts. I	See Comment #42
					Bike/ped safety	TXDot should be planning not just for motorized vehicles, but for all of the residents of the state of Texas that rely on foot and bicycle or other non-motorized transportation to traverse the I35 corridor.	See Comment #30
					East/West Connectivity	In response to the plans presented at the 2-9-23 Public Hearing for the proposed Modified Alternative 3 at Airport Blvd: The current design at Airport Blvd manages to increase the pedestrian travel distance across I-35 and/or Airport by *twice* what it currently is, not to mention the change in elevation that people on foot or bike are forced to navigate due to tunnels and overpasses. This is my route to the grocery store, which I walk or cycle, and I can clearly see how untenable it will be with this proposed design. Please consider redesigning the crossing at I35 – to put it bluntly, it is a terrible design. The current design will cut off my neighborhood and many others, deeply impacting not only our quality of life but also the environmental impact of this project.	See Comment #20
					Bike/ped safety	The shares use paths at the Airport Blvd intersection are clearly not designed with the needs of pedestrians or cyclists. Single Point Urban Interchange (SPUI's) are optimized for vehicular travel but make the pedestrian crossings longer and less appealing, increase general exposure to environmental hazards including air pollution, noise, the sun, and increase risk of injury. SPUI's discourage non-vehicular transportation and should be included as a cumulative impact and considered as part of induced growth.	See Comment #30
636	Catherine Clark	3/1/2023	Email	clarkdg@sbcglobal.net	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose the I-35 plan. It is too elaborate and underestimates the construction impacts (for at least 10 years). It is too expensive and unlikely to improve traffic flow on the Interstate through Austin. I am not sure what would improve the traffic flow, but I think this proposed project is too expensive and won't yield what Texans want--smooth traffic flow on I-35.	See Comment #5
637	Catherine Gulley	1/30/2023	Email	catherinegulley@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
638	Catherine Palmer	3/6/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, Public transit is vital to the city. I've watched it grow over the last 20 years and we need it. Expanding a highway will cause multiple years of bottle necking because of construction. Please invest in more light rail.	See Comment #13
639	Catherine Tucek	3/7/2023	MyCapEx Website - Comment Form	tucekblackland@gmail.com	Do not widen/no build	No. Just no. Bigger roads bring more traffic. "All they know how to do is build roads," said a friend of mine. He's right. I realize you have a state government funding the I 35 fiasco but I think there are few people who work for TxDOT who don't believe that anything but bigger highways are the answer. If that were true, this would have worked in California. And moving heavy traffic around the city center is what Hwy. 130 was for. And it is more of the same "old" ideas. And now we are losing parkland around LadyBird Lake. I notice it's on the East side of I 35. Since the deadline is tonight, I thought I'd write once again of how much I hate this project. You should too. It's not built for the times we are in (moving toward alternate means of transportation). And I'm not even a person who believes you shouldn't own a car. No. Just no.	See Comment #5
					Racial Justice	I do know that I 35 increased the racial separation in the city. Sins of the past aren't healed by a bigger gulf and guaranteed gutting of the property on the east side of i35 for development. But I don't think TxDOT thought a thing about it in their design. They only responded when they got their hand slapped.	See Comment #3
					Air Quality/Noise	I do believe the environmental impact is understated. I do believe that where I live east of UT Austin will have worse pollution than it already does - I believe it because my neighbor who lives 3 blocks east of I 35 has an air pollution monitor that registers the current air pollution. In addition, where I live 7 blocks from I 35 - if I step outside, I can hear the road traffic now. How much worse after construction for air and noise? More cars = more pollution all along the highway. More cars = more noise.	See Comment #34
640	Cathy Coneway	1/11/2023	Email	cathy@cathyconeway.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Cathy & Rick Coneway	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
641	Cathy Coneway	1/19/2023	Email	cathy@cathyconeway.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Texas Real Estate Commission information About Brokerage Services	See Comment #8
642	Cathy Tuttle	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, There's so much need in all the communities along the freeway for safer local neighborhood streets. Plenty of jobs. Just spend the money where its needed, not on freeway expansion! Thank you	See Comment #5
643	Cecelia Raker	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT. As a community member, I fully oppose expanding I-35. This is a move backward - giant traffic-filled highways are a thing of the past, and we should be innovating toward the future. More lanes are just more space for more traffic. Do better! We can get creative and find ways to route traffic around the city, so that it doesn't clog up and segregate our communities. Thanks for doing real work to find better solutions.	See Comment #5
					community alternatives	We should be making our city friendly to cyclists and pedestrians, not huge, polluting highways. As a young parent, I find it stressful to have to get on and off interstate highways to just get around town with my baby. I don't want to be merging and worrying about safety just to get to the store or a friend's house! We should be listening to community alternatives like Reconnect Austin and Rethink35, which have done the hard work of studying how to keep our city moving. I want you to do your due diligence in fully studying these alternatives.	See Comment #4
644	Cécile Fandos	2/23/2023	Email	cecile_fandos@yahoo.fr	Reroute to 130	Leave our City alone! Build a highway AROUND Austin if you want to keep focusing on roads.	See comment #3
					Regional connectivity	But when are we going to see things that actually help alleviate traffic congestion like more railroads? I can't believe that we are still not there yet in 2023 with our State continuing to experience exponential growth.	See comment #1
645	Cecilia Hogan	3/6/2023	Email	info@email.actionnetwork.org	Parks	Mobility35 Program Manager Tommy Abrego, My concern with the I35 expansion is the potential loss of green Spaces. I especially don't want to lose any of Festival Beach Food Forest or the community garden or any of Chicano park.	See Comment #150
646	Cecilia Laseter	3/7/2023	MyCapEx Website - Comment Form	ceci.laseter@gmail.com	Do not widen/no build	Expanding I35 is a very expensive, very short-term fix for our congestion and transportation issues! I DO NOT support expanding I35, but if it IS going to happen despite the citizens wishes, we should, at the very least, ensure plans include more pedestrian-friendly areas (caps) all the way up to 51st St.	See Comment #5
					Latent/Induced Demand	Studies have shown that expanding roadways temporarily decreases congestion but the decreased congestion leads to increased demand and the roadway becomes more crowded than it originally was.Let's work on real, long-term public transportation solutions for our growing city.	See Comment #18
647	Cecily Foote	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I grew up half a mile from I-35 in Travis Heights, using it nearly every day of my life. Before I could drive, the highway made me feel trapped and isolated, dependent on my parents to go anywhere. Once I had a license and a car, the highway terrified me. I have numerous friends who have lost family to traffic violence and it scares me every day that someone I love will die in a crash, or I will die getting hit on my bicycle and leave behind ever more grief and heartbreak. We KNOW highway expansions don't improve congestion.. PLEASE, TxDOT, swallow your pride and earnestly reevaluate this corridor. Other foreword-thinking cities and countries are moving away from highway expansions. Will this be one of the first projects to do it right or one of the last to do it wrong?	See Comment #5
					Public Transit / Multimodal Transportation	Austinites have shown over and over again in our local elections that we want better choices for transit, biking and walking	See Comment #13;
					Community Alternatives	I strongly support Rethink35's boulevard proposal.	See Comment #4
648	Celeste Padilla	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Expanding I35 (and other highways in Austin) is not the right route to take. Austin has mismanaged (or not managed at all) the rapid growth. These expansion plans will create a gross, loud, smelly, hot, slow moving parking lot and it's effects will be long lasting.	See Comment #5
					Racial justice	I35 was poorly designed in the beginning - effectively separating White Austin from Black & Brown Austin. These plans will only serve to further the divide of East and West Austin.	See Comment #3
					Public Transit / Multimodal Transportation	I've been here for 33 years, and as the city grew and traffic worsened, Austin did nothing. Put more money into buses that run more often and go where people want to go. Put money into building shade structures at bus stops (how hard can it be?!).	See Comment #13
649	Celia Israel	3/7/2023	MyCapEx Website - Comment Form	celiarealestate@gmail.com	Do not widen/no build	Dear TXDOT Staff: Thank you for taking the time to review my comments. Most of the points made here are not new to you as I've shared them over the last several years as a member of the Texas House of Representatives and actively engaged with you on issues around transportation technology, mobility and safety. Early versions of IH35 had assets I truly appreciated. We were at one time looking at dedicated bus lanes through the heart of this project. That was scrapped in subsequent planning efforts. While other improvements have been done I wish I could say we have a plan that would help with the climate crisis we are now in and would give incentives for transit which would help with throughput. We are not there yet.	See Comment #5
					Air Quality	Air quality - in an environmental review in which you are doing your own self assessment and NOT sending this to USDOT for review, I would hope you were planning on going above and beyond with air quality assessments. It's baffling to see your assessment that with more lanes and more impacts - even after construction - that our air quality will not worsen. Over the last few years we've seen studies showing our air quality worsen, our situation is tenuous with non-attainment and public health impacts show up in worsened allergies and childhood asthma. There is a direct impact to public health and I suggest you start with air quality studies.	See Comment #558
					Water Quality	Water quality - I'm hearing more and more concerns about direct runoff into the source of our drinking water. Let's be the best! If other projects don't do this then let's be the one to say we did. With more severe weather events we should anticipate flooding that addresses capture and treatment of this runoff.	See Comment #125
					Reroute to 130	Alternate routes - with my leadership and the help of former State Senator Kirk Watson, the legislature passed two pilot programs to look at removing the tolls for multi-axle vehicles to encourage them to utilize SH130. The reviews were mixed. I encourage you to pick up where that left off and let's do scenarios now that we have an additional bypass in the form of the Bergstrom Expressway. Connect with CTRMA and dig deep into alternatives for drive through traffic - especially now that trucks can use the Bergstrom Expressway to get to destinations between North Austin and Round Rock.	See comment #3
					Lower Speed Limits	Safety - Speed and distracted driving continue to cause death and severe injury to so many Texans and in this case visitors streaming through Austin to get to South Padre or an Astros game or other parts of the state. We need modeling on how lowered speeds on the highway as well as on the planned frontage roads would help save lives. I always appreciated the TXDOT voice when it comes to traffic safety. Let's let this highway be a beacon to safety around the country.	See Comment #395
					Public Transit / Multimodal Transportation	Transit priorities - We are now an urban state with more density and more potential for us to correct the planning sins of the past and use walking, biking and transit to help us be more connected and less reliant on a one-person one-vehicle scenario. We need to incentivize multi-modal solutions whether they be small or large vehicles carrying our neighbors whether they are living in Hays County or Williamson County and trying to get to the heart of the city. Why was the bus priority lane scrapped from earlier versions? What percentage of this project is going towards transit? Please research dedicated bus only entry and exits. I don't see evidence of long range planning with Capital Metro and CARTS for future transit forecasting. Transit ridership will grow when we plan assets like a new freeway so seeing your interface with Capmetro on North South potential vs. only "project connect" potential is in order.	See Comment #13
					Racial Justice	Connection/Equity - I believe we should engineer a longer 'canyon' to connect East and West to one another and repair the damage of the past. We should be able to engineer that canyon and look to IH35 as a model for how we can accommodate the concerns about safety, equity and building community. I believe if we build any of the solutions you have drawn up thus far we are only wasting our public funds and squandering an opportunity to build an asset that could be bold and visionary. I've always appreciated your work during our time working together, but I've also always given you my upfront opinion without filters. Thank you for your work, your professionalism and the time you've taken with me over the years now and in my role as a public official.	See Comment #3
650	Cesar Acosta	3/7/2023	Email	cacosta137@everyactioncustom.com	Do not widen/no build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #5
					Community alternatives	I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives.	See Comment #4
651	Chad Baldwin	2/8/2023	Email	chad.baldwin@streamrealty.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
652	Chad Marsh	2/7/2023	Email	cmarsh@endeavor-re.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
653	Chad Michael Sies	1/31/2023	MyCapEx Website - Comment Form	recca601@gmail.com	Regional Connectivity	Hello, I am a San Antonian in support of building a rail network between San Antonio and Austin.	See comment #1
654	Chad Miller	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
655	Chad Nordby	2/22/2023	Email	cnordby@me.com	Community alternatives	Mr TxDOT TxDOT, While I35 greatly needs updating the 20+ lanes is not the answer. I35 severs East Austin from downtown crating congestion and pedestrian/bicycle dangers. An I35 expansion that included bringing together the two halves of Austin, promoting mass transit, and being safer for all is the most desired. Time and again in many cities (Los Angeles is a perfect example and so is Houston) adding more lanes is at best a temporary fix at massive taxpayer expense. Smarter lanes, traffic management, and using highways as arterial connections for mass transit would be far more effective. For example coordinating toll traffic on I35 with the east side toll roads that would then nudge trucks to the toll roads through basic economic signaling would go a long ay towards utilizing existing infrastructure and realizing the goal of a metro bypass for the semis looking to just pass through. This is a once in a generation opportunity to get it right versus just cutting a deeper and wider swath through the metro that like a sugar high crashes back to reality all too soon.	See Comment #4

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
656	Chad Petro	1/27/2023	Email	c.petro@hotmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
657	Chandra Mugunda	1/27/2023	Email	sekharmc@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Chandra Mugunda	See Comment #8
658	Charisse Bodisch	2/7/2023	Email	cbodisch@austinchamber.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
659	Charlene Heinrich	1/30/2023	Email	magabear@suddenlink.net	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Charlene's iPad Pro	See Comment #8
660	Charles Betts	1/31/2023	Email	cbetts2@austin.rr.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
661	Charles Cochran	2/8/2023	Email	charlescochran4@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
662	Charles Davis II	3/6/2023	MyCapEx Website - Comment Form	cldavisii@gmail.com	Bury/tunnel	There is a historical movement in mid-sized and several major metropolitan areas to cover over existing highways instead of expanding lanes in exposed highway construction. These movements are primarily motivated by the need to manage health issues associated with heavy traffic areas, as well as make a city walkable (and therefore more livable). I know that Austin will have to deal with more traffic as it grows, but this will require rethinking its street system as a whole, not just expanding one thoroughfare in the city.	See Comment #25
663	Charles Edwards	3/7/2023	Email	info@email.actionnetwork.org	Air Quality/Noise, water quality	Mobility35 Program Manager Tommy Abrego, Expanding I-35 to 20 lanes will not make traffic better. In fact, it might actually make it worse. (as seen with the Houston katy freeway) https://interestingengineering.com/video/heres-why-traffic-congestion-happens I OPPOSE I-35 EXPANSION. Highway expansions will worsen air and water quality for Austin. 10 years of construction for a few years of congestion relief is NOT worth it. I am For building public transit.	See Comment #34, See Comment #125
664	Charles Frederick Leonard IV	3/7/2023	MyCapEx Website - Comment Form	charles.leonard@gmail.com	Do not widen/no build	Please don't expand I35. More lanes beget more traffic and the whole thing is a blight on the city.	See Comment #5
					Bike/ped safety	If it absolutely must be done, please provide more pedestrian friendly crossings to improve general mobility and accessibility for the residents. In particular, a cap on 51st would really benefit our neighborhood.	See Comment #30
665	Charles G	1/31/2023	MyCapEx Website - Comment Form	cgonz2012@yahoo.com	Regional connectivity	The key to getting less congestion is getting cars off the road, NOT expanding our already ludicrous highway/freeway system. Transit rail would do wonders in not only easing traffic, but also in reconnecting our communities, protecting our environment, and reducing motor deaths. It's a worthwhile investment.	See comment #1
666	Charles H Zelade	2/9/2023	Physical Comment	czelade@yahoo.com	Do not widen/no build	This "meeting" isn't. It's propaganda. I totally oppose this plan. I don't want my tax dollars going to this project. It bothers me that the reasonable / logical technical solutions is blocked by bureaucratic nonsense.	See Comment #5
					Reroute to 130	Thru and truck traffic should use 130 - make it I-35, cut through the bureaucracy blocking this.	See comment #3
667	Charles Harrison	3/1/2023	Email	info@email.actionnetwork.org	Racial justice	Mobility35 Program Manager Tommy Abrego, I am writing to express my strong opposition to TxDot's plans to expand I-35. Furthermore, a boulevard would help to address longstanding issues of inequality in our city. By providing better transportation options for all residents, regardless of income or zip code, it would create a more equitable and just community. This is particularly important in light of the disproportionate impact of highway construction and expansion on low-income communities and communities of color. In conclusion, I urge TxDot to reconsider its plans to expand I-35 and instead embrace the vision of a boulevard that will improve mobility, enhance our environment, and promote greater equality in our city.	See Comment #3
					Latent/Induced Demand	While I understand the need for improvements to our transportation infrastructure, I believe that expanding the highway will only exacerbate the existing problems of congestion, pollution, and inequality in our city. Highway expansions don't work. While possibly improving total throughput, they still lead to congestion and increase VMTs through Induced Demand. This is contrary to the goals of Imagine Austin and our strategic mobility plan, which aim to REDUCE the VMT per capita in Austin There are many reasons why a boulevard would be a better option than expanding the highway. First and foremost, it would reduce congestion by providing more transportation options and reducing the number of cars on the road. It would also improve air quality by reducing emissions from idling cars and trucks. Additionally, it would promote economic development by creating a more attractive and welcoming environment for businesses and residents alike.	See Comment #18
					Community Alternatives	Instead, I urge TxDot to consider an alternative plan to turn I-35 into a boulevard, following the Rethink35 plan.This plan would involve transforming the highway into a tree-lined, pedestrian-friendly street with bike lanes, bus lanes, and dedicated spaces for outdoor cafes and shops. Such a boulevard would improve mobility for all modes of transportation, while also creating a more livable and vibrant community for the residents who live and work in the area.	See Comment #4
668	Charles Ozuna	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a student at the University Texas at Austin. I am completely against the proposed expansion of I-35. Additionally, the 10 year period of construction that is planned is too much and will not help our city in the long run. I would rather a greater emphasis on public transportation and am completely in favor of the plan put fourth by Rethink35 plan. Once again I am completely against TxDOT's plans to expand I-35, not to mention the destruction of local businesses and areas that would have to go to make room for this expansion. It is clear that I-35 is wrong for Austin.	See Comment #5
					Latent/Induced Demand	Highway expansions do not help elevate the congestion and traffic within cities. One only has to look to Houston to see that adding extra lanes and expanding highways does nothing to fix the terrible traffic that Houston experiences	See Comment #18
669	Charles Pless	1/31/2023	MyCapEx Website - Comment Form	pless.timothy@gmail.com	Regional Connectivity	I feel the rail network would be nicer the economies of both cities, reduce traffic and maintenance costs along I-35 and prepare the area for population increases.	See comment #1
670	Charles Roeckle	3/7/2023	MyCapEx Website - Comment Form	c.roeckle@utexas.edu	Do not widen/no build	The proposed expansion of Interstate Highway 35 is an unnecessary squandering of billions of dollars of taxpayers' money--money that should be directed to necessary projects to maintain and improve the state's aging transportation infrastructure. As far as I can determine, that solution has been ignored by city leaders and the Highway Department in favor of the proposed scheme that will benefit no one but the companies that receive contracts to undertake the project.	See Comment #5
					Business/residential displacement	The proposed changes will unnecessarily displace businesses and homes	See Comment #21
					Air Quality/Noise	and will do vast and unnecessary damage to the environment.	See Comment #34
					Reroute to 130	An obvious solution to the problem of traffic on IH35 in Austin is to remove the toll on Highway 130 and induce through-traffic, especially trucks, to use Highway 130 to bypass Austin.	See comment #3
671	Charles Wolchansky	2/13/2023	Email	Charles.Wolchansky@suddath.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
672	Charles Zelade	3/7/2023	Email	info@email.actionnetwork.org	Air Quality/Noise	Mobility35 Program Manager Tommy Abrego, New studies indicate that vehicle emissions are even more harmful that thought now. What will be done when this short-sighted project no longer complies with allowed pollution levels?	See Comment #34
673	Charlie Henry	2/23/2023	MyCapEx Website - Comment Form	Thomashenry@utexas.edu	Do not widen/no build	This project will increase traffic and be a gigantic waste of money. Turning austin into a construction zone for the better part of a decade will hurt our city in the long term. The hundreds of businesses and homes impacted by this construction should be our top concern. Smaller, operational improvements could make I-35 more efficient and safer rather than a full reconstruction which adds lanes and therefore more traffic. I hope TxDOT listens to its constituents who have spoken loudly and clearly against this project.	See Comment #5
674	Charlie Watts	3/6/2023	Email	Charlie.Watts@traviscountytx.gov	Air quality/Climate Change	**Email:** I-35 Capital Express Central Project Team: Please find attached the official Travis County Commissioners Court comments approved unanimously at its February 28, 2023 Voting Session to be included in the Public Comments for the I-35 Capital Express Central Project Draft Environmental Impact Statement. Thank you for the opportunity to provide comments on this important project within Travis County. **The complete PDF is located in the public hearing summary, appendix F:**The I-35 Capital Express Central Project should ensure that I-35 Central is designed and built in a way that does not preclude adding additional connections and additional capping in the future. I-35 needs more east-west street crossings that work for all users including cars, bikes, and pedestrians. The I-35 Capital Express Central Project should include water quality controls to treat and filter runoff from I-35. The I-35 Capital Express Central Project should continue to collaborate and prioritize reducing the environmental, traffic, and safety impacts of I-35, especially the frontage roads. Frontage roads and east west crossings should prioritize service to the local street network and should have speed limits and design speeds no higher than the adjacent local street network. The I-35 Capital Express Central Project should substantially revise the I-35 Draft Environmental Impact Statement to reduce the burdens of the project placed on residential communities in Travis County, prior to the release of a final EIS and Record of Decision. The I-35 Capital Express Central Project should conduct a study of existing and future particulate matter 2.5 (PM2.5) in the I-35 corridor, with monitors placed directly adjacent to the highway and throughout the region. PM2.5 is a significant public health threat. Children and the elderly are especially vulnerable. This study should specifically analyze existing and future PM2.5 at schools and elder care facilities within 2 miles of I35. This study should be included in the final EIS and inform this project moving forward. The I-35 Capital Express Central Project should ensure that air quality projections in the final EIS are at least within up-to-date PM2.5 attainment levels at the point that the final EIS and Record of Decision are issued and should anticipate future changes.	See Comment #18
						The I-35 Capital Express Central Project should conduct a study of existing and future air pollution in addition to carbon monoxide (CO). This study should also include nitrogen oxides (NOx), which causes Ozone, as well as other pollutants that affect the population. Air pollution represents a significant public health threat. This study should specifically analyze existing and future air pollutant levels both adjacent to the highway and across the region and should be included in the final EIS and inform this project moving forward. The I-35 Capital Express Central Project should conduct a full study of non-tailpipe pollutants from traffic, including but not limited to brake dust, tire friction, and the impacts of a shift from internal combustion engines (ICEs) to electric vehicles (EVs). The expected proliferation of electric vehicles, as outlined in the draft EIS, are not guaranteed to reduce overall pollution levels from traffic. Pollution from tire friction and wear, for example, may worsen with an increase in EVs due to increase in vehicle weight from electric batteries. Research in this field is new and increasing each day, and TxDOT's study should take into account the most up to date research as of February 2023. This study should be included in the final EIS and inform this project moving forward. The I-35 Capital Express Central Project should mitigate future air pollution. This expansion represents 42 lane-miles of added highway capacity. This will lead to an increase of 320 million vehicle miles driven every year, burning the equivalent of 17 million more gallons of gasoline every year, and generating 150,000 tons of CO2.	

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
675	Charlotte Davis	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, If you are reading this, you can make a difference. You may think you're only one person and your actions don't matter but they do. You likely know that we are in a deep climate crisis, and that adding lanes to congested highways will make it worse, and will only very temporarily make the congestion better. Think of your children, or the generation of children coming after you. You can be on the right side of history by rejecting the lie that's been sold to you that expansion is the only way. What will you tell those children when they ask you what did you do to make their world better? Will you fight for them? Will you use your voice and your power to do good, or will you ignore their voices and just do what's easy? Be brave.	See Comment #5
676	Chase Lee	2/11/2023	VOH	thechasecameron@gmail.com	Do not widen/no build	Don't expand at all and if you do don't expand north of i35	See Comment #5
677	Chase Coffield	2/22/2023	Email	cacoffield@gmail.com	Do not widen/no build	Mr TxDOT TxDOT, Dear TXDoT & elected officials, I and many others vehemently oppose the I35 expansion proposals as they currently stand. As noted in numerous cities across the United States, expanding an existing highway has dramatically worsened traffic, accelerated the effects of heat islands, and further degrades the livability of the corridors they encroach upon. Reconnect Austin and Rethink35 need to be re-approached, restudied, and reworked from the ground up with the people that live here and visitors in mind. As we know, people are heavily considering leaving Austin in droves and a new highway is a fast lane to degrading this beautiful city. Please, do better. -Chase	See Comment #5
					Public Transit / Multimodal Transportation	Mass transit is the only solution to the problem for busting through the traffic headaches that currently exist and future traffic projections. The tax paying voters of this once great city demand cycling, walking, and mass transit solutions. As it stands, this project will heavily discourage non-car transportation. Widening highways is leading cause of increased pollution in cities. I want safe & pleasant walking, biking, and public transportation options. I want a community that has alternatives to car focused 'solutions'.	See Comment #13
678	Chase Easley	2/7/2023	Email	Chase.Easley@nmrk.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Chase Easley Director Multifamily Capital Markets NEWMARK	See Comment #8
679	Chase Easterling	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Creastview in Austin, TX. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Community Alternatives	I am FOR the Rethink I-35 proposal including ideas like redesignating another highway such as SH-130 as an interstate, a boulevard going through town and a public transit-first project.	See Comment #4
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. I believe the city of Austin needs to increase density and decrease motorized traffic for the health of its citizens. That is made more difficult by further dividing it by a massive freeway that will induce more traffic to flow through the city. Induced Demand is the biggest enemy of creating walkable, economically vibrant communities.Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18
680	Chase Easterling	1/14/2023	MyCapEx Website - Comment Form	chase8732@gmail.com	Do not widen/no build	I vehemently oppose the expansion of the i35 corridor through Austin. Countless studies have shown the effects of Induced Demand via road expansion, which would lead to more traffic in the city and surrounding areas, causing more pollution and congestion. Given the current state of the climate crisis, the government needs to focus on building more walkable, connected communities. Studies have show this increases citizens health and happiness. Austin also needs to make up for its racist history of division with the interstate, and connect its disparate parts back together. The interstate could instead be routed around the city via SH45 and have roads that allow goods and services connect as an offshoot.	See Comment #5
681	Chelsea Acres	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose expanding I-35. East-west crossings should be at least every 1/4 mile. All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users.	See Comment #5
					Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes.	See Comment #34
					Community alternatives	I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets. I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
682	Chelsea Burns	3/1/2023	Email	info@email.actionnetwork.org	East/west connectivity	Mobility35 Program Manager Tommy Abrego, Dear TxDOT, I am a resident of Austin, and I live about 1.5 miles from the central section of I-35. I strongly oppose TxDOT's current expansion plans for the highway. I think they're terrible for the environment, terrible for the city's public health, terrible for property around the highway. Decades of research have shown that expanding the highway will not solve long-term congestion problems. Moreover, it makes an already-difficult highway crossing even more challenging for people in other modes of transportation. Some of the pedestrian and bicycle crossings are truly heinous, in addition to forcing people to cross a loud, huge highway as it gusts particulate matter into the air. Moreover, it makes an even deeper scar out of Austin's historical segregation lines. Why keep replicating historical wrongs? Austin should be reconnecting these two halves, not making it more difficult to cross. Please—please—reconsider the plan to expand I-35. I am happy to talk more about any of this—thank you for considering.	See Comment #20
					Community alternatives	Ideally, I'd like to see it removed. Having lived in two cities where the center-city highway was removed (Rochester, NY and Boston, MA), I can tell you that it is transformative to the community in a good way. Visitors and residents alike are excited to be downtown in a way that centers people rather than cars.	See Comment #4
683	Chelsea Gomez	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, It's been proven highway expansion doesn't work and worsen congestion and air quality. We need more public transportation and bike lanes not highways	See Comment #5
684	Chelsea Lake	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I've lived my entire life in the Austin area and within that time, traveled all around within and just outside Austin. Never once did I think 35 needed to be larger or hold more lanes. The wildlife around us is suffering enough with all of the construction and new buildings. We do not need another addition for their downfall. With all of the new residents and their homes, we need a faster way to travel. The greed for more revenue for the city has grown over the years, and it's not being given back to the community. The community has been giving great points, I think it's time you all listened.	See Comment #5
					Community alternatives	Traffic itself is the issue. Most of the highways in Austin turn into a toll road, even still inside the city. You're forcing the people on to the main roads, preventing them from accessing their destination quicker. Implementing a new law, to prevent drivers from going under a certain speed compared to the limit on the roadways has proven efficient in other areas, other cities. This would allow traffic to move together, rather than to lag behind. The opposite would be to get more officers pulling over the "speedsters" who tear up the roads both day and night, everywhere.	See Comment #4
					Public Transit / Multimodal Transportation	Public transport is another option, whether that's updating the trains and buses we do have or something else worth looking into. All great large cities have good public transport, and I feel as if we've been left behind.	See Comment #13
685	Cheri Courtney	2/23/2023	Email	info@sg.actionnetwork.org	Reroute to 130	Mr TxDOT TxDOT, I am against the expansion of IH35 because it will displace so many individuals and businesses, and actually bring more traffic into Austin. I have always thought 130 should be free, and 35 tolled. It makes much more sense to send traffic around the city, just like the loops on most every other city in America! Please spend our tax dollars on something more important than this ridiculous idea.	See comment #3
686	Cheryl Degan	1/31/2023	Email	cdegan@austin.rr.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Cheryl Degan	See Comment #8
687	Chet Morrison	2/7/2023	Email	chet@mh-tx.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
688	Cheyenne Weaver	3/7/2023	Email	info@sg.actionnetwork.org	Community Alternatives	Mr TxDOT TxDOT, Expanding I35 is a terrible idea. It will only worsen traffic by allowing more cars easier access to the city core and make the corridor more attractive as a route for long-hauling. It will add a tremendous amount of pollution and further divide the East and West sides with an unsafe, noisy, messy, ugly, unhealthy system. What Austin needs is more safe walkable streets that reduce pollution and deadly heat islands with trees and green spaces. We need alternative plans to expansion, including Reconnect Austin and Rethink35. Those should be fully studied! Thank you,	See Comment #4
689	Chip Bray (76)	2/7/2023	Email	Chip.Bray@prosperitybankusa.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Highest regards,	See Comment #8
690	Chloe Cresse	2/8/2023	Email	chloe@urbanspacelifestyle.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
691	Chris	3/7/2023	MyCapEx Website - Comment Form	quicklychris@gmail.com	Do not widen/no build	Any expansion or extension of I-35 is an embarrassment, a massive waste of taxpayer time and money, and proof that the people at TxDOT have no respect or care for the people of this state. I	See Comment #5
					Business/residential displacement	This project will displace people and businesses in favor of concrete that does not and will never generate enough revenue to justify it's continuation.	See Comment #21
					Public Transit / Multimodal Transportation	nstead of putting money into alternative forms of public transport like mass transit, TxDOT continues to push for road expansions and embraces the "more lanes" mentality, despite the fact that no amount of lanes will alleviate the fundamental problem of too many vehicles on the road, and that exits will always cause delays and traffic jams.	See Comment #13
692	Chris Bowles	3/7/2023	Email	chris.bowles@gmail.com	Do not widen/no build	To Whom It May Concern: I am a life-long Austinite and have driven I-35 my entire life. As Austin has grown, so too has traffic on I-35, but so has the divide between the east and west side of I-35, with all of the historical issues present in that division. I urge you to put a pause on this work and choose the no-build option. The last thing we need in central Austin is a decade of road construction. Far better to do no harm and allow the finalization of the local plans than to rush into a massive expansion of an already unwieldy highway.	See Comment #5
					East/West Connectivity	An expansion of I-35 by widening the already large highway through the heart of central Texas and Austin would only deepen the divide between east and west,	See Comment #20;
					Latent/Induced Demand	would create as much traffic and Induced Demand as it would allow.	See Comment #18;
					Multimodal Transportation	More roads is the answer of the past, not of a multi-modal future being created in Austin right now via Project Connect and other innovative programs.	See Comment #20;

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
693	Chris Boyd	2/25/2023	Email	info@sg.actionnetwork.org	Bike/ped safety	Mr TxDOT TxDOT, I pretty much have I-35 in my back yard--I live near Riverside and I-35. Don't make it worse for me. Expansion will bring more air pollution, more noise, and more toxic compounds in the rain runoff. Crossing I-35 by bike to get to places like Govalle park is a nightmare. Expansion will make it worse. Please help make Austin a more pleasant place to walk or bike (I do both), rather than worse. Please look for solutions that encourage transit use, enhance biking, and make it easier to walk. Reconnect Austin and Rethink35 have some interesting ideas. Please consider them.	See Comment #30
694	Chris Breaux	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Several members of Austin City Council have publicly spoken out against this plan, and the recent election reaffirmed that the majority in Austin are diametrically opposed to the plan.	See Comment #5
					Latent/Induced Demand	I'm an Austin resident and university student who has to experience commuting on a regular basis. As someone who's experienced living in Dallas before I transferred to UT, I've seen it both ways. I've experienced extended roadways wrapping around the city like arteries, and one of my daily frustrations when I was living back in Dallas was trying to traverse seven lanes of traffic to get to my exit. Even compared to Austin traffic that was an absolute nightmare. I moved away from the Dallas area and transferred to escape that type of environment. Austin doesn't even have enough space for exits wide enough to make up for the extra lanes people are going to travel. It induces demand, draws resources away from public transport considering Austin's end cap proposal would take up 350 million dollars from city funding just to make this absolute disaster of a plan a little bit more compelling for the residents that have to live near and around it. The Katy Freeway, Georgetown road extensi on plan, Dallas, and Fort Worth are good representations of how plans like these only increase traffic and congestion. It increases variability in lane merging which leads to more highway fatalities and dangerous crashes.	See Comment #18
					Business/residential displacement	It will put 625 people out of work and force businesses to relocate negatively impacting Austin's economy during an already tumultuous time. I don't want to or expect to use an interstate to travel locally within the city, and it is clear that the proposed expansion plan doesn't take Austin into account and instead is taking the city out of the picture. This is not smart or efficient, it's a nightmare in the making and a complete waste of Texas taxpayer money spending billions during a recession on something that will benefit absolutely no one.	See Comment #21
695	Chris Breaux	3/7/2023	MyCapEx Website - Comment Form	chbrolol@gmail.com	Parks	I would not want to lose out on valuable park space indefinitely, seizing part of waller beach park for this plan that will only induce traffic is a lose-lose for austinites. So many businesses will need to be relocated and for what? TXDot keeps saying they're listening to the concerns of us, but if y'all listened to city planners and our own city government this plan would never even be in conversation. What is the point of this expensive waste of taxpayer money during a recession on something that will only harm businesses during this inflationary period. The increased lanes will bottleneck traffic during rush hour resulting in even worse traffic.	See Comment #150
696	Chris Forland	1/30/2023	Email	ecfjsf@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Chris Forland Austin Resident	See Comment #8
697	Chris Gannon	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a long-time resident of Austin, a father of three, an architect, and a bike enthusiast, I am writing to express my passionate opposition to the expansion of I-35 in Austin. The environmental damages, the increased traffic caused by Induced Demand, and the loss of walkability between east Austin and central Austin are untenantable. We need a progressive solution. We need to build the future we want. That future is one of transit and walkability. This highway expansion would be a humongous setback for the entire city. We must find a way to reroute 35 OUTSIDE of the city. The construction will take a decade, and the few years of congestion relief that the expansion promises are not worth the environmental cost. The people of Austin deserve better. I do not want to use an interstate highway for my local trips. I would instead encourage the development of alternatives such as biking and walking to improve the mobility options for the people of Austin. I expect TxDOT, Austin City Council, and other representatives to stand up for me, my family, and our community. We need strong leadership to protect our environment and promote sustainable, equitable transportation solutions. The people of Austin have spoken, and we demand that this expansion be halted immediately.	See Comment #5
					Latent/Induced Demand	Highway expansions do not work. They worsen congestion, air noise and water pollution, safety, and transportation options beyond driving. As we saw with the Katy Freeway, highway expansion projects only offer short-term relief to congestion. Additionally, the particulate matter pollution from tire wear that this expansion would generate is a significant threat to the health of Austin's residents.	See Comment #18
698	Chris Hachtman	2/7/2023	Email	Chris_Hachtman@mckinsey.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Chris Hachtman +==+ This email is confidential and may be privileged. If you have received it in error, please notify us immediately, delete the email, and do not copy it, disclose its contents or use it for any purpose.	See Comment #8
699	Chris Hogan	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm a resident of Austin, currently living in the Crestview neighborhood near Airport and Lamar. I am against the proposed expansion of I-35. Adding more lanes is an easy non-solution to a hard problem. It makes it look like the folks at TxDot are doing something when they're really just going through the motions. Stop being lazy TxDot! Do your job and come up with a solution that actually works!	See Comment #5
					Latent/Induced Demand	TxDot has not addressed concerns about Induced Demand, and subjecting residents to land seizures and a decade or more of construction for only a few years of traffic relief is foolish and plain stupid.	See Comment #18;
					Reroute to 130	I want to see the city council and TxDot collaborate on a solution that routes non local traffic around downtown, and provides solutions for local traffic that take more cars off the road.	See comment #3
					Public Transit / Multimodal Transportation	If I could easily and safely bike or take a train across I-35 I would! But those options don't exist.	See Comment #13
700	Chris Lyons	3/3/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Dear TxDOT, I am writing to you today to express my dismay at the potential I-35 expansion plan that TxDOT is proposing for Central Austin. It is my opinion that the current plan does not adequately address the criticisms that have been raised by Austin residents.	See Comment #5
					Bike/ped safety	While it is true that the upper deck is slated to be removed, the footprint of I-35 will expand significantly. The frontage roads alone will be larger than most highways. Even if the project were to be successfully capped, which is no given, crossing the bloated frontage roads will be dangerous and daunting for any pedestrian or cyclist. My number one wish list for this project is to have frequent, at-grade, pedestrian crossings that do not involve navigating the frontage roads. Or, alternatively, to shrink the frontage road plan to a maximum of two lanes on either side of the freeway. As the plan stands now, vehicular traffic will be racing down these frontage roads at highway speeds, despite whatever posted limit TxDOT assigns the frontage roads. To ensure safe driving speeds, the roads must be designed to that speed.	See Comment #30
					community alternatives	I oppose expanding I-35 and prefer the alternative plans proposed by Rethink 35 and Reconnect Austin, but short of that, please address my concern about pedestrian and cyclist crossings. The current design is unsafe and, frankly, negligent in regards to safety considerations.	See Comment #4
701	Chris Nunn	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Good day and thank you in advance for hearing my feedback. Failures include increased travel time, increased pollution, and decreased safety. The core long term benefit lies solely with the construction companies who receive the contracts for these expansions and oil/car companies who benefit from increased car dependency for travelers. I urge you to take account of the many alternative options to freeway expansion including public transit, boulevards through Downtown Austin, and the Rethink35 proposal. Candidly I'm not the best at emotional pleas - hopefully others are doing that in my absence. My plea is rooted in logic: every other modern country outside of America understand the detriment of highways and the flawed logic in expanding them. It is undeniably backwards and archaic to think otherwise. There are likely counter arguments to my points above. I'd encourage you to listen to them and take into account who is making those arguments. If they are from people with ties to construction companies, oil companies, car companies, concrete supply companies, etc. I'd urge you to ignore them. There will be good natured people in the suburbs of Austin who feel this is a good idea - I'd urge you to inform them of the facts I listed above and encourage better investment (commuter rail, walkability, etc.) Texas was built on Oil and Construction. TxDOT is run by oil and car executives - I understand the political ramifications of going against that. I urge you to boldly push onward anyways. Thank you again for your time and consideration. I respectfully ask for you to do the right thing.	See Comment #5
					Latent/Induced Demand	I oppose TxDOT's plans for I-35. Countless examples show Americans that large cities that expand highways do not fix traffic. Notable examples include: Washington DC I-270 Chicago I-90 San Jose I-880 Denver I-70 Boston I-93 Seattle I-405 Houston I-10	See Comment #18
702	Chris Paladino	1/9/2023	Email	paladinoc@outlook.com	General support	I am writing to totally SUPPORT Alternative 3 in your plan. As the owner of a property nearby, I am in complete SUPPORYT of this project. Please do not let NIMBY's influence your decision. There is a core group of people in every community who just don't want change. This plan is the best for the local neighborhood, the city, and the State of Texas.	See Comment #8
703	Chris Peak	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, big time and energy suck for some wild/lame fantasy even Dr Disney would'nt have been able to concieve!? After much more of old go-round and round,etc some pockets will get filled deep plenty and they can then go purchase their islands since no one will want to know about you for about any kind of reason	See Comment #5
704	Chris Perry	2/7/2023	Email	perry@aquilacommercial.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. _____	See Comment #8
705	Chris Ramser	3/6/2023	Email	sugrad04@austin.rr.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. PS This is a once in a lifetime chance to fix one of the State's worst bottlenecks to keep commerce flowing through the heart of Texas. Not going forward on this project would set the State back decades. Thanks, Chris Ramser	See Comment #8
706	chris randazzo	1/27/2023	Email	clrandazzo@yahoo.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Chris Randazzo, P.E. 1	See Comment #8
707	Chris Reid	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am an Austin Resident and oppose the I-35 expansion.	See Comment #5
708	Chris Riley	2/22/2023	Email	chrisriley1310@gmail.com	Air Quality/Noise	Mr TxDOT TxDOT, The DEIS significantly understates the negative impacts this expansion will have on air quality, greenhouse gas emissions, traffic deaths and injuries, and quality of life. Many Austinites, including me, would much rather meet our daily needs on local streets, not an interstate highway. Please reconsider the options presented by Rethink35 and Reconnect Austin.	See Comment #18

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
709	Chris Riley	3/7/2023	Email	info@email.actionnetwork.org	Air Quality/Climate Change	Mobility35 Program Manager Tommy Abrego, For most of my life I have lived here in downtown Austin, less than a mile from I-35. I am very concerned that the proposed expansion of I-35 will mean more car traffic, more air pollution, more deaths, and more climate change. TXDoT has failed to meaningfully consider the impacts of introducing so much additional car and truck traffic into central Austin. In particular: --TXDoT's Air Quality Analysis (DEIS Appendix P) only analyzes CO. Please consider Please study NO2, PM2.5, and PM10; they are bigger health problems. --The greenhouse gas analysis (DEIS Appendix V) is incomplete. Please analyze long-term greenhouse gas impacts of the project compared to No Build. The current analysis is only for construction impacts, not long-term impacts. --Please do a regional emissions analysis for NOx and ozone precursors. Austin has been flirting with ozone nonattainment, and TxDOT should be studying these. This project will put us all at increased risk of negative health impacts, in addition to accelerating climate change. Please take another look at the options outlined by Rethink Austin and Reconnect Austin. The cursory assessment provided by TTI failed to adequately account for the value that could be captured if areas along this corridor were made available for walkable development. I am a native Austinite, and I am ashamed that my generation is inflicting this ill-conceived project on our city and our planet. Please stop the madness. This highway should be removed, not widened.	See Comment #18
710	Chris Roper	2/7/2023	Email	Chris.Roper@jll.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
711	Chris Stangland	2/24/2023	VOH	dirtdirt@gmail.com	General support	I strongly prefer build alternative 3. ANYTHING we can do to limit flyovers and add surface level connectivity is a plus.	See Comment #8
712	Chris Vincent	3/1/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, Your expansion of your highway through our city will hurt our city, and you know it. Induced Demand is a well-documented, well-studied concept (more lanes = more cars over time = more suburban expansion = more dependency on cars and highways = not reducing traffic, and you shamelessly lie about this to the public). Obviously TxDOT is full of intelligent individuals who understand this concept. So, we can only assume you are expanding the highway not to alleviate traffic; you are doing it because it's the way it's always been done. And because without your agency's great legacy of destroying and dividing city communities in the great name of highway expansion, the longevity of your agency would be in jeopardy. So you continue to plow your unpopular plans through cities that beg you to consider the long-term damage you are causing (i.e. Houston). You are encouraging more cars, which creates obvious negative environmental impacts on our city. You and your agency understand Induced Demand and you understand your plans will do nothing to alleviate traffic in the long term and in fact will only increase traffic in the future. But hey, that means you're solidifying a need for yourself in the future, yeah? You aren't interested in helping people and making cities better. You split up this expansion into 3 projects to intentionally confuse the public and to make public comment more difficult and less impactful so you could railroad your unpopular interests into our city. Your agency cares about nothing but your own interests, and you all should be ashamed. But I know from attending your public meetings and listening to your representatives you aren't ashamed ;) that's the mark of a true crook.	See Comment #18
					Racial justice	You are encouraging further division of our city, a continuation of a misguided, outdated, and racist 1950s vision.	See Comment #3
					Public Transit / Multimodal Transportation	Austin's strategic vision is to make our city less car-dependent, more sustainable and environmentally friendly, more interconnected, and to give folks who walk, bike, roll, or ride the bus / train equal opportunities to get around as someone in a car. Car ownership puts huge economic strain on people, especially people without a lot of money. Our council members have opposed you but not strongly enough. Your plan goes directly against the vision of our city.	See Comment #13
713	Chris Weimer	3/7/2023	MyCapEx Website - Comment Form	chris.weimer@gmail.com	Wilshire	With specific regard to the proposed grade-level crossing at the I-35 opening of 41st Street and Wilshire Boulevard, please consider the effect of traffic using the Wilshire neighborhood as a "cut through." We appreciate the need for connectivity, but ask for mitigation in the form of "longhorns" at this crossing so that cut-through traffic could not enter Wilshire from the 41st Street crossover, but would be compelled to turn left onto the frontage road instead, where they will have easy access to Airport Boulevard. The alternative would lead to significant "cut through" traffic. So many apps and maps will redirect drivers onto streets that don't make sense, so we need engineers to take steps to mitigate the risks presented.	See Comment #9
714	Christa DeFries	3/7/2023	VOH	ccdefries@gmail.com	Do not widen/no build	I think this plan is still unacceptable -- the footprint of I-35 should not be expanded. Realize, in the big picture, I-35 as it currently exists has already taken out acres of valuable land. (I grew up in Austin and lived in Texas until 2022)	See Comment #5
					Business/residential displacement	Doing so takes out not only existing businesses and residences but PREVENTS future use of this valuable land in the center of the city.	See Comment #21
					Latent/Induced Demand	Also, this plan will do nothing to combat congestion, due to Induced Demand.	See Comment #18
					Community Alternatives	support the ideas of Rethink35, and their goal to make I-35 serve the Austin community	See Comment #4
715	Christelle Vincent	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Highway expansions do not work. They do not reduce congestion and only create more pollution. There are smarter ways to move people around the city, and this money should go to public transportation!	See Comment #5
716	Christian A	3/1/2023	Email	christianalmonrode@gmail.com	Do not widen/no build	The current approach to 35 through Austin, while better than previous proposals, is still an awful proposal for our future. If we are to spend billions we should spend it correctly.	See Comment #5
					Reroute to 130	This highway is key for transportation, especially N/S in Texas, however we should send traffic passing through Austin around the city, and preserve 35 for local transportation.	See comment #3
717	Christian Alexander Mijangos	1/31/2023	MyCapEx Website - Comment Form	camijangos@gmail.com	General support	WE NEED THIS! As military I have worked in Europe for a while and the convenience of their transit system makes our country look like a third world nation. Like we're too poor to afford it or we lack a competent government willing to step up and set up a good transit system for the future.	See Comment #8
718	Christian Britto	3/1/2023	VOH	christian.britto@gmail.com	Do not widen/no build	Appreciate the work put into this. There is no need to continue expanding interstates through urban cores, capped or not. Barring that, Considering the downtown austin alliances alternative would be preferable	See Comment #5
					Reroute to 130	So much of the traffic passing through the core of austin is truck traffic with no intention of stopping in the city and could be rerouted around the city. Redesigning sh 130 would be a great way to do that.	See comment #3
719	Christian Fogerty	3/6/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, After living in Austin for almost 3 years, I can confidently say that I-35 is the most universally hated part about this city. Even after living here for a few months, I quickly realized that risking one's life to drive across town on I-35 is the norm. Living in this city, it seems, requires coming to terms with that and throwing up your hands in defeat. But we can do better. When left to Austin voters, it is overwhelmingly clear that public transit, density, and urbanist policies are extremely popular. Indeed, from my own experience canvassing Austinites on local issues, I-35 and road quality are second only to housing affordability in terms of how frequently people bring them up in conversation.	See Comment #13
					Latent/Induced Demand	Nobody is convinced that an I-35 expansion will alleviate traffic in the long term. The problems with such a proposal are so obvious that they do not bear repeating.	See Comment #18
					Community alternatives	I am in support of completely stripping I-35 away and connecting Austin's urban core with boulevards and green spaces. How ever, even without that, there are so many possibilities besides spending billions of dollars over ten years to add a few lanes. This expansion has to stop or it will be a colossal waste of public funds and labor by the dedicated workers who will build it.	See Comment #4
720	Christian Garcia	1/29/2023	MyCapEx Website - Comment Form	cgarcia@developmate.io	Do not widen/no build	The i35 expansion is a step in the wrong direction. I thought our state was full of great leaders, yet we continue to deny the effects of pollution on our inner cities... not even mentioning climate change here. POLLUTION. We have a 30 Billion dollar surplus. Why not consider high speed rail along the I-35 corridor?	See Comment #5
721	Christian Kilgore	2/11/2023	VOH	ct7567kilgore@gmail.com	Do not widen/no build	Don't expand at all, and if you must, don't expand north of I-35	See Comment #5
722	Christian Kurtz	1/12/2023	Email	christiank@pfdevelopment.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.Christian Kurtz Director of Business Development christiank@pfdevelopment.com 3801 Helios Way, Suite 130 Pflugerville, TX 78660 O : 512-990-3725 C : 512-496-7316 www.pfdevelopment.com	See Comment #8
723	Christian Leman	2/27/2023	Email	info@sg.actionnetwork.org	Air Quality/Climate Change	Mr TxDOT TxDOT, Dear Sir or Madam, I am a resident of Travis County at 1704 Haskell street, Austin, TX 78702. I am VERY worried about the current plan for I-35 adding more trucks, cars and pollution in the middle of our city. I try to do my part using my bike and my EV as much as I can to reduce my impact and footprint on the environment. The State, County, and the City should do the same and support plans that will make our future more sustainable less dependent on fossil fuels, more green and more quiet. We need to be champions of sustainability and smart cities. Your decisions will impact our lives for decades. Please think about the state, city and county that you want for your children and grand-children and how you want to be remembered. Thank you,	See Comment #18
724	Christian May	3/6/2023	Email	info@email.actionnetwork.org	Air Quality/Noise	Mobility35 Program Manager Tommy Abrego, TxDOT's plan to expand I-35 through Austin is shameful and should e withdrawn. I live in downtown Austin. I live very close to I-35, and the amount of noise pollution coming from it is absurd. I have to wear earplugs every night just to sleep, so that some lonely motorcycle or muscle car zooming through the night doesn't wake me up. There are small efforts in the expansion plan to undo the harms of the highway expansion, but as soon as one does a bit of digging, it becomes obviously clear that it's all ineffectual greenwashing from the state trying to force a bad plan down Austin's throat. If TxDOT wants to improve transportation in the Austin area, they should take the expansion plan, burn it, spit on the ashes, and then invest the earmarked funds in something meaningful like rail infrastructure, Vision Zero, or protected bike infrastructure.	See Comment #34
					Bike/ped safety	I cannot afford a car, so I bike everywhere. It's a lovely experience - the only downside is that I almost get killed by a car every month or so. Not due to malicious driving - just because there are so many cars driving at high speeds through the areas of the city that people most densely live.	See Comment #30
					Public Transit / Multimodal Transportation	It's absurd - when a city reaches a certain size, they need to start investing in ways to move people around more efficiently than in 5,000 pound one-occupant steel boxes. I-35 expansion would exacerbate this issue, by funneling more and more traffic downtown, where there's already too many cars to begin with.	See Comment #13
725	Christian Michael Mahoney	1/20/2023	MyCapEx Website - Comment Form	williamanderson6789@gmail.com	Public Transit / Multimodal Transportation	Widening roads without improving transit is a waste of money. Look to other countries and see how well it works for them.	See Comment #13
726	Christianna Johnson	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of San Marcos, Texas and I oppose TxDOT's plans for I-35 and I oppose expansion. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me and for my future.	See Comment #5
					Public Transit / Multimodal Transportation	I am for a public transit-first project that will be better and healthier for the Austin residents and by extension San Marcos. Every change that happens in Austin trickles down to San Marcos in the worst way.	See Comment #13
727	christina	1/20/2023	MyCapEx Website - Comment Form	cehhernandez@duck.com	Regional Connectivity	revive the lone star rail proposal—building more highways is making this state into a tangled concrete filled nightmare! we NEED rail service in the state!!!! PLEASE	See comment #1
728	Christina Kelly Burgess	3/7/2023	Email	christina.k.burgess@gmail.com	Wilshire	Hello, I live in Wilshire Wood, a neighborhood bordering 1-35 heavily impacted by the changes being discussed to the highway. While I support the elimination of the upper deck, I'm extremely concerned about the impact of the stated proposal to have Wilshire Boulevard join 41st street. We are a historic (see: national register of historic places) neighborhood with the vast majority of homes that have small children and growing families. We rely on Wilshire Boulevard as the main pedestrian throughway to get to Patterson Park, and many to get to Maplewood Elementary and even the daycare at St. George's church. We have spent exorbitant amounts of time (decades) in advocating for and developing bike lanes and pedestrian-friendly walkways to control speeds and the amount of traffic endangering kids and families walking in our neighborhood. I strongly advocate (beg even) that these dangers be mitigated by diverting traffic at the I-35 opening of Wilshire Boulevard where it would conjoin with the east side of the interstate with longhorns so that cut through traffic couldn't enter Wilshire from the 41st Street crossover, but they would have easy access onto Airport Boulevard. Please do not let our community become a traffic casualty and please do not endanger our children and families.	See Comment #9

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
729	Christina Solis	2/8/2023	Email	christina@urbanspaceinteriors.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
730	Christina Yeckley	2/7/2023	Email	cyeckley@austinchamber.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
731	Christine Garvey	3/7/2023	Email	info@sg.actionnetwork.org	Bike/ped safety	Mr TxDOT TxDOT, I write as a concerned citizen. This project would make biking and using public transit challenging, which is already a challenge for austinites! It would impact our quality of life in a negative way. Please rethink 35. Thank you.	See Comment #30
732	Christopher	3/7/2023	MyCapEx Website - Comment Form	cnelson1245@yahoo.com	Parks	Why must you destroy Waller Beach? The I35 isn't going to help in the first place, did you learn nothing from the Katy Fwy? Please, leave Waller Beach alone. I beg of you, the natural beauty if Austin shall not be destroyed for some worthless highway remodeling.	See Comment #150
733	Christopher Cavello	2/9/2023	Physical Comment	cnelson1245@yahoo.com	Woodland	Please avoid or increase the width of the pedestrian tunnel under the northbound access road at Woodland Ave. It will be very spooky making folks not feel safe to cross there. A lot of design time and building cost could go for naught if folks don't use it for feeling unsafe. Add engine break prohibited signs near Woodland. Please move entrance ramp on northbound service road just north of Sunnyvale St to assure folks on Sunnyvale St. can safely get onto the bypass lane heading North. Move entrance a little more north for more distance.	See Comment #238
734	Christopher Corsbie	3/7/2023	MyCapEx Website - Comment Form	chriscorsbie67@gmail.com	Do not widen/no build	I think it will be a mistake to put too much investment in our highway infrastructure right now before we I believe a committee needs to be established to monitor how such new public transportation options will affect the needs of the project and to provide some sort of timeline on when they will become practical for everyday users.	See Comment #5
					Multimodal Transportation	see how public transit modalities like driverless cars working for subscription services can solve some of the traffic problems we have with our current infrastructure.	See Comment #20;
					Reroute to 130	The most urgent need to protect public safety that I see is to mandates that heavy trucks travel outside of Austin on 130 until we can reduce the load on the highway and or expand it.	See comment #3
735	Christopher Curtis	2/22/2023	VOH	chris.shawn.curtis@gmail.com	Bike/ped safety	As a resident next to I-35 and 8th street, pedestrian connectivity to downtown is the primary concern, more than being a node. I-35 currently acts as a barrier to downtown and I don't feel a part of that neighborhood. Also mitigating homeless is another concern, and eliminating camping.	See Comment #30
736	Christopher Hammon	2/8/2023	Email	chammon@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Christopher Hammon Heritage Title Company of Austin, Inc	See Comment #8
737	Christopher Herrera	3/7/2023	MyCapEx Website - Comment Form	cxherrera@yahoo.com	Caps/Deck Plazas	I way to see more caps - TXDOT should follow early plans and pay for this project. Why do Austin taxpayers have to foot the bill for the region and the state when plenty of people and businesses outside of Austin will benefit? TXDOT should pay for all or most.	See Comment #42
					Bury/tunnel	(bury the freeway in longer segments	See Comment #25
					East/West Connectivity	so we truly create connections between east and west)	See Comment #20;
738	Christopher Hutchins	3/7/2023	MyCapEx Website - Comment Form	technicaldirectIInservice@gmail.com	Do not widen/no build	We could build a sky gondola from the airport. TxDoT could invest in a rail line between San Antonio and Dallas. Expanding highways never does anything but make more traffic. Everywhere, all over the world. Don't expand IH-35. Use other solutions.	See Comment #5
739	Christopher Kissock	3/2/2023	VOH	christopher.kissock@gmail.com	General support	I35 has long been a scar running through our city. It's a necessary artery, however, and our highway system needs to be able to keep pace with the growth of Austin. The changes made with proposed alternative 3 provide a smart balance of needs, costs, and reflect prudent planning and the input of the community. Let's make it happen!	See Comment #8
740	Christopher Lowery	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Dear Mr. Abrego, I am a resident of Austin, and I am writing to you to state my opposition to the proposed expansion of I-35 through downtown Austin. It should be abundantly clear by now, in the year 2023, that highway expansions don't work, that years of construction and headaches result in a completed project that barely makes a dent in traffic, and winds up just as congested as the old highway within a few years. I do not want to see I-35 wind turn into the Katy Freeway, particularly since it runs through the vibrant downtown of the state capital.	See Comment #5
					Community alternatives	As a resident of north Austin who regularly takes 35 for my trips down to teach at UT or have dinner downtown, I have hate driving on this highway. I would much rather have a smaller road (the original tree-lined boulevard, that was destroyed when I-35 was first built, looks like it was lovely) with integrated public transit options. I want East Austin to be better connected to downtown to lessen the racial segregation of our city, and I don't want to destroy homes or businesses along the highway. For the reasons, I am strongly opposed to the proposed I-35 expansion, and would instead favor a smaller road with more public transportation options. I hope that TXDOT's final decision will reflect the wishes of Austinites like myself.	See Comment #4
741	Christopher McKnight	1/20/2023	MyCapEx Website - Comment Form	cm92@hotmail.com	Regional Connectivity	Needs a passenger rail component.	See comment #1
742	Christopher Miller	2/7/2023	Email	Christopher.Miller@simmonsbank.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Chris Miller	See Comment #8
743	Christopher Moore	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Hi, You know, and I know, that this planned expansion will not do anything long term to help people get around or through Austin. Please fully evaluate the multiple proposed alternatives (including Reconnect Austin and Rethink35).	See Comment #5
744	Christopher Norton	2/22/2023	MyCapEx Website - Comment Form	snortymcfly@yahoo.com	Do not widen/no build	Firmly opposed to the expansion of I-35 corridor thru Austin. The ROI on this is massive waste of money better spent in other transportation projects.	See Comment #5
745	Christopher Parks	3/6/2023	Email	Christopher.Parks@austintexas.gov	Bike/ped safety	**Email Copy:** All, Please see the following recommendation from the Bicycle and Pedestrian Advisory Councils regarding the I-35 Project. This recommendation should be recorded as the Bicycle and Pedestrian Advisory Council's official response and comment for the public comment period on the I-35 Capital Express Central Project Draft Environmental Impact Statement that will close on March 7th 2023. Please feel free to reach out if you have any questions or concerns. **The complete PDF is located in the public hearing summary, appendix F:** NOW, THEREFORE, BE IT RESOLVED, The BAC and PAC do not support any alternat BAC and PAC remain open to collaborating with TxDOT to find designs and solutions that address the Councils' concerns enumerated above. BE IT FURTHER RESOLVED, Until TxDOT offers a proposed alternative and sufficient de project will provide truly safe, highsign detail to demonstrate that the quality active transportation facilities and connections to a complete network, the BAC and PAC do not support moving forward with any of TxDOT's proposed alternatives for I35 CapE x Central. BE IT FURTHER RESOLVED, the BAC and PAC request that TxDOT respond to each of the specific concerns outlined in the above "WHEREAS" clauses and that TxDOT outline how it plans to respond to concerns raised during the public comment.	See Comment #30
746	Christopher Parma	3/2/2023	Email	cfparma16@mail.strakejesuit.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, To whom it may concern, I'm a resident of Houston who visits Austin with some frequency. And from what I've seen with freeway expansions in Houston, seeing TxDOT's plans for I-35 in Austin upset me greatly. Freeway widening projects do not work. They spend years and billions of taxpayer dollars tearing up homes & businesses in order to provide a very short amount of congestion relief. Take the Katy Freeway (I-10) in Houston. After billions of dollars widening it, the freeway is more congested than it was before. Widening I-35 through Austin will just be a waste of taxpayer dollars resulting in the same congestion after 10 years of disruptive construction. That money could instead be spent on projects far more beneficial to the people of Austin. As a proud Texan, I believe TxDOT should serve what's best for the people of its cities. Urban freeway expansion is not that. I implore that TxDOT go back to the drawing board and consider projects far more beneficial to the health and quality of life of Austinites. Thank you for your time and consideration,	See Comment #18
					Community Alternatives	In lieu of freeway expansion, I believe TxDOT should pursue alternate proposals, like those pushed by Rethink I-35. Through traffic on I-35 can be relocated to parallel SH-130, removing the need for a space-inefficient freeway through downtown Austin. The money should be directed to transit, bikeways, and pedestrian projects that benefit the mobility of people that live in Austin itself.	See Comment #4
747	Christopher Parris	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a resident of Austin, I am strongly opposed to TxDOT's plan to expand I-35. The plan to simply expand I-35 is not only poorly thought out, but it is an international embarrassment. If something is going to take a decade to build, it should be designed not in an attempt to address the problems of today, but to address those of the next 40 years.	See Comment #5
					Latent/Induced Demand	More lanes will not improve traffic congestion, especially when it will mean the need to cross more lanes to get to the entrance and exit ramps, which ultimately work as a bottleneck. Numerous studies have proven highway expansion does not reduce traffic congestion. In addition, a decade of construction for a fundamentally flawed plan is not worth it.	See Comment #18
					Community Alternatives	Please consider the Rethink35 proposal instead as well as alternative forms of transportation. I do not want to constantly have to use an interstate to get around Austin. We should have ideas that showcase Texas as a leading innovator in the world. This requires investing in something that isn't just reactionary, but designed with the future in mind	See Comment #4
748	Christopher Peake	3/7/2023	VOH	info@email.actionnetwork.org	Do not widen/no build	I oppose expanding I-35. and noise pollution; health impacts; heat island impacts; and crashes. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets. My family and i would consider moving from austin if this is the future of our city. Are you all really serious? 20 lanes??? how is that going to help? It's going to look like LA. i might as well move there since they have a beach. Who actually made this decision? Please reconsider and use your brain. the money won't last you very long	See Comment #5
					East/West Connectivity	East-west crossings should be at least every 1/4 mile. All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users.	See Comment #20
					Latent/Induced Demand	Expansion will worsen traffic a	See Comment #18;
					Air Quality/Noise	other problems, including air,	See Comment #34
					Water Quality	and many water,	See Comment #125
749	Christopher S Beck	2/7/2023	Email	Christopher.Beck@BSWHealth.org	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8

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750	Christopher Scherr	3/6/2023	Email	info@email.actionnetwork.org	Delwood	Mobility35 Program Manager Tommy Abrego, The proposed alternatives for rebuilding I-35 through the central segment do not meet Delwood 2 neighborhood needs and actually cause mobility issues. The proposed highway designs do not meet Delwood 2 mobility and access needs. The proposed alternatives call for closing one of the four entrances to the neighborhood. This will increase the difficulty of getting in and out of the neighborhood, and increase the cut through traffic in the neighborhood when the right hand lane traveling north on Airport backs up, which it does regularly at all times of day. Neither of the proposed alternatives address this issue, and instead focus on the left turn to go south on I-35, a section of traffic that only backs up briefly during rush hour. The proposed pedestrian/mixed use pathways to navigate the Airport/I-35 intersection without a car are unnecessarily hostile to anyone without a car. Instead of diverting car drivers, who can easily traverse hills, grade changes, and increased distance, mixed use path users are diverted. This results in proposed mixed use paths that nearly double the travel distance for wheelchair users and requires cyclists to dismount to navigate the hairpin turns or stairs in the paths. The proposed pathways also include an outrageous proposal of 'underpasses' for pedestrians, including a very long segment in which pedestrians are expected to pass under the 8 lanes of Airport Blvd instead of crossing at the intersection above ground.. These tunnels take pedestrians out of sight of anyone around, which is uncomfortable and unappealing to any mixed use path users, including the young and disabled, especially after dark. Furthermore, given that TxDOT is well aware of the number of people who use highway infrastructure as shelter because Austin lacks sufficient affordable housing, it is inconceivable that the tunnels will not be turned into shelter for these people, resulting in poor outcomes for everyone. As a final point, this intersection regularly sees issues with flooding during heavy rain, making pedestrian tunnels an even more unusable proposal. Cars can easily navigate a bit of water on the road. Expecting pedestrians and cyclists to do so is absurd. All of the above issues appear to be driven largely by the choice of intersection at Airport Blvd and I-35 that TxDOT is proposing. The Single Point Urban Interchange is extremely unfriendly to anyone not in a car. Delwood 2 strongly encourages TxDOT to consider a more traditional four way intersection where pedestrians, cyclists, and other users are on equal footing with the rest of the road users and do not have to travel so far out of their way in deference to cars. We understand that TxDOT is attempting to reduce 'conflict points' between pedestrians and cars, but relegating pedestrians to below-grade tunnels or elongated indirect paths is not an appropriate solution for these road users. Proposed highway designs have negative environmental impacts that outweigh the purported benefits. The proposed alternative highway designs reduce connectivity through the central region, including the Delwood 2 neighborhood area, by removing connections across I-35. This reinforces and exacerbates the historic and current racial and economic segregation in central Austin. There are no crossings or plans for capping north of Airport Blvd, which is the current section of the highway where people of color and people with fewer economic resources are currently concentrated. The removal of highway crossings also increases the negative environmental impact of the proposed alternatives. By reducing the ability to cross the city through alternative transportation options like walking or cycling, the design increases reliance on polluting and inefficient forms of transportation like cars. It also has negative social and economic impacts by making it difficult to cross the city east to west or vice versa. Proposals for elevated mixed use crossings do not ameliorate the lack of connections. Pedestrians, cyclists, and other users should not be forced to climb long ramps or stairs for elevated crossings or be forced so far out of their way. Making these crossings so unappealing and difficult to use will result in them not being used. We encourage that the environmental impacts and all other negative impacts associated with outdated modeling methods and inaccurate and unrealistic traffic projections. Traffic on I-35 has remained	See Comment #184
751	Chuck Lipscomb	1/27/2023	Email	Chuck.Lipscomb@jedunn.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
752	Cid Galindo	2/27/2023	Email	cid@cidgalindo.com	Do not widen/no build	TxDOT's proposed design will make matters worse than they currently are on several levels. so I cannot support the proposed design. It is not better than nothing.	See Comment #5
					Community alternatives	Better alternatives provided by credible community groups have not been addressed directly by TxDOT,	See Comment #4
753	Cindy Goldrick	2/26/2023	Email	cindy@moreland.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
754	Cinthia Pedraza	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, The data is clear that expanded highways do not lead to faster travel times. In this case as a cyclist I am for the new cross walks and bike/ pedestrian walk ways to improve the safety and walk ability of our city. I live directly next to I-35 and my condo complex could be potentially impacted along with our neighbors. I've saved my whole life to afford this 500 square foot condo and this expansion would put at risk the little equity I was able to build as well as decrease our air quality. Please reconsider taking land from the lower income folks that live off I-35 and reconsider decreasing the scope of the project. Notably some of the on and off ramps are dangerously positioned and too short for a safe merge.	See Comment #5
755	City Lights Design Alliance	2/14/2023	Mailed Comment	info@email.actionnetwork.org	Do not widen/no build	Re: Comments on I-35 Capital Express Central Project T×DOT's CONSISTENT FAILURES Regarding the I-35 CORRIDOR FAILURE to include safety concerns beyond lip service. 2022 saw a record number of crashes/deaths in the City of Austin. Current statistics indicate that thanks to initiatives like Vision Zero, the number of traffic fatalities on City of Austin-owned streets and roads is declining, while the number of fatalities on T×DOT's roads and highways has increased. In 2022, 74% of all traffic fatalities were on roads owned and managed by IDOT, including I-35. T×DOT's playbook has hundreds of design guidelines for their single-minded roads and highways. A few pretend to make their overall design safer, which clearly isn't working. As a community, we demand that T×DOT actively pursue realistic safety standards that work, starting with lower design speeds and a geometry that acknowledges the city fabric. FAILURE to respond to public comments made during T×DOT's parade of"comment periods" required by federal law. The official Scoping period generated over 9,500 mostly negative comments and these comments were never meaningfully addressed. It is T×DOT's responsibility to listen to, and ideally analyze suggestions logically and honestly from the general public regarding intelligent land use and economic development proposals from the community. At one point, TxDOT's official response to public comments was to parse comprehensive comments for comment "themes, 99" and then respond to "themes"rather than the complex intent of each citizen's submittal. We demand that as a community our concerns are heard and addressed. This has gone on far too long, we demand change. 3. Proceed with the construction of the underground highway. It's critical that such a disruptive project over a long- time frame offers a reasonable plan to accommodate the public. • FAILURE to remove the barrier by proposing an infinitely more disastrous barrier that contradicts the community's plea "no higher, no wider." Everyone, including the TDOT team, thinks the ONLY barrier is the elevated highway. The elevated highway is little more than an eyesore. The following are the far more important physical barriers that make the creation of true urbanism virtually impossible: 1.The high-speed ramps that cut the highway off from the fabrie of the city and break up the grid. 2.The access roads (frontage roads). Keenan E. Smith, ALA Principal	See Comment #5
					Air Quality/Climate Change	FAILURE to monitor air pollution in the I-35 corridor and no proposals to measure and control the resulting pollution. The reality is that increases in traffic overall, and truck traffic in particular, are increasing constantly, causing subsequent increases in air pollution. Air quality monitors measure air quality for the region, allowing T×DOT to justify adding more pollutants, including greenhouse gases and carcinogens, to the air we breathe by stating that the increases from 1-35 do not significantly degrade air quality on a regional level. This allows T×DOT to deny that the issue of poor air quality is caused by I-35. T×DOT's official position on managing air quality concerns publicly states that electric cars will cure that problem. There is no telling when and if electric cars are a viable solution. Regardless, it is a disingenuous and feeble excuse. It's an indication of how little they care about the air your children breathe. T×DOT's solution to address the issue of climate change and to alleviate as much damage as possible associated with environmental disasters - which are predicted by science and clearly witnessed across the country today - is to simply ignore it. To think that electric cars will fix the problem is short sighted and naive. Perhaps a method of technology will emerge generations down the road that will eliminate pollution from highways. In the meantime, there is only one technology available to capture and filter polluted air. This can only be achieved by placing a complete cap on the highway. The polluted air is captured, treated, and then exhausted while fresh air is brought below the cap at strategic points. Of course, there is the age-old tried and true solution.... trees. Trees have the capability to clean the air. It is an easy and natural solution. Where are the trees, T×DOT? It is essential that TxDOT takes into consideration air quality, climate change, and pollution when determining the best solution for the I-35 corridor. We must do our part.	See Comment #18
					Construction	• FAILURE to provide the city with a viable traffic management plan for the construction period, which could be as long as 10 years. During the construction period, the disruption of traffic will become a tremendous burden for everyone. There still isn't a workable scenario by T×DOT to mitigate the problems.	See Comment #178
					Reroute to 130	• FAILURE to act on the recommendations of the Texas Transportation Commission appointed Interstate 35 (I-35) Corridor Advisory Committee who suggested switching designations between I-35 and SH 130. Removing the toll for trucks on SH 130 would allow trucks to bypass downtown Austin. Exporting truck traffic to present-day SH 130 would assist in solving the congestion problems of I-35, would make I-35 considerably safer, and could save taxpayers billions of dollars. We ask that T×DOT address why this topic isn't on the table, and we want to know why a suggestion by a group of experts has been disregarded FAILURE of T×DOT to understand land use, land value, and the funding of a city through taxes. The city has one major asset: the land area within the city limits. The taxes we all pay directly or indirectly fund everything, from schools to police to parks to streets. T×DOT simply doesn't care about the things that make a city a city. As with every concern, their mentioned response is always the same: "it's not our job." T×DOT is happy to take land from our land bank and waste it on their single-minded, limited-purpose agenda, regardless of the negative impacts on an otherwise robust local economy. There are more intelligent designs that protect taxpayers' interests. Why not use that value to pay for humanizing the corridor? This project could pay for itself now through tax increment finaneing and create a future tax base to fund the future city. This is proper land use.	See comment #3
					Community Alternatives	There is, however, a plan proposed by the community group Reconnect Austin. The plan follows: 1. Remove trucks from the I-35 corridor by putting them on SH 130. This will be required during construction, so do it now and then make it permanent. Temporarily widen the existing access (frontage) roads to accommodate the remaining traffic.TxDOT's Modified Alternative #3 proposes the most devastating barrier imaginable: The "Not So Grand Canyon." By moving the access roads, both northbound and southbound, to the west side rather than using the R.O.W., the structure, and air rights over the sunken lanes, their plan obliterates the potential for development of the western edge of the corridor and the eastern edge of downtown. This comes at a much higher cost, more importantly, a massive opportunity lost, and nothing is gained. • AND TOTAL FAILURE to supply a credible, third-party return on investment (ROI) analysis of the future of the corridor based on a fair comparison between T×DOTs chosen alternative and the several community alternatives. TDOI needs to consider all suggestions for a safer, more humane, and prosperous future for Austin and all of Central Texas. An ROI analysis is always required for any expenditure of public money, especially for such a massive cost of rebuilding the I-35 corridor - something that will be with us for another 70 years.	See Comment #4
756	CJ Walker	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, This is such a very bad idea. Please don't.	See Comment #5
757	Claire	1/31/2023	MyCapEx Website - Comment Form	clairekatherine2007@hotmail.com	Public Transit / Multimodal Transportation	I am in favor of any improvements to public transit	See Comment #13
758	Claire Harrison	2/8/2023	Email	Claire.Harrison@texascapitalbank.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Claire Harrison m If you are not the addressee and have received this email in error, please notify me immediately. This email is confidential and may contain privileged or proprietary information that is unlawful for you to read, copy, distribute, disclose or otherwise use in any way. If you would no longer like to receive emails from Texas Capital Bank, please reply to this email to update your email preferences.	See Comment #8
759	Claire Hempel	2/21/2023	VOH	claireehempel@gmail.com	General support	Modified Build Alternative 3 (Preferred Alternative) provides many positives for downtown: • Removes the upper decks • Lowers the main lanes • Enhances transit connectivity to Downtown Station, Plaza Saltillo, and Austin Bergstrom International Airport • Supports 15+ acres of caps as envisioned by Urban Land Institute and Our Future 35 • Creates a land bridge at E 3rd Street to reunify Palm Park with communities east of I-35 • Includes an urban-style boulevard from Cesar Chavez Street to Dean Keeton Street • Adds 15 east-west connections for those who walk/bike/roll • Builds 8 pedestrian/bicycle-only bridges • Adds 4 HOV lanes (two in each direction) for buses, ride-share, van/carpools, and emergency services	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
760	Claire Krebs	3/7/2023	Email	admin@festivalbeachgarden.org	Parks	**Email Copy:** Dear Project Team for the I-35 Capital Express Central Project: Please find attached Festival Beach Community Garden's Public Comments and Motion to Intervene in I-35 Capital Express Central Project 3 From US 290 East to US 290 West/SH 71 (CSJ: 0015-13-388). We appreciate the opportunity to provide comments on the Draft Environmental Impact Statement for this matter. If you have any questions or difficulties with the attached document, please let us know. **The complete PDF is located in the public hearing summary, appendix F:** Approximately 15-20% of gardeners are on scholarships based on financial hardship. Some of our gardeners only speak Mandarin or Arabic. We request that TXDOT consider whether these gardeners and the residents of RBJ Center who are Mandarin-speaking and low income also qualify for the additional protections afforded to environmental justice communities under NEPA and any other federal or state laws. The expanded footprint will impact us in the following ways: Increased noise pollution from construction machinery and activities Increased dust from construction (both a respiratory hazard and for its deposition on the vegetables we eat and donate to local food pantries). Increased air pollutants from diesel engines and other sources such as construction equipment Diminished access to the garden by foot, bike, and car. Several of our members live south of the river and use the pedestrian bridge across I35 for access to the garden. Others drive to the garden and park along Waller St. Possibility of contaminated construction stormwater runoff entering our garden. Impacts to wildlife that rely on our garden. Our garden has been a sanctuary for a variety of wildlife including migratory birds and foxes.	See Comment #150
761	Claire Kurio	1/12/2023	Email	claire.kurio@icloud.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
762	Claire Kurio	2/14/2023	Email	ckurio@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
763	Claire Parker	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am a resident of the Chestnut neighborhood in Austin I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Latent/Induced Demand	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #18
					Community alternatives	I am FOR the Rethink35 proposal, a public transit first project, or re-designating another highway such as SH-130 as an interstate.	See Comment #4
764	Claire Ridley	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, 78722. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I live right next to the proposed expansion and it would greatly impact my neighborhood. The increased traffic, construction and congestion from the project would have a great impact on my daily life for years to come. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Public Transit / Multimodal Transportation	I am for expanded public transit within Austin, i.e. additional bus routes and train lines.	See Comment #13
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions do not work (the Katy Freeway, as an example). They worsen congestion, air, noise and water pollution, safety, and affect transportation options beyond driving.	See Comment #18
					reroute to 130	I also support designating SH-130 as an interstate.	See comment #3
765	Claire Sexton	3/7/2023	MyCapEx Website - Comment Form	Clairebear237@gmail.com	Air Quality/Noise	There needs to be greater measurements of air quality during this "environmental" review.	See Comment #34
					Water Quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #125
766	Claire Trochu	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, My name is Claire Trochu. I'm a citizen of Dallas, Texas, and I oppose TXDOT's plan for the highway expansion of I-35. As a Texan citizen, I expect TxDOT, Austin City Council, and my other representatives to stand up for me.	See Comment #5
					Latent/Induced Demand	Historically, highway expansions have NOT worked in the long-term, and TxDOT has not shown substantial evidence that this expansion will reduce highway congestion in the long-term.	See Comment #18
					Public Transit / Multimodal Transportation	Instead, the city of Austin and TxDOT should invest in public transportation to reduce both highway congestion and	See Comment #13
					Air Quality/Noise	environmental impacts.	See Comment #34
767	Clake Heidrick	3/3/2023	VOH	cheidrick@mcginnislaw.com	General Support	I am in support of the Preferred Build Alternative because is will enable the maximum throughput of vehicles and is most responsive to the constructive suggestions of which I am aware that have come from neighbors and others who would be most affected by the project. While I am aware that there are no current plans to toll the new managed lanes, I would support tolling them should that become an option at the State of Texas level because it would free up funds for other projects and make the managed lanes work more efficiently. The project is critical from a local, state and national perspective as an important part of or Interstate Highway System and will compliment what our region is doing with Project Connect.	See Comment #8
768	Clare Glinka	3/7/2023	Email	glinka.cb@gmail.com	Do not widen/no build	Dear I-35 Capital Express Central Project Team, I am a resident of Delwood 2, which is a neighborhood at the intersection of Airport Blvd and I-35. I am an active transportation user whenever possible. I reject the premise that we need to expand the I-35 Highway. Expansion is not justified, equitable, or necessary. The traffic projections used to justify the expansion are ridiculous in the face of real life data that indicates that traffic on I-35 has been at approximately the same level for 20 years. Furthermore, the traffic modeling used in the DEIS is outdated and overestimates future traffic. Expanding the highway accomplishes the opposite of this aim. Furthermore, while TxDOT has proposed design elements to make the highway less prominent in the highly gentrified downtown area, none of these elements have been included in areas north of Airport Blvd, a less gentrified, more racially diverse area of the city. Expanding the highway continues the highways' history of racism and segregation into the 21st century. However, if TxDOT does proceed with the project, it needs significant revisions. Austin is a world-class city in a world-renown state. We deserve the best, most innovative, most forward looking highway design. The current proposals are none of those things. It is a retrograde design fit for 20 years in the past, at best. Under the current configuration of I-35 and Airport Blvd, it is safer and more comfortable for me to travel by any means, including car, to the farther grocery store on 51st street, instead of the Hancock HEB, which is technically closer, but would require me to cross both I-35 and Airport Blvd. The alternatives proposed by TxDOT do not make it easier for me to get to the closest grocery store at 41st street. In my opinion, the proposed designs make it harder and less safe to cross both Airport and I-35 if you are not in a car by increasing the number of lanes at Airport, and requiring a pedestrian to travel significantly out of their way. There are many elements in the proposed designs that I personally and Delwood 2 as a neighborhood are deeply concerned about. TxDOT has proposed a pedestrian tunnel as a means for crossing Airport at the highway. I do not want to use a below grade crossing, out of sight of anyone else around, especially coming home after dark, a common occurrence during the winter. I have not seen anything in the proposed design that would entice users to use this below grade crossing instead of taking the more direct and convenient route of crossing at grade in traffic as they currently do at the nearby bus stops. TxDOT claims to want to reduce 'conflict points' between pedestrians and car users, but I see no evidence that they have designed the mixed use paths at Airport in a way that pedestrians would actually use them. If pedestrians won't use the paths, then all TxDOT has accomplished is to actually increase the potential 'conflict' between road users. Another major issue for residents of Delwood 2 is the removal of one of the four entrances to our neighborhood. We are already very limited in our difficult to access neighborhood, removing a quarter of the entrances is making a difficult situation more difficult. In conclusion, I would also like to express my support for the letter submitted by NCINC, and all the letters submitted by NCINC's member neighborhoods. Our neighborhoods are severely impacted in many	See Comment #5
					Latent/Induced Demand	And TxDOT has repeatedly refused to take into account the demand induced by expanding highway capacity. TxDOT should redo the traffic modeling with more realistic numbers and actual state of the art traffic modeling before claiming any massive highway expansion is required.	See Comment #18
					Public Transit / Multimodal Transportation	In the face of accelerating climate change, there is no justification for increasing the incentives to use personal cars by expanding the highway system, a major source of all kinds of air pollution, including carbon. We should instead be incentivizing more efficient transportation systems. And finally, expanding the highway is in direct contradiction to one of the stated aims of the project.	See Comment #13
					East/west connectivity	The project claims to want to increase connectivity east to west across the city, and to ameliorate the racist segregationist history of the highway.	See Comment #20
					Bike/ped safety	The remaining mixed use paths for crossing the highway at this intersection are also an example of TxDOTs ineffective design for pedestrians and cyclists. The paths take indirect and winding routes and change elevation multiple times in a small area, all of which increases travel distance and effort; not something anyone is interested in doing when they just want to get their groceries, or get home. These designs perhaps meet ADA requirements for grading but do little to make it easy for anyone with mobility impairments to cross this intersection due to the long distances required. TxDOT should work with designers with actual specialists in pedestrian design, cycle path design, and handicap design to make the mixed use paths something these users would actually want to use.	See Comment #30
769	Clare Leddy	3/7/2023	Email	mmcl@wholeearthprovision.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, 107 businesses, residences and properties are marked for potential displacements. This includes losing 625 jobs. I live in south Austin now and am moving to the Cherrywood neighborhood soon. Traveling I35 is a nightmare and the number of semis is unbelievable. Surely you know this. Please reconsider this plan and come up with something that will actually help the citizens and businesses who live and do business here.	See Comment #5
					Air Quality/Noise	These losses, in addition to the hell on earth that the construction alone will be (10 years of it??) plus the increased pollution are not worth what will be a short term solution at best.	See Comment #34
					Reroute to 130	Why not expand 130, reduce the tolls for commercial vehicles and get them off I35 through Austin?	See comment #3;
					Latent/Induced Demand	Adding lanes for traffic will just result in increased traffic.	See Comment #18
					Public Transit / Multimodal Transportation	What Austin needs is more efficient bus service and more mass transit like high speed rail.	See Comment #13
770	Clarra Moore	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin for only a few months but my family has been here for well over 20 years. This is our home now. I am against the expansion of the the interstate highway 35. I believe funds towards this project could be better suited for investing in community spaces and programs. Please reconsider this project, we do not need to be a city dominated by its highways.	See Comment #5
					Air Quality/Noise	The environmental effects and	See Comment #34
					Public Transit / Multimodal Transportation	the effects this could have on public transportation could also leads to negative impacts.	See Comment #13
771	Claudia Garcia	1/20/2023	MyCapEx Website - Comment Form	kako4741@gmail.com	Regional Connectivity	This project is unnecessary and won't solve the issues it seeks to solve. We need a revival of the Lone Star Rail proposal to provide a necessary and useful connection between Texas cities via railway.	See comment #1

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
772	Claudia Scott	3/7/2023	Email	claudiabscott@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
773	Clayton West	2/24/2023	Email	info@sg.actionnetwork.org	East/West Connectivity	Mr TxDOT TxDOT, Hello! I am writing to express my opposition to expanding I-35 through downtown Austin. The options presented by TXDOT are inadequate to meet the expressed needs of the Austin community. We cannot and should not settle for less! We need a solution that works for Austinites. Here are some components of what that solution should look like: * East-west crossings should be at least every 1/4 mile.	See Comment #20
					Lower Speed limits	* All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users.	See Comment #395
					Latent/Induced Demand	* Expansion is not the best way to use additional space, and other elements as presented in the alternative expansion plans referenced below should be given priority consideration. This is because expansion will create far more problems than it will solve: it will worsen traffic, air pollution, stormwater contamination, and noise pollution; exacerbate health impacts; create heat island impacts; and result in more crashes and loss of life. The research backs this up. Therefore, expansion should be done minimally and not at the expense of other elements that will improve the space for Austinites	See Comment #18
					Bike/ped safety	* I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling, I want safe, pleasant, and walkable and bikeable streets and corridors.	See Comment #30
					Community Alternatives	* I want community-oriented alternatives to expansion, and want concepts such as Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
					Racial justice	* I want community-oriented alternatives to expansion, and want concepts such as Reconnect Austin and Rethink35, to be fully studied. * I want the racial and economic segregation created by I-35 to be addressed and undone to the maximum extent practicable	See Comment #4 See Comment #3
774	Cleo Chaney	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin who deeply cares about this city. I fundamentally oppose TXDOTs's plan for expanding I-35. It fails the city of Austin in every single regard. In addition to doing nothing to solve the problem it reports to fix, however, it worsens many others to an extreme. It would greatly increase fatality on a highway which already is the place of 25% of Austin's car crash deaths. It would increase our reliance on cars, a deadly, climate-unfriendly, expensive, inaccessible commodity, forcing people who can't always afford it to spend massive amount of money to get anywhere. I demand for TXDOT, Austin City Council, the Travis County Commissioners Court, and all of my other representatives to stand up for me, and urge them to consider other alternatives, such as Rethink35 or Reconnect Austin.	See Comment #5
					Latent/Induced Demand	The supposed benefit to expansion is reduced traffic despite the fact that it has been proven again and again that widening highways induces demand and results in more driving, as with the Katy Freeway in Houston and its infamous failure.	See Comment #18
					Air Quality/Noise	This expansion would lead to higher pollution- it skirted environmental regulations by dividing the project into three smaller projects, an underhanded way to avoid responsibility to the climate.	See Comment #34
					Racial justice	It would displace dozens of residents and locally owned businesses, many of whom are low-income people of color. It would reinforce a racial and class divide which has existed for almost a century, widening the gap between East and West Austin and making it almost impossible to cross on foot.	See Comment #3
					Business/residential displacement	It would take up massive amounts of incredibly valuable land that could otherwise be developed into residential or commercial uses, depriving us of housing during a housing crisis and economic growth.	See Comment #21
775	Cody Coe	2/18/2023	MyCapEx Website - Comment Form	realtor@codycoe.com	Business/residential displacement	I own the property at 1039 E. 43rd St. and do not want to be condemned. I have been working on getting the property up zoned for a multi-family project with an affordability component. I look forward to hearing back from someone about my concerns - or is this comment going into a black hole and will never be acknowledged?	See Comment #21
776	Cody Coe	3/7/2023	Email	realtor@codycoe.com	Do not widen/no build	Hello - My name is Ernest Wheeler Coe, III and I go by Cody. I own the property at 1039 E. 43rd St. and I am in the crosshairs for condemnation due to the expansion of I-35 through downtown Austin. I support the reconstruction of I-35 within its current footprint. I am opposed to the widening of the freeway and thus the condemnation of my property at 1039 E. 43rd St.. Thank you for your time and consideration.	See Comment #5
					Business/residential displacement	Please keep the freeway in its current right of way and do not condemn my property. I have plans to develop the property and with the city of Austin relaxing building guidelines to increase density and incentivizing affordability, I can get more units on the lot and provide some affordable housing for the city of Austin.	See Comment #21
777	Colby Boyer	3/6/2023	MyCapEx Website - Comment Form	colby.boyer@gmail.com	Do not widen/no build	New transportation investment is needed in the Austin region as it is a rapidly growing in population and economic activity. I believe the current TxDOT proposal will not meet the growing needs of Austin and the surrounding region. The current proposal is focused on trying to maximize traffic throughput through the center of downtown. This is a flawed approach for numerous reasons. Traffic predictions by TxDOT and other state DOTs historically have over projected the amount of traffic for the past 20 years. Downtown Austin is undergoing an intense economic transformation in terms of both residential and commercial/office development, including the on-going construction of the two tallest buildings in Texas. TxDOT's plans should complement the on-going growth downtown by building transportation that local traffic moves efficiently through the city and matches the urban and dense character of the city. At the very least, TxDOT should pay to fully cap their design and to reconnect downtown Austin with East Austin.	See Comment #5
					Latent/Induced Demand	As traffic increases, commuters will find other alternatives to avoid the traffic. So the benefit to building the freeway is less than projected. Secondly, freeway expansion projects on this scale typically come back to the same level of congestion within a few years as excess capacity is filled. In general the commute does not significantly improve and things are back at square one.	See Comment #18
					Reroute to 130	TxDOT should seriously consider input from the proposals written "Rethink 35" and "Reconnect Austin." They are focused on how to move thru-traffic and truck traffic out of the downtown core to SH-130/183 and to reclaim the land occupied by I-35 to mixed use commercial/residential, local traffic and public transportation.	See comment #3
778	Colby Soden	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #5
779	Cole Gramling	3/7/2023	VOH	colegramling@gmail.com	Reroute to 130	I took the 130 toll road this morning to go to South Austin. Had the 35 toll lane been available, I would have taken it, adding my noise and air pollution to central Austin and decreasing quality of life ever so slightly for those who live downtown. I know this will happen no matter how much the city council complains. But anything you can do to reorient the means and ends of the project toward benefiting people who live next to the freeway, instead of just using the freeway, the better. The more done to facilitate walking or riding transit, the less people will get in their cars. Of course the real reason I have to live in pflugerville instead of central Austin is housing affordability, solve that and you could also take my car off the road and create less need for this monstrosity. But to Txdot all problems can be solved by bigger roads I guess. You better take care of the park at lady bird lake and leave it better than you found it.	See comment #3
780	Cole Whitaker	3/7/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, I oppose expanding i-35 Highway expansion is proven to not solve a thing, and the last thing austin needs is bigger highways with higher congestion. There is nothing expanding this interstate would solve beyond the very short term	See Comment #18
781	Cole Wilson	2/8/2023	Email	cwilson@stonelake.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Cole Wilson Managing Director Stonelake Capital Partners	See Comment #8
782	Coleman Wylie	2/16/2023	MyCapEx Website - Comment Form	cwylie47@utexas.edu	Business/residential displacement	As I understand it, the proposed construction on I-35 is threatening displacement of about 100 local businesses, including West China Tea House, a business in which I am particularly concerned. I request the planning committee adjust planned construction to the Highway such that small business can maintain safe and stable business operations. Or, if displacement is unavoidable, that business expenses incurred by displacement be fully compensated by the Department of Transportation, or similarly culpable agency.	See Comment #21
783	Colin Ingarfield	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Hello, Expanding I-35 through downtown Austin will only make a bad transportation situation worse. A wider, faster I-35 will only increase pollution, traffic, and road deaths. Groups like Reconnect Austin and Rething35 have lots of ideas that should be explored, instead of mindlessly widening yet another highway.	See Comment #5
784	Colin Lowry	3/7/2023	MyCapEx Website - Comment Form	colinlowry@me.com	Reroute to 130	Could there be a defined time period that would be considered statistically significant wherein all large trucks could use SH 130 toll free and we could measure the impact on I35 mobility? Likewise, either at the same time, or in another study, determine criteria for low-income I35 drivers to enable them to use SH 130 toll free. Again, measure the impact on I35 traffic. The concern is that we have already built an underutilized alternative to I35. Could we delay an I35 expansion and even save millions of dollars if there was any possible way to de-toll SH 130?	See comment #3
785	Colin Parker	2/9/2023	Email	cparker@independencetitle.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
786	Colleen Pryke	1/31/2023	MyCapEx Website - Comment Form	colleen.pryke@gmail.com	Regional Connectivity	I want commuter rail between Austin and San Antonio. It's needed. We are the 7th largest US city.	See comment #1
787	Colton	1/19/2023	MyCapEx Website - Comment Form	12cwsc@gmail.com	Regional Connectivity	We need a high speed rail between Austin and San Antonio. Adding a highspeed rail would be the equivalent of adding 10 lanes of highway.	See comment #1
788	Colton Hall	2/16/2023	Email	12cswim@gmail.com	Do not widen/no build	Good afternoon, I would like to comment that 35 should not be expanded. Doing so will make things significantly worse and negatively impact the economy. I hope y'all actually think this through instead of expanding like everywhere (and it hasn't been really good). Have a good day,	See Comment #5
					Bury/tunnel	I think it would be better to downsize 35 and put it underground than build a beautiful boulevard and rail system where 35 is now. This would increase capacity significantly (do to the rail, and covers both long distance travel (under ground), short distance travel (boulevard), and medium travel (rail/bus).	See Comment #25

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
789	Conner N. Turner	2/7/2023	Email	cturner@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Mail for Windows Conner N. Turner , J.D. Vice President, Post Closing Commercial Escrow Heritage Title Company of Austin, Inc. p: (512) 505-5000 | d: (512) 505 5090 f: (512) 380 8813 cturner@heritage-title.com200 W 6th Street | Suite 1600 Austin, TX 78701 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
790	Connie Haham	3/1/2023	Email	connie@haham.net	Noise	Mobility35 Program Manager Tommy Abrego, I can already hear I-35 traffic from my North University neighborhood. The thought of this ugly, noisy, polluting, overused highway costing us a fortune and engulfing even more of our city while not alleviating traffic in the long term is Tx-Dot madness. No! Don't let it happen. This isn't Houston. It isn't Los Angeles. Cars and trucks should not reign supreme and ruin quality of life.	See Comment #69
791	Connor	2/24/2023	MyCapEx Website - Comment Form	connorwitt@yahoo.com	Do not widen/no build	After reviewing the proposed plan, I strongly encourage TxDOT to move forward with an alternative that prioritizes safety/ease of mobility for local traffic (vehicular and otherwise) over expansion of I-35.	See Comment #5
					East/west connectivity	The prosperous cities of the future will be those that encourage affordable housing, urban mobility, and inviting public spaces. While highway expansion may debatably alleviate congestion I-35 in the short-term, cleaving a wider gash through the middle of the city is incompatible with future prosperity. Our opportunity to envision transportation infrastructure that will last another 60 years or more is now, and I urge TxDOT to craft a more forward-looking plan than the one proposed. Thank you.	See Comment #20
792	Connor Lynd	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a resident of Austin I greatly implore you to rethink this decision. Austin needs to move forward with investment in public transit and affordable mixed used development, not flawed development patterns of more traffic and car based design. This is a flawed project that will be subjected to Induced Demand. Please help us move forward and adapt to the changing climate, not the past.	See Comment #5
793	Connor Matthews	2/11/2023	Email	connor@urbanspacerealtors.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
794	Connor Witt	2/24/2023	VOH	connor@urbanspacerealtors.com	Do not widen/no build	After reviewing the proposed plan, I strongly encourage TxDOT to move forward with an alternative that prioritizes safety/ease of mobility for local traffic (vehicular and otherwise) over expansion of I-35.	See Comment #5
					East/west connectivity	The prosperous cities of the future will be those that encourage affordable housing, urban mobility, and inviting public spaces. While highway expansion may debatably alleviate congestion I-35 in the short-term, cleaving a wider gash through the middle of the city is incompatible with future prosperity. Our opportunity to envision transportation infrastructure that will last another 60 years or more is now, and I urge TxDOT to craft a more forward-looking plan than the one proposed. Thank you.	See Comment #20
795	Corey Hall	1/12/2023	Email	coreyh5528@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
796	Corey Martin	2/8/2023	Email	corey.martin@avisonyoung.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
797	Corey Pudhorodsky	3/1/2023	Email	coreypud@gmail.com	Bike/ped safety	You need to do a better job of considering pedestrian and bicycle traffic that needs to cross the highway as you think about the 835 expansion. The connection between East Austin and downtown is essential to maintain and foot traffic is going to continue to be a big part of what connects our cities please reconsider some of the crossings to make it more friendly to non-vehicle traffic. – Corey Corey Pudhorodsky	See Comment #30
798	Cori Wilbanks	3/7/2023	MyCapEx Website - Comment Form	cori.wilbanks@gmail.com	Reroute to 130	Instead of expanding I-35 to create MORE traffic, has a solution to route the big rig trucks AROUND the city been explored? Every other major city has a massive Loop to bypass having to drive straight through the heart of the city. Please explore this option before you destroy our town.	See comment #3
799	Corinne May	2/22/2023	Email	cmayy11@gmail.com	Do not widen/no build	Mr TxDOT TxDOT, Dear TxDoT, Expanding I-35 would be an incredibly misguided decision that would only benefit the trucking associations that no doubt spend millions lobbying you every year. The data and real-world experience show that mega highways like those in Houston and Los Angeles do NOT reduce congestion or improve road safety. Traffic is bad on I-35, but the solution is NOT an expansion. Please consider investing more in bike infrastructure (protected bike lanes), public transportation, and commuter ride sharing programs. The people of Austin do NOT want I-35 expanded! Thank you so much for your attention. Corinne	See Comment #5
					Business/residential displacement	This expansion cannot occur without uprooting homes and local businesses, and injuring our sense of community in Austin. The expansion would represent a victory for big business and would be a huge loss for the people who actually make Austin a place where businesses want to be. Please consider the people, families, and communities you will displace and destroy if you undertake a project that will only serve corporate interests.	See Comment #21
800	Cortlan Edgett	2/1/2023	MyCapEx Website - Comment Form	Cortlanedgett@gmail.com	Regional Connectivity	Please build a high speed rail network from San Antonio to Austin, and maybe even to DFW. Not everyone wants to drive and not everyone can.	See comment #1
801	CORY SUBASIC	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of south Austin on lightsey road. I am writing in opposition of the plan to expand I 35. More lanes means more traffic!! And an even bigger cut through our city that will be further detriment to our urban fabric diving east Austin and making it dangerous for cyclists and pedestrians. More paved surfaces further exacerbate the heat island effects cities have and will be a place for trash and harmful run off into the river.	See Comment #5
					Community Alternatives	Passing through traffic should be redirected around the city and 35 should be rethought as an avenue to connect our city with green spaces, pedestrian and bicycle traffic, and an active street front. The rethink35 proposal is a great example of how this could be done. Thank you for your time.	See Comment #4
802	Cosmo Miyahara	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose TxDOT's plans for I-35 and I oppose expansion.	See Comment #5
803	Courtlandt Stanton	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose expanding I-35. East-west crossings should be at least every 1/4 mile. All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users. Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets. I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #5
804	Courtney Audain	3/7/2023	Email	courtneyaudain@gmail.com	Wilshire	I am writing regarding the proposed connection from E 41st St. to Wilshire Blvd. My understanding is that 41st Street would connect from the west side of I-35 across the Interstate to the east side to join Wilshire Boulevard and Schieffer Avenue in a continuing line to Airport Boulevard. This would change Wilshire Boulevard from a quiet residential street into a busy, cut-through thoroughfare. I live on Wilshire Blvd and am opposed to this connection, without solid traffic calming measures. I agree with others on my street and in the neighborhood and ask the City of Austin and TxDOT to please support efforts to mitigate the increased traffic anticipated in the proposed thoroughfare that will meet the goals of the I-35 project to connect east and west Austin, while still ensuring the safety of children and pedestrians in our neighborhood and leveraging the investments already made in our neighborhood to encourage safe and walkable streets and increase bicycle traffic. We ask that you divert traffic at the I-35 opening of Wilshire Boulevard where it would conjoin with the east side of the Interstate with longhorns, so that cut-through traffic could not enter Wilshire from the 41st Street crossover but would be compelled to turn left onto the frontage road instead, where they will have easy access to Airport Boulevard within a matter of seconds, without a stoplight or any other impediment. In this way, connectivity is accomplished. Thank you, Courtney Audain	See Comment #9
805	Craig Adair	3/7/2023	MyCapEx Website - Comment Form	craig_adair@hotmail.com	Do not widen/no build	I drive on I-35 in Central Austin most days of the week. It needs to change, but the proposed plan is not the solution. In order to alleviate congestion, , I'm glad to see the plan lowers the freeway below grade, but it should (a) include capping as much as possible through Central Austin and (b) preserve the ability to cap additional segments in the future as funding becomes available. In summary, I do NOT support the current plan, but would support if it (1) does not widen I-35, (2) drops it below grade, (3) caps as much of it as possible, and (4) reroutes trucks out of Central Austin.	See Comment #5
					Latent/Induced Demand	Widening the freeway will only encourage more traffic, not alleviate it.	See Comment #18
					Public Transit / Multimodal Transportation	In order to alleviate congestion, this plan must be accompanied by Austin expanding mass transit	See Comment #13;
					Bike/ped safety	this plan must be accompanied by Austin expanding mass transit and building more safe corridors for bicycles	See Comment #30
					Reroute to 130	Truck traffic should be moved off of I-35 and out of Central Austin (e.g. to 130).	See comment #3
806	Craig Bobchin	1/31/2023	MyCapEx Website - Comment Form	cbobchin@gmail.com	Regional Connectivity	I would love to see a rail line between San Antonio and Austin. It would make my trips to Austin much more pleasant and quicker, as well as more frequent.	See comment #1
807	Craig Enoch	2/13/2023	Email	cenoch@enochkever.com	General support	Dear Chairman Bugg and Commissioners: The City of Austin is far behind other major Texas cities in upgrading the I-35 corridor, which passes through the center of the city. I and other members of the business community thank you for recognizing that I-35 in Austin is in critical need for replacement and upgrading. While other great cities of Texas are well-know for their burgeoning economies, many Texans are not aware of Austin's historic growth pattern – doubling in size every 20-25 years. Certainly, now Texans are aware of the major impact Austin companies have on technological innovations on a global scale. This has resulted in high traffic into, through, and out of the city. I fully support the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your careful consideration and further development of this project.	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
808	Craig Staley	2/25/2023	VOH	craig@royalbluegrocery.com	Do not widen/no build	I live near Riverside and I35. I own eight businesses in Downtown Austin. I know this highway like the back of my hand and use it daily. First, there is no worse plan than running a country-long interstate through a densely populated Downtown. Please point to a major US City that has that and it works. Second, Your renderings are fascinating with the sparsely places cars happily meandering along - not at all what it ever looks like, even in the middle of the night. That is in fact false advertising. Your presentation said it - it's all local traffic. Make I35 a local traffic road, connected to the communities it travels through and take the traffic around the City, not through the middle of it.	See Comment #5
					Business/residential displacement	Thirdly, after you've spent 3X your current budget, 15-20 years of time and destroyed neighboring properties along the entire route....when all of that has occurred and it's open for business, it will be flooded with grid-locked traffic on the first day and we will have achieved exactly nothing.This project will ruin the City, destroy the livelihood of property owners who will loose homes and businesses, and ruin the careers of many planners and engineers who will experience the ultimate failure of this project first hand.	See Comment #21
809	Criscelda Curry	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I recently started making more drives into Austin from Houston when one of my daughters moved there one year ago and my other daughter started attending San Marcos in the fall of 2022. I don't TxDots plan to expand I-35 with more lans is the best option. From experience with the expansions in Houston increases do not reduce traffic congestion. Finally if you remove non-local traffic it will free up space for a better boulevard through Austin with affordable housing, local businesses, dedicated bus lanes, wide sidewalks, and protected bicycle lanes.	See Comment #5
					Latent/Induced Demand	Expanding I-35 will only worsen congestion, just like Houston's Katy Freeway expansion did. How about rerouting instead. By sending non-local traffic around Austin instead of through it.	See Comment #18
					Reroute to 130	Austin doesn't need an interstate highway going through the city's heart. Non-local traffic should be incentivized to instead use existing highways such as SH-130 - like I-35 does in at least 14 other Texas cities.	See comment #3
810	Cristina Cordoba	1/26/2023	MyCapEx Website - Comment Form	Cristina.Cordoba@kimley-horn.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
811	Cristina Ramirez	3/7/2023	Email	ramirez03cristina@gmail.com	Do not widen/no build	Widening I-35 through Austin would be a disaster. And it wouldn't even fix congestion! Any short term congestion gains would encourage more people to drive until congestion was as bad or worse before. When TxDOT widened Houston's Katy Freeway to 23 lanes, average peak congestion times rose by 40%. Expect a similar result in Austin.	See Comment #5
					Air Quality/Noise	It would waste over $7 billion of public money to worsen noise and air pollution, increase crashes, and	See Comment #34
					climate change	hasten climate change, while doing little or nothing to improve alternatives to driving.	See Comment #51
812	Cristina Romero	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Hello, I am writing to you today to express my opposition to I-35 expansion. Empirical evidence suggests that adding more lanes to highways only attracts more cars and leads to more congestion. This increased use leads to more air and noise pollution, creates heat islands (in an already hot enough city), and has adverse health impacts in the community. These issues should be top of mind for TXDOT planners. Yet, road expansion is the only solution that has been proposed despite proven failures across the state.	See Comment #5
					community alternatives	As an Austin resident who has seen the effects of our quickly growing population, congested highways are my least favorite part about living here. We need investment in other forms of transportation such as public buses, trains, biking paths, or sidewalks, all of which reduce our carbon footprints, pollution, and congestion. I believe that what truly makes Austin stand out from other metropolitan areas is our greenery and focus on living amongst nature. While these projects are long term, capital intensive, and necessitate a transformation of our infrastructure, these circumstances are not much different from the proposed expansion. I implore you to invest in a reimagined future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied and invested in.	See Comment #4
813	Cristina Saltos	3/7/2023	MyCapEx Website - Comment Form	saltos.cristina@gmail.com	Do not widen/no build	This project is irresponsible and a poor solution to Austin's current and looming problems. his large and expensive project is a misuse of public funds. I am deeply disappointed in the city and state's decision to move forward on expanding I-35.	See Comment #5
					Air quality/Climate Change	Expanding I-35 will do nothing to mitigate the existential threat of climate change. T	See Comment #18
					Public Transit / Multimodal Transportation	Austin needs public transportation that connects Austinites, prepares for the future, and ensures that historically marginalized folks have equal and equitable access to transit.	See Comment #13
814	Crockett	2/9/2023	Physical Comment	codacrockett@gmail.com	Bike/ped safety	No pedestrian tunnel will encourage homelessness, bring on safety issues. High chance for flooding. The Delwood 2 neighborhood will serve as a cut thorugh and does now when Airport Blvd backs up. This plan doesn't improve safe pedestrian paths.	See Comment #30
815	Crystal Randolph	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, . Creating other boulevards throughout the city or addressing transit solutions to decrease traffic.	See Comment #5
					Business/residential displacement	We know that there are other ways to address the traffic without taking homes and businesses and adding more concrete	See Comment #21
					East/west connectivity	We don't want a city that is split in two by 8 lanes of traffic.	See Comment #20
816	Cullen Fan	2/11/2023	VOH	Fansohan@gmail.com	Do not widen/no build	This expansion is disproportionately threatening minority-owned local businesses that give Austin its distinctive character. Instead of expanding the highway, invest in public transportation. If that's not possible, don't expand the highway north of 45th.	See Comment #5
817	Cullen Seitz	2/6/2023	Email	cullenseitz@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Cullen Seitz 512-657-8938	See Comment #8
818	Cutter Gonzalez	3/5/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Rethinking I-35 in Austin is a once-a-generation chance to reconnect and reinvigorate one of America's most vibrant cities. With a plan that is no wider and no higher, we can rework this space to promote an Austin that is worthy of its reputation as a destination for connection, industry, and creativity. By my count, I'm at least a sixth generation Texan. I grew up here, fell in love with the people and landscape here. I am a proud alumnus of Texas State University, where I studied geography, and a current student at the University of Houston. I'm part of a rising group of young Texans who want to create a future where freedom means more and greater choices, where we build on our successes, not plow them down for through-traffic. I lived in Austin before graduate school and fell in love. While I'm currently in Houston, I hope to make Austin my home again after my graduate degree. It is a place of promise--a promise broken if we tear into and widen what is already a great scar in the city. For these reasons, I OPPOSE TxDOT's plan, and I SUPPORT Rethink35's ideas. For the sake of the Texas we all love and the Texas we'll leave behind, I hope we put people above cars and communities above highways. For Texas,	See Comment #5
					racial justice	The history of the interstate is plain. It is mired in a racist desire to sever the connection between the displaced communities of color in the east from the white communities in the east. It acts as a near-literal wall between the two, despite Texas's efforts to promote an economy of opportunity and a culture of friendship.	See Comment #3
					Latent/Induced Demand	As if this wasn't reason enough to rethink this highway, the facts about expansion are clear. The benefits (purportedly a reduction in commute time) are short-lived, any gains come at immense cost in time and dollars, and inducing greater car usage and claiming more land for concrete risks another invaluable part of Austin and Texas's identity: the environment.	See Comment #18
819	CW Sheehan	2/12/2023	Email	CW.Sheehan@jll.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
820	Cynthia	2/26/2023	Email	CynthiaMilne@msn.com	Do not widen/no build	I strongly oppose the closing of the Woodland underpass to automobile traffic. This is a crucial connection for families to the east and west of I35 to get their children to school, medical care, recreation (e.g. Stacy Park), SOCO, etc. The only alternatives are Riverside and Oltorf. Riverside will soon become a bottleneck when the rail system is built. Oltorf is already crowded and the traffic already seriously impairs the accessibility and safety of Travis Heights High School. If any of the planners of this proposal will travel on Oltorf in front of the school and watch children trying to get across the street it will make it clear that vastly increasing the traffic at this intersection is a huge safety issue. I have stopped using the Oltorf /I35 intersection unless absolutely necessary after watching teenagers in large groups attempting to get across on the light while others were forced to wait. The underpass at Woodland is also crowded since the only entrance to I35 South from the south side of the river requires use of this intersection.	See Comment #5
821	Cynthia Huyser	3/7/2023	MyCapEx Website - Comment Form	cindy.huyser@gmail.com	Wilshire	I'm writing to express my concerned about the proposed pass-through from 41st Street east of IH-35 and Wilshire Blvd. Wilshire Woods is a 100% residential neighborhood, and many of the sidestreets - including most of Wilshire Blvd. – are heavily used by pedestrians and lack sidewalks. In my opinion, the proposed connection would significantly increase traffic on the street, Wilshire Blvd. is not an appropriate cut-through. I would be in favor of a "longhorn" intersection that would force eastbound traffic to turn left (onto the northbound frontage road) allowing near-immediate access to Airport Blvd.	See Comment #9
					Air Quality/Noise	adding to noise	See Comment #34
					Bike/ped safety	and potentially endangering pedestrians and encouraging drivers to cut through the neighborhood.	See Comment #30
822	Cynthia Long	1/20/2023	MyCapEx Website - Comment Form	clong@wilco.org	General support	I am in support of the design for CapEx. The team has done a great job including stakeholder input while ensuring the goal of increased capacity is met.	See Comment #8
823	Cynthia Lyon	2/9/2023	Physical Comment	ear.majorslyon@gmail.com	Business/residential displacement	I'm concerned about the loss of neighborhood businesses along the frontage road on both the West and east sides. 4 restaurants, a number of shops.	See Comment #21
					Sound Walls	If this project erases all the businesses on the east side of the frontage road, from Dean Keaton, north towards airport blvd I would be in favor of a noise barrier along the back of the residential homes along Robinson Ave. I'd like to see another freeway crossing between 32nd and E 38th or just wider safer crossings for pedestrians and bicycles. Thank you	See Comment #69
824	Cyral Miller	3/7/2023	MyCapEx Website - Comment Form	cyralm@gmail.com	Do not widen/no build	I am writing to ask that we not expand IH 35.ather, am strongly in favor of sinking the existing footprint, as suggested,	See Comment #5
					Latent/Induced Demand	We know from past examples that more lanes just means more traffic. R	See Comment #18
					Reroute to 130	we need to make more efforts to route heavy through traffic east to 183, which has much more capacity than it being used, to get it out of the center of town. I	See comment #3;
					Business/residential displacement	without widening the road and thus avoid displacing so many homes and businesses,	See Comment #21
					Caps/Deck Plazas	while helping to reconnect my lovely city with caps and stitches.	See Comment #42
825	Cyrus Tashakkori	2/9/2023	VOH	cyrustashakkori@gmail.com	Do not widen/no build	TXDOT continues to pursue a limited range of alternatives, all involving significant expansion of I35 through central Austin without burying or capping it. This will negatively impact Austin and end up resulting in similar traffic congestion in the future. At a minimum, the expansion should be Capped from the rover north to 32nd street in order to minimize the negative impact of highway expansion on Central Austin. I accordingly oppose the current formulation of alternatives.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
826	Cyrus Tashakkori	3/7/2023	MyCapEx Website - Comment Form	cyrus@openroadrenewables.com	Caps/Deck Plazas	I am writing to oppose TXDOT'S current proposal to expand I35. While the proposal has improved since its original conception, it is still fatally flawed. First, any proposed expansion of I35 should include capping in those expanded areas, especially in central Austin. Right now TXDOT has proposed only capping in downtown and north to UT, but not between dense and historic neighborhoods like Hyde Park and Cherrywood. Expanding the highway as far north as 51st st. is key to this project being acceptable to Austin, and TXTOD has not made that possible in this latest design. Capping would also help address noise pollution in a way that is not possible with noise walls while expanding connectivity vs. reducing it via noise walls. . They only know how to do 1 thing, and that's expanding highways, and expanding highways only results in more traffic later, not less traffic. I thus oppose any version of this plan that fails to cap I35 from downtown to 51st st. Sincerely, Cyrus Tashakkori President, Open Road Renewables	See Comment #42
					East/west connectivity	The current design further splits/separates/cuts off neighborhoods when capping the project could tie neighborhoods together (ex. tying Hyde Park to Meuller via parks and bike trails). The resulting east-west pedestrian crossings in that area, which include a long overhead crossing that is unlikely to be used due to it's length as well as a tunnel under Airport Rd that similarly is unlikely to be used, especially at night, are inadequate relative to the connectivity that could be designed into this project between UT and 51st street. It would be a massive missed opportunity for Austin for many decades should TXDOT be allowed to expand I35 in this portion of Austin without facilitating capping of the highway.	See Comment #20
					Reroute to 130	Lastly, TXDOT has failed to explore diverting truck traffic around Austin and has only focused on expanding I35	See comment #3
827	Cyrus Tehrani	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I'm writing to oppose the expansion of I-35 in Austin. I'm an Austin resident and we must invest in our infrastructure to keep up with the city's growth, but we know highway expansions do not work. This is a waste of money and will destroy homes and businesses for no reason. Induced Demand for highways will cause more people to drive, and traffic will remain. Cars are also the least environmentally friendly mode of transportation. We should be encouraging and investing in other modes of transportation like rail, buses, and micromobility.	See Comment #5
828	D B	3/7/2023	Email	info@email.actionnetwork.org	Business/residential displacement	Mobility35 Program Manager Tommy Abrego, Dear Austin Administration, I am a student in Maryland, but I oppose the expansion of Interstate 35. This will not affect me, but it will affect the people displaced by this expansion, and the people near the traffic and noise. This expansion will only anchor the city of Austin into paying more money for some asphalt that won't pay the city back. T which are already some of the most vulnerable people in your city. The option where you turn the highway into a boulevard is so much better. It will stimulate the economy because there will be an opportuni ty for new businesses, and developments in the area that will actively and continuously contribute to the local economy. This boulevard will displace next to no people, and allow for more housing developments, which is needed (especially since Austin is the most expensive major city in Texas). This boulevard will make the core of Austin much more walkable, which will reduce the need for cars. With a boulevard comes an opportunity to invest in the public transport for the city, which will lessen the dependency on cars even more. There could be new programs encouraging people in the city to walk, bike, or take the bus to the locations they need to go to. Having walkable infrastructure where people can move around their city how they want to is the new in-thing. Both businesses and workers want to live, work, shop, and have fun in the same area. Having the 1-35 corridor be a boulevard will make this area much more appealing to businesses, and skilled workers alike. It will make the city worth moving to. Having a boulevard is the sensible, and modern thing to do. Having a highway run through your city center is the old way, having a walkable boulevard that promotes new growth and innovation is the new way. Please seriously consider turning the part of I-35 that runs through into a boulevard. I will link some videos and articles that show the dangers of expanding highways, and how successful highway removal/conversion projects have been. Remember, turning 1-35 into a boulevard will promote new and continuous growth, adding more lanes will just add to the cost of maintaining infrastructure. Videos: https://www.youtube.com/watch?v=2z7o3sRxA5g Articles: https://www.reuters.com/world/us/us-highway-expansions-increase-traffic-pollution-environmental-groups-say-2021-10-20/ https://www.bloomberg.com/news/features/2021-09-28/why-widening-highways-doesn-t-bring-traffic-relief https://www.cnu.org/our-projects/highways-boulevards https://www.twincitiesboulevard.org/learn-more/highway-to-boulevard-examples/ I hope you make the decision that is the best for all living in Austin, and that will leave a positive impact on the economy and the environment,	See Comment #21
					Latent/Induced Demand	Highway expansions DO NOT WORK. They lessen traffic for a short period of time, and then the traffic spikes back to where it was before, and sometimes it gets even worse.	See Comment #18
					racial justice	Not to mention the disproportionate effect this will have on minorities and low income residents.	See Comment #3
					Air Quality/Noise	his will worsen pollution due to the increase in the amount of cars flowing through the city, and this will harm the health of the people living there, especially the ones closest to the highway,	See Comment #34
					Reroute to 130	There is a bypass highway that goes around Austin, and traffic can be redirected there.	See comment #3
829	Dagny Marks	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of north central Texas but I make trips to Austin frequently and the plans to expand I-35 ARE TERRIBLE. I do not support this action.	See Comment #5
					Latent/Induced Demand	More lanes are not the answer! I'd hate to drive through so much MORE construction on my way to our beautiful capital. I-35 in Waco was under construction for more years than I'd like to recall and makes a great example as to why this highway expansion is a bad idea. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. Residents of Texas and all road-trippers alike will suffer. Shame on you.	See Comment #18
830	Dale	1/30/2023	Email	dale6212@att.net	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. I have lived in Austin area for over 30 years and have always avoided 35 all that time. It's always beef dangerous to travel and frequent delays. This is not a new problem. Please get this done!! Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Dale Smith Sent from my iPhone	See Comment #8
831	Dale Gray	1/8/2023	Voicemail	(512) 567-8376	Business/residential displacement	"Name is Dale Gray. I have a business on Cesar Chavez, and I don't the way I'm looking at this thing, it may affect me within three blocks of the inter-state.If it's not going to bother me after three months, I have no problem with that, but my customers are already asking me if, if this is going to happen, will be losing my business. Name is Dale Gray, (512) 567-8376. Thank you, and have a great day."	See Comment #21
832	Dale Scutti	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I oppose TxDOT's plan for expansion of I-35. To sacrifice such a large swath of land right through the middle of our city for the sake of car traffic is not a well thought out investment. Loud, dangerous, polluting traffic should be routed around the city and not directly through it. I am encouraged to see the Austin City Council standing in opposition to TxDOT and hope that they are successful, together with the broader community, in protecting Austin from TxDOT's outdated vision of how our city should function.	See Comment #5
					Multimodal Transportation	Austin has plenty of things that it should get busy building: more infill development, project connect infrastructure, more bike lanes and sidewalks. It does not need to be burdened with more I-35 getting in the way.	See Comment #20
833	Dan Elkins	2/8/2023	Email	DElkins@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
834	Dan Glenn	3/7/2023	MyCapEx Website - Comment Form	dglenn9293@gmail.com	Do not widen/no build	I do not support the expansion of IH-35. Use your training as engineers to produce a better design.	See Comment #5
					Business/residential displacement	It will destroy homes and businesses, and permanently remove valuable real estate from the city's core.	See Comment #21
					Latent/Induced Demand	It will increase traffic on the highway.	See Comment #18
					Bike/ped safety	And it will endanger the lives of pedestrians.	See Comment #30
835	Dan Hayes	2/9/2023	MyCapEx Website - Comment Form	danielmhayes@gmail.com	Do not widen/no build	How wide will the bridge over 35 at Woodland Ave be? Will there be stairs? A ramp? Will it be fully enclosed? I really think what ya'll are planning is a mistake.	See Comment #5
					Caps/Deck Plazas	Please consider more caps of the highway expansion. I think ya'll are adding way to many lanes and disrupting a lot of businesses and houses/condos/apartments. Are the Garden Apartments at 1505 Sunnyvale going to be impacted? The sidewalks also need to be made wide and safe for pedestrians.	See Comment #42
836	Dan Hennessey	2/24/2023	VOH	hennessey.19@gmail.com	Do not widen/no build	While there are elements of this projects that are improvements to the current condition, the overall impact of the project is, without question, negative. This project serves connections from Hays County to Williamson County at the expense of the citizens of Austin. The safety improvements are helpful, the new ped/bike connections are useful, but they pale in contrast to the environmental catastrophe this project will exacerbate, as well as the urban design issues this will further harm. It is possible to create an update to I-35 through Austin that meaningfully improves safety and access through this corridor, but this project does not do it. This is in addition to the opportunity costs for what the money could achieve and the debilitating construction that we'll be enduring for the better part of a decade. Please re-think this project.	See Comment #5
					Latent/Induced Demand	The expansion of the freeway to increase through capacity through Austin without meaningfully changing mobility and access within Austin is a missed opportunity to do better.	See Comment #18
837	Dan Leonard	1/12/2023	MyCapEx Website - Comment Form	dan.leonard@sunflowerbank.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. This utterly outdated/overcrowded roadway is often called the "Main Street of Texas", all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely,	See Comment #8
838	Dan McAtee	3/1/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, Move it easy or west of the city of Austin. Get it OUT of downtown	See comment #3
839	Dan McAtee	3/3/2023	Email	info@sg.actionnetwork.org	Bike/ped safety	Mr TxDOT TxDOT, Looking at the map I see few trails east of IH35, west of hwy 183 between hwy 290 and the lake.	See Comment #30
840	Dan McAtee	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Do NOT do anything that will 1-make it harder to walk/bike around Austin. 2- Do NOT do anything that will encourage more highway traffic. 3- push IH35 AWAY from downtown	See Comment #5
841	Dan Patrick	3/7/2023	MyCapEx Website - Comment Form	drpatr426@gmail.com	General Support	Choose option 3	See Comment #8;
					Caps/Deck Plazas	with cap and stitch parks above the underground highway.	See Comment #42
					Public Transit / Multimodal Transportation	Mass transit would help divert traffic congestion encouraging use of mass transit. More importantly, delay construction of I-35 until Project connect is completed. Signed Dan Patrick	See Comment #13
842	Dan Schmit	1/31/2023	MyCapEx Website - Comment Form	Dansignups@me.com	Regional Connectivity	I support rail effort a and feel it could add economic, tourism, and sustainability power to our state.	See comment #1
843	Dan Terpening	1/26/2023	MyCapEx Website - Comment Form	dterpening@capridgepartners.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. This is a public transportation project that is MUCH MUCH overdue. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
844	dan wing	1/31/2023	MyCapEx Website - Comment Form	dangwing@gmail.com	General support	Only downside would be the time it takes to build!	See Comment #8
845	Dana Harris	1/28/2023	Email	danaharris5@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. All the best Dana Harris Sent from my iPhone	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
846	Dana Harris	3/2/2023	Email	d.harris@samsung.com	General support	**Email Copy**: To whom it may concern – Please find attached a letter in strong support of the Capital Express Central design as proposed by TxDOT for I35. Samsung is proud to support this effort and will continue to advocate for these important improvements. Thank you so much for your time and attention. All the best Dana **The PDF is located in the public hearing summary, appendix F.**	See Comment #8
847	Dana Kincaid	1/20/2023	MyCapEx Website - Comment Form	chemcaid@gmail.com	Regional Connectivity	Very interested in rail that ran down I-35! I have one child in college in Ft Worth and the other in Austin. I would be so nice to have them use rail instead of driving home! If only it could go to Lubbock, as well!	See comment #1
848	DANA Operations Manager	3/4/2023	Email	info@downtownaustin.org	Do not widen/no build	**Email Copy:** Chairman Bugg, TTC Commissioners, and TxDOT Officials: Please find attached and here the response of the Downtown Austin Neighborhood Association (DANA) to current plans, and the draft environmental impact statement (EIS), for the I-35 Capital Express Central project. We welcome any questions or dialog regarding our letter and the project. Board of Directors **The PDF is located in the public hearing summary, appendix F:**Downtown Austin Neighborhood Association (DANA) We respectfully urge the Commission to choose the "no-build" option for now and instead begin developing alternatives based on community-proposed visions presented at Rethink35.com and ReconnectAustin.com. The highway's footprint should be no higher and no wider than it is today, and should be narrowed to the greatest extent possible to reduce the barrier it creates and to shorten crossing distances, particularly for those traveling via active transportation modes. Any surface level frontage roads should be designed to city standards and function as city streets, and should significantly improve safety for vulnerable road users.	See Comment #5
					Public Transit / Multimodal Transportation	The I-35 corridor should be supportive of all transportation modes, with careful attention paid to active transportation. The bikeways and sidewalks along and across I-35 should be comfortable, safe, continuous, fully connected to Austin's active transportation networks, and protected from traffic by a buffer of at least 20 feet.	See Comment #13
					Air Quality/Noise	Regarding air quality, we also urge TxDOT to include, not just impacts on carbon monoxide (CO), but also impacts on nitrous oxides (NO2), particulate matter 2.5 (PM2.5), and particulate matter 10 (PM10) in its evaluation of alternatives. It is especially important to minimize PM2.5, as the Environmental Protection Agency (EPA) will tighten its PM2.5 standards this year, bringing Austin into nonattainment. Further, we believe any analysis should include the long-term (20 - 40 year) impacts, not just short-term construction impacts, on greenhouse gas (GHG) emissions. Impact analyses should also consider runoff into Lady Bird Lake during construction, compliance with the Clean Water Act, as well as potential measures to mitigate runoff.	See Comment #34
849	Dane Adkinson	3/7/2023	Email	info@email.actionnetwork.org	Air Quality/Noise	Mobility35 Program Manager Tommy Abrego, Highway expansions don't resolve the goal txDot has stated: improve traffic flow. First it slows traffic for ten years. Second it increases vehicular traffic rather than expediting flow. Third it costs money, worsens air quality, increases flooding potential. further divides the city.	See Comment #34
					Reroute to 130	Better options are available and start with simply collecting real data and change current I-35 usage by changing traffic policies -- speed, vehicle type, using I130, etc. Take a different approach one not based on old practices that are OUT of DATE and not suited for the Austin area. Dane Adkinson Rosedale Community	See comment #3
850	Dane Jensen	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, You'd hurt Austin and its community by going through with this plan. Don't do it. You will hurt people. Be conscious of that. Dane Jensen	See Comment #5
851	Daniel	2/14/2023	VOH	info@email.actionnetwork.org	Do not widen/no build	1. No Higher No Wider - don't expand to 20 lanes 2. A full cap from Lady Bird Lake to Airport Blvd 3. Don't preclude future capping Airport Blvd to 290 4. Route trucks to SH 130	See Comment #5
852	Daniel Armendariz	2/27/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, To whom it may concern: Please accept this letter as my formal opposition to TX-DOT's proposed expansion of I-35 for the following reasons: I strongly oppose expanding I-35. East-west crossings should be at least every 1/4 mile. All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users. Expansion will almost certainly worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. One need only look at California's infamous 405. Thank you for your consideration of these comments. Daniel Armendariz	See Comment #5
					Public Transit / Multimodal Transportation	My family and I strongly believe that the lack of consideration for the expansion of safe, pleasant, and walkable and bikeable streets is a serious mistake.	See Comment #13
					Community alternatives	If expansion is to be implemented, we simply want to see the inclusion of community alternatives such as Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
853	Daniel Baltoi	3/7/2023	VOH	danielbaltoi@yahoo.com	Do not widen/no build	Please reconsider the Transit Only or No Build Alternatives!	See Comment #5
					Air quality/Climate Change	Car travel is a major contributor to greenhouse gas emissions in the United States, adding to globally-felt increases in temperature. Car dependency also limits mobility and facilitates the suburban sprawl destroying the natural beauty and wildlife of the Texas Hill Country. TXDOT should use major projects like this one as an opportunity to reduce car usage, not promote it. Even TXDOT's own calculations, shown on page 425 of the Draft EIS, suggest that this project will directly cause an increase in greenhouse gas emissions, compared to the No Build Alternative. In other words, those responsible for this project's design play a hand in harming the environment we all share. The Draft EIS's Appendix V claims that "it is not meaningful or useful to translate these relatively small emission differences into climate outcomes." This is short-sighted thinking which ignores the reality that every small increase in emissions does indeed add up to a climate outcome. Many people, companies, and state highway DOTs excuse their own contributions to this problem in the confidence that their own actions make little difference individually - yet selfish choices like these have combined over decades to place us in the mess we are in now.	See Comment #18
					Public Transit / Multimodal Transportation	The changes to I35 as proposed in modified build alternative 3 do very little to encourage mode shift away from cars. Additional - or existing - lanes could be made *transit-only*, for example, in a more climate-focused plan. Maybe current transit ridership does not justify this in the eyes of TXDOT, but dramatic investment in transit would dramatically increase transit ridership, just as dramatic investment in car infrastructure has caused dramatically high dependency on cars. Yet nowhere in the preferred alternative is transit clearly prioritized above car traffic. Instead, the preferred alternative contributes to pollution and car dependency. I would therefore respectfully request that TXDOT reevaluate the alternatives in light of their climate impacts.	See Comment #13
854	Daniel Cherian	2/28/2023	MyCapEx Website - Comment Form	Dcherian@gmail.com	East/west connectivity	I think the frontage road should be built ABOVE the depressed freeway lanes. The depressed lanes would be extended as far north and south as practical. Overall, this would minimize the impact of the ever-widening right-of-way and protect homes and businesses along the corridor. Furthermore, this would minimize the number of signal lights on the frontage road. Finally, there should be as many east-west connections as possible.	See Comment #20
855	Daniel Cobb	3/4/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Community alternatives	I am FOR the Rethink35 proposal. I am FOR expansion of bike infrastructure. I don't want to use an interstate highway for my local trips. I want to BIKE. I would bike more if the infrastructure was better. The cost would be negligible compared to what is planned for I-35. Austin could become the Amsterdam of America. Fewer cars would have a myriad of benefits for our city, INCLUDING reduced traffic on 1-35.	See Comment #4
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18
856	Daniel Cole	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, This city needs other answers to traffic than to continue to expand 35. Being able to walk, bike, or travel by train are highly preferred for a city like Austin. I know there are alternatives to expanding I-35 and those should be investigated. I believe we also know the expansion will not 'fix' anything as many studies on traffic around the world have shown.	See Comment #5
857	Daniel Hernandez	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm writing to voice my opposition to the expansion of I35. I hope the Austin city council doesn't thoughtlessly go through with this expansion and considers alternative proposals. -concerned local, Daniel Hernandez	See Comment #5
					Latent/Induced Demand	Expanding highways is never a realistic solution to solving traffic (just look at California). The process for this expansion isn't considering the impact this will have the people who actually live here and the environment we live in. 10 years of construction isn't worth it just for the possibility of reducing traffic (which it won't). I drive thru this interstate everyday and it's already a veritable nightmare without construction for an expansion that won't actually solve any problems.	See Comment #18
					Reroute to 130	It's a waste of time and resources and other options should be explored. I don't think interstate traffic should be routed thru the city anymore.	See comment #3
858	Daniel Hicks	1/31/2023	MyCapEx Website - Comment Form	hicksdanielk@gmail.com	Regional Connectivity	We desperately need a rail option between San Antonio and Austin. It would be an investment in our future, health, safety, and economy to have reliable, dependable rail transit between metro areas unlike the constant additions and expansions of I-35, 1604, and others. The roads may buy us another decade, but we must be forward-thinking in our approach to transit. It would increase our economic competitiveness, allow us to attract talent that otherwise will not consider Texas because of the lack of amenities in comparison to other metro areas, and raise the standard of living for those in the cities and surrounding areas.	See comment #1
859	Daniel K Manco	3/7/2023	MyCapEx Website - Comment Form	dan.manco@gmail.com	Do not widen/no build	Dear TxDOT, Your I-35 expansion plans will irrevocably harm Austin, TX, and its citizens. I STRONGLY OPPOSE EXPANDING I-35. Here's why: *More lanes mean more traffic and congestion. It's been proven over and over again. One word: HOUSTON. Houston is a mess and will continue to be a mess no many how many lanes you add. Here are two article links pointing out how flawed your expansion plans are: https://rmi.org/more-lanes-do-not-mean-less-traffic/ https://www.wired.com/2014/06/wuwt-traffic-induced-demand/ Cars and more vehicle lanes aren't the future. They are the 20th Century. It's the 21st Century. Think better. Plan better. Do better.	See Comment #5
					Air Quality/Noise	Your expansion plans will add more vehicular traffic and damage Austin, TX with worse air, water, and noise pollution, health impacts for Austinites, increasing the heat island that is Austin, and vehicular crashes/fatalities. And traffic won't move any quicker on I-35	See Comment #34
					Racial justice	I currently avoid the I-35 corridor at all costs. Your plans will split up Austin even more than the original racist construction project.	See Comment #3
					Bike/ped safety	*Vehicular traffic in Austin needs to be REDUCED NOT INCREASED. I want to walk, ride my bike and take mass transit in Austin, NOT DRIVE IN A CAR ON I-35.	See Comment #30
					Community alternatives	*Finally, I strongly urge you to reconsider and fully study community alternatives to expansion including Reconnect Austin and Rethink35.	See Comment #4

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
860	Daniel Khalil	2/20/2023	MyCapEx Website - Comment Form	dannyakhalil@gmail.com	Regional Connectivity	Please include a passenger rail component in the plans to expand I-35. San Antonio can no longer afford to be the nation's largest city without metro rail service.	See comment #1
861	Daniel Little	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, My name is Daniel Little, I am a resident of the North Loop neighborhood in Austin and a graduate student at UT Austin. I am strongly opposed to TXDOT's plan to expand I-35. Please reconsider the expansion and listen to the local community that will be most impacted by this decision.	See Comment #5
					Public Transit / Multimodal Transportation	The highway expansion ignores principles of Induced Demand and incentivizes higher levels of car dependency when we need to be focusing on the exact opposite: building a stronger public transit system and making walking and biking more feasible options for trips. As a bike commuter that frequently uses designated I-35 crossings in the city of Austin, I am concerned that 10 years of construction will interfere with safe pedestrian and bicycle crossing of the interstate, and an expanded interstate will be more hostile to pedestrians and cyclists upon project completion.	See Comment #13
					Community Alternatives	Rethink35 has an excellent proposal for reimagining I-35 as a boulevard that is actually consistent with the community's vision for the city. Continually expanding highways will make us more dependent on cars, but it will not solve traffic congestion for drivers and it will make multimodal transportation more difficult. Please reconsider this plan.	See Comment #4
862	Daniel Ludmir	3/6/2023	VOH	dludmir@gmail.com	Do not widen/no build	Hello TX DOT, Two points: 1) It seems silly not to cap 35 through the Airport blvd. This is some of the most valuable land in the city. Cap it and lease/sell the land on top to pay for the caps. Capping the whole stretch of 35 will reconnect the city that the highway separated.	See Comment #5
					Bike/ped safety	2) Please ensure adequate bike paths that are protected from vehicles. Thank you.	See Comment #30
863	Daniel Manco	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Dear TxDOT, Your I-35 expansion plans will irrevocably harm Austin, TX, and its citizens. I STRONGLY OPPOSE EXPANDING I-35. Here's why: And traffic won't move any quicker on I-35. *Finally, I strongly urge you to reconsider and fully study community alternatives to expansion including Reconnect Austin and Rethink35. Cars and more vehicle lanes aren't the future. They are the 20th Century. It's the 21st Century. Think better. Plan better. Do better.	See Comment #5
					Latent/Induced Demand	*More lanes mean more traffic and congestion. It's been proven over and over again. One word: HOUSTON. Houston is a mess and will continue to be a mess no many how many lanes you add. Here are two article links pointing out how flawed your expansion plans are: https://rmi.org/more-lanes-do-not-mean-less-traffic/ https://www.wired.com/2014/06/wuwt-traffic-induced-demand/	See Comment #18
					Air Quality/Noise	Your expansion plans will add more vehicular traffic and damage Austin, TX with worse air, water, and noise pollution, health impacts for Austinites, increasing the heat island that is Austin, and vehicular crashes/fatalities.	See Comment #34
					Public Transit / Multimodal Transportation	*Vehicular traffic in Austin needs to be REDUCED NOT INCREASED. I want to walk, ride my bike and take mass transit in Austin, NOT DRIVE IN A CAR ON I-35. I currently avoid the I-35 corridor at all costs. Your plans will split up Austin even more than the original racist construction project.	See Comment #13
864	Daniel Mee	2/15/2023	VOH	daniel.mee@gmail.com	Do not widen/no build	Widening this highway will have significant negative effects on air quality, climate and quality of life for Austin and Central Texas for generations while providing benefits to drivers in terms of improved throughput that will be rendered completely transitory by Induced Demand.	See Comment #5
					Climate change	The sciences of climate and transportation engineering are 100% against widening interstate highways, particularly in urban environments.	See Comment #51
					Reroute to 130	Instead, if it is not to be shut down entirely, I-35 should be reconstructed with the current number of lanes and completely capped through the Austin city center, and regional truck traffic should be diverted to SH 130 as was the original intent for that highway.	See comment #3
865	Daniel Morgan	3/7/2023	MyCapEx Website - Comment Form	dannyseacircle@gmail.com	Parks	PLEASE do NOT expand I-35 by tearing into the park!!! Are you absolutely kidding me?	See Comment #150
866	Daniel Oldham	1/20/2023	MyCapEx Website - Comment Form	danieljoldham@gmail.com	Regional Connectivity	Any plan to to expand I-35 simply must include a plan to revive the Lone Star Rail proposal to link Austin and San Antonio with regular commuter rail. Widening roads without improving transit is a waste of money, as it only induces more demand and results in the same traffic and more pollution.	See comment #1
867	Daniel Pineda	1/19/2023	MyCapEx Website - Comment Form	pineda3@gmail.com	Regional Connectivity	The San Antonio-Austin metropolitan area is going to keep growing over the next several years with both residents and businesses--more than simple additional lanes on IH-35 can accommodate without the same traffic hazards with which we are presented today. As a concerned citizen who travels often between San Antonio and Austin, I request that the Lone Star Rail proposal be strongly reconsidered to link Austin and San Antonio with regular commuter rail. This will reduce congestion related to business on weekdays and recreational tourism on weekends, freeing up IH-35 for additional trucks and freight that will undoubtedly only increase between the cities in the next several decades.	See comment #1
868	Daniel Reynozo	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am Daniel, and right now I am a student living in Austin attending the University of Texas. I oppose the plans for I-35 due to the future congestion it will bring to the area. Cars Infrastructure is a drain on city resources, which could be used for more important issues. I expect TXDOT, the Austin City Council and other representatives to stand up for me!	See Comment #5
					Latent/Induced Demand	Highway expansions have been proven to not reduce traffic and only increase congestion. 10 years of construction for minimal relief also appears to be a complete waste of of the cities resources.	See Comment #18
					Public Transit / Multimodal Transportation	I believe that instead of expanding the highway, the Austin City council should prioritize public transportation. Such as expanding bus routes, expanding the light rails, and improving walk ability.	See Comment #13
869	Daniel Wehrle	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Hi, My name is Dan. I live in east Austin and spend most of my time in the nearby area or downtown. I think we should seriously consider alternatives to expanding I-35. Besides the cost and stress that expanding I-35 would cause the city and residents, I don't think there are better ways to use our downtown area than a massive highway. I would strongly consider rerouting traffic around Austin, and then redeveloping the current I-35 to be a more metropolitan area. Austin has long been known for its beautiful outdoor areas in comparison to other Texas cities like Dallas and Houston. Let's continue this tradition of keeping Austin beautiful and walkable.	See Comment #5
870	Daniel Woodroffe	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, To whowm it may concern. I urge Tx DOT to reconsider the expansion of IH35. Simply put it is not sustainable, economically viable and it is not in the interest of the communities it will impact. Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. Expansion will cause untold negative economic impacts to the surrounding communities and residents, most notably to Downtown Austin. 35 is going to be a mess for over a decade, it will have a significant negative economic impact of downtown with dust, dirt and congestion during construction and will result in a highway that further slices through our city, further divides east and west and ultimately, due to Induced Demand will have no meaningful impact on improving traffic issues.	See Comment #5
					Latent/Induced Demand	Induced Demand is a proven phenomenon that has resulted in increased traffic, increased delays and increased pollution and social and environmental harm.	See Comment #18
					Multimodal Transportation	I urge TxDOT to reconsider this proposal and to refocus on more sustainable multi-modal transportational plans such as the rail and public transportation plans, Waller creek and the public realm, Congress avenue just to name a few. Consider simply diverting interstate truck traffic to SH130 - this would cost billions less than the proposed expansion and would have immediate, long lasting impacts.	See Comment #20
871	Daniel Yeats	2/25/2023	VOH	drybonesyeats@yahoo.com	Do not widen/no build	I am fully opposed to any expansion of I-35.	See Comment #5
					Latent/Induced Demand	Not only is it an environmental disaster, it is illogical and ignores the vast amount of evidence that illustrates the negative consequences of highways expansions.	See Comment #18
					Reroute to 130	A better use of funds would be to expand the loop around the city or to invest in mass transit infrastructure that will actually reduce traffic.	See comment #3
					Air Quality/Noise	As a student and an Austin resident, I do not want to hear more cars every day and have worse air quality because of a freeway expansion. The expansion will only harm downtown. It will destroy high-value property and worsen the air quality. It will make Austin a worse place to live.	See Comment #34
872	Daniel Young	3/1/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, Texas has some of the widest interstates and highways in the united state, yet traffic is still an issue. The only way to fix traffic is to get people out of cars. If people can commute and travel without a car, it will take a huge financial burden off the average Texan. To make this possible, We need communities where everything they need is a 15-minute walk away, and bicycling is healthier and cheaper for everyone. And buses, trains, and street cars take people to places that are further than 15 minutes walk away. Public transport is better for the environment. There would be fewer cases of cancer and asthma if we reduced reliance on cars. Many European cities have made the change, and Japan has the best public transit in the world. If they can do it, so can w e.	See Comment #13
					Do Not Widen/No Build	Not to forget, about 42000 American die in car-related crashes yearly, and millions are more severely injured. We need more options and shouldn't force people into car ownership; options would give people absolute freedom.	See Comment #5
873	Daniela Quesada	3/7/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, I oppose TxDot's plans for I-35. I am for Rethink35's plan. I am born and raised in Texas and truly think that 10 years of construction will worsen the state of living of so many residents. Help a girl out give me hope please	See Comment #4
874	Daniela Torres	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Latent/Induced Demand	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18
875	Dannon Simpson	2/13/2023	MyCapEx Website - Comment Form	Guitargirl247@yahoo.com	Do not widen/no build	My whole family loves west China tea house on 45th Street. Please do not expand i35 past 35th Street.	See Comment #5
876	Danny Oakes	3/7/2023	MyCapEx Website - Comment Form	Dannyoakes@gmail.com	Community Alternatives	We need to rethink 35. Widening highways only leads to more congestion and less local businesses. Please stop this madness.	See Comment #4
877	Danyil Maiovskyi	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, The United States, and especially Texas have been the real representatives of American freedom, but with I-35 it is going to transition the freedom of the people to the freedom of the cars. The constitution was written for individuals. And the freedom of the individual is going to get impaired by the large masses that move right through the city, and force the rest of the inhabitants to *use the interstate for local trips*.	See Comment #5
					Latent/Induced Demand	The freeway will not free up the traffic, and will only provide more traffic and reason for people to own cars through Induced Demands. The planning of this freeway has overlooked these points and the points not mentioned here, and should be reconsidered.	See Comment #18
878	Dara Hopp	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I feel this will make the traffic situation worse - at least for the next ten years. Time and money should be given to public transportation. The expansion will completely change Austin for the worst by losing many many businesses and homes. No other city has a major highway intersection its heart. Not to mention noise and pollution that will sit in the center of the city. There is a reason major thoroughfares intersect the periphery of large cities. This will destroy Austin and I for one will have to leave.	See Comment #5
879	Darin Boyd	3/6/2023	VOH	dt_boyd@yahoo.com	Do not widen/no build	1) No Higher No Wider - don't expand to 20 lanes, build down. 2) A full cap from Lady Bird Lake to Airport Blvd included as part of the main project (not left for after / TBD).	See Comment #5
					Reroute to 130	3) Route trucks to SH 130, encourage other through traffic as well	See comment #3

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880	Darja Tomanovic	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident on the East Side of Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Community Alternatives	I am FOR...The Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project, etc.	See Comment #4
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18
881	Darlen Galeas	3/7/2023	Email	info@email.actionnetwork.org	Air quality/Climate Change	Mobility35 Program Manager Tommy Abrego, Hello, My name is Darlen Galeas and I am a college student. I am a resident in a Texan town hours away from Austin but attend school here and I would like to state my thoughts towards I-35 expansion. Because I travel a lot through driving, I realize how much I pollute the air, so I only go when I need to. By creating a larger highway, more carbon dioxide and other gases will pollute the ozone layer. Global warming is already destroying our planet. Please do not become part of the reason our planet dies. Building this will not only pollute the environment, but will destroy homes and lead to more traffic. Instead, add more green space and make Austin more walkable. Do not be on the wrong side of history.	See Comment #18
882	Darren Huckert	2/10/2023	Email	dhuckert@garzaemc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
883	Darron Jurajda	2/10/2023	VOH	darron.dippel@gmail.com	Multimodal Transportation	I support the "no build" option until he following issues are addressed: - The highway footprint should be no higher and no wider, and narrowed to the greatest extent possible to reduce the barrier it creates and to shorten crossing distances, particularly for those traveling via active transportation modes. - The I-35 corridor should be supportive of all transportation modes, with careful attention paid to active transportation. The bikeways and sidewalks along and across I-35 should be comfortable, safe, continuous, fully connected to Austin's active transportation networks, and protected from traffic. - The surface level of I-35 should include as many crossings, for all modes of travel, as possible. Any surface level frontage roads should be designed to city standards and function as city streets, and significantly improve safety for vulnerable road users. - I appreciate the 20 ft. buffer now shown between the active transportation paths and vehicular traffic on most bridges. Please ensure that these facilities are as safe and comfortable as possible and provide this same level of consideration for the bikeways and sidewalks along the edges of frontage roads. - Street trees should be provided between the roadway and the active transportation paths. - The I-35 corridor should be as safe as possible for vulnerable road users. This includes ALL crossings of any surface level roads. - Austin's parks and open spaces are a vital part of our culture and quality of life. Please ensure that any parks directly impacted, including the Town Lake Metropolitan Park, Waller Beach, Edward Rendon Sr. Park at Festival Beach and Palm Park, and any urban trails directly impacted, including the Butler Hike-and-Bike Trail and the Red Line Parkway, have improved access and usability with this project.	See Comment #20
884	Dash Harris	3/7/2023	MyCapEx Website - Comment Form	dawnashleyharris@gmail.com	Air Quality/Noise	Hello, As a 6th generation Austite I have great concern and investment in the future of Interstate 35. I'd like to share my priorities: - Austin should lead the charge in environmentally responsible transportation policy. There should be extensive Air Quality results that the population can view. - We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle	See Comment #34
					Water Quality	- Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #125
					Bury/tunnel	We should bury the freeway in longer segments so We truly create connections between east and west Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state? Please help us Keep Austin Weird by ensuring folks of all ages, races, classes, etc can navigate our town easily and freely without burdensome cost, dangerous traffic, and environmental degradation.	See Comment #25
885	Dave Grabbs	3/7/2023	Email	info@sg.actionnetwork.org	Reroute to 130	Mr TxDOT TxDOT, It will be a long drawn out 20 year endeavor and will be obsolete before it is finished and I will be too old to drive by then anyway.There is got to be a better solution than tearing up the main highway of our town when 130 and 45 are available.	See comment #3
886	Dave Murray	1/31/2023	Email	dmurray62733@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
887	Dave Ronn	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi there, My name is Dave Ronn and I'm a resident of Austin, TX 78704. I was born in Austin and lived here my entire life. Since I was a kid my mom told me (as best as I could) to avoid driving on I-35 since it was a fast highway with many lanes and wasn't safe. As I've grown in Austin I see how more and more we need cars to get around. Please do not expand I-35. Let's use that money for building a better Austin with fewer cars. Thank you for your time,	See Comment #5
					Public Transit / Multimodal Transportation	To make Austin a more livable city we need to move away from cars as our main form of transportation and spending $4.5 billion on developing car infrastructure is going in the wrong direction. We need to be focusing on building out public transit and making the city easier for buses and rail, no matter how many lanes we build we will all be sitting in traffic forever. Yes that feels far away, but we need to be investing in that and not doubling down on expanding highways.	See Comment #13
					Reroute to 130	I support incentives to get vehicles just passing through go around Austin, like SH 130. And I don't want to spend the next ten years sitting through worse traffic as we rebuild I-35 - having to deal with Mopac as build the additional toll lane was pain enough.	See comment #3
888	David Bradley	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I do not support an expansion of I-35, and I vote for city council leaders.	See Comment #5
889	David Carter	1/12/2023	Email	davidc@whiteconst.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Best, David Carter 512-496-4830	See Comment #8
890	David Chandler	3/6/2023	Email	petition@dechandler.net	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am an 8-year resident of Austin and a lifetime Texan, and I vehemently oppose any plan that expands the unholy disaster that is the Austin segment of I-35. Additionally, the sprawl that's encouraged by highway expansion is incredibly destructive. I grew up in a rural town east of Houston, which has since been swallowed up by exurban sprawl and completely voided of character. The expansions of I-10 and construction of the "Grand" Parkway enabled an explosion of the worst kind of growth - generic establishments and 3/4 acre home lots swimming in a sea of concrete, all where there used to be forests, pastures, rice fields, and scattered small but dense neighborhoods. This kind of sprawling monstrosity is enabled and upheld by endless highway expansions, and places like Georgetown are now in the crosshairs for the standard slate of generic franchises that will funnel money out of the local economy, and they will be drowned in concrete and further robbed of their way of life if this project goes forward. Austin has been exploding for over a decade, but the irresponsible development patterns of single-family detached housing, car dependence, and sprawl have turned our city's prosperity into cannibalization of the region and Austinites chased by rents to the outskirts of the metro area. To turn this tide, our city must grow up, rather than growing out. Most of Austin is still zoned for single-family detached housing, our public transit infrastructure is massively underscoped (try taking a bus when you want to go east/west), our cycling infrastructure is a death trap, and we're becoming too sprawled for going anywhere on foot to be a viable option. These are the things that need funding and fixing for Austin to have a bright and stable future, and expanding I-35 not only diverts resources away from them, but also undermines their viability. Expansion of I-35 is not only a foolish idea in itself, it would create the conditions for a thousand foolish ideas to bloom. In short: - Make SH 130 a freeway, and turn it into the path of I-35 between Georgetown and Buda (or incorporate SH 21, for a more direct path starting in San Marcos) - Pressure the City of Austin to eliminate zoning for single-family detached housing	See Comment #5
					Reroute to 130	It's completely insane that any I-35 expansion project is being considered while inter-regional traffic is still routed through the heart of downtown Austin. SH 130 was built as an expressway from the east side of San Antonio to the northern tip of the Austin metro, but in a wild fit of stupidity (which has been recognized as such by those who did it in the first place), it wasn't funded properly and was instead opened as a toll road. SH 130 MUST be made into a freeway and billed as the inter-regional bypass around Austin, if not made into a proper rerouting of I-35 itself. Austin doesn't need motorists passing through it from San Antonio to Dallas, and those motorists don't want to deal with Austin traffic either.	See comment #3
					Public Transit / Multimodal Transportation	Invest in Austin's public transit and (separated and safe) cycling routes to make it practical for short trips in the city to be taken without a car	See Comment #13
891	David Chang	3/6/2023	MyCapEx Website - Comment Form	dchang@sparkleworks.com	Do not widen/no build	First, thanks to all who are working to fix the I-35 eyesore. Second, it seems like 100% fixed lanes is pretty archaic.	See Comment #5
					Managed Lanes	I admit I haven't read all of the proposals, but wouldn't a few flex lanes help the new I-35 handle volume better? https://www.roadsbridges.com/transportation-management/news/10592600/traffic-control-utah-dot-to-invest-16-million-for-flex-lanes	See Comment #305
892	David Coy	1/31/2023	MyCapEx Website - Comment Form	me@david-coy.com	Regional Connectivity	I'd love to see rail transit between San Antonio and Austin. The economic benefits are immense and could potentially decrease highway usage, leading to less accidents. The jobs that would be created from this project would be beneficial to the state alone.	See comment #1
893	David Crutcher	2/8/2023	Email	DCrutcher@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
894	David Cruz	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, As I understand it, traffic has remained constant since I was growing up in Austin, with 200,000 vehicles of daily use. Why does this expansion need to happen now? I-35 is a major source of pollution in our city. I have chosen not to live in certain places because of the proximity to the highway. This project goes against federal guidance on transportation development, which has emphasized the need for infrastructure for non-car transit, something Texas must invest in further. The I-35 expansion detracts from those efforts. I strongly support community alternatives like Reconnect Austin and Rethink35. I would like to see those options fully studied. Respectfully,	See Comment #5
					Public Transit / Multimodal Transportation	In addition, new modes of travel *will* reduce car traffic on I-35. If people can walk or bike, or use public transit, they will leave the road emptier for those who cannot drive. In addition, these modes of transit damage roads less than cars. And this shift would reduce the number of fatalities, but only if proper infrastructure is built.	See Comment #13
895	David Denberg	3/2/2023	Email	d@daviddenberg.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Travis Heights. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion because it will not solve the problem, it will only decrease the quality of life in our neighborhood. Please don't approve this	See Comment #5

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					Reroute to 130	I am FOR reducing traffic. I think there are other places to route it rather than right through the city center. Using the space as a city center or a boulevard going through town, a public transit-first project, etc.	See comment #3
896	David Eads	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I live in East Austin at 1102 Tillery St 78702. I strongly oppose TxDOT's plan for IH-35. It will further worsen the damage TxDOT did to communities on the Eastside in the 20th century. The TxDOT plan is old thinking and it has proven to not fix congestion despite costing billions of dollars and taking many years to complete. Those of us who live here avoid using IH-35 at all costs. It's a road that hurts our community and Austin as a whole for the benefit for out-of-town Texans and out-of-state motorists. IH-35 now, and especially if TxDOT's plan were to be implemented, creates huge amounts of pollution for our community and separates us from downtown. I lived in Atlanta for 18 years and I have seen firsthand the damage freeway widening does to cities. Adding lanes just encourages more traffic and by the time the years long construction projects are over more cars flood the extra lanes and the gridlock is worse that before the widening. Studies have proven this to be true and it's certainly a lived experience for me with I-85, I-75, I-285, the Downtown Connector in Atlanta (I-75/85). We certainly DO NOT want to have Atlanta's traffic problems and TxDOT's plan will certainly give them to us. Please give us a smaller capped freeway with parkland following IH-35's existing route and resign IH-35 along TX 130 for long-distance travel not destined for Austin (especially heavy trucks!) Thank you for your consideration	See Comment #5
					Reroute to 130	I support routing IH-35 around Austin, for example resigning TX 130 as IH-35. I also support capping a lowered freeway along IH-35's current route and footprint with parkland. Many cities, such as Atlanta, are seriously considering doing this. It will start to heal the decades long scar that IH-35 has been through downtown Austin and it will likely increase property values around the park, while still providing some limited access highway to and through downtown.	See comment #3
897	David Feigen	3/7/2023	MyCapEx Website - Comment Form	davidlfeigen@gmail.com	Do not widen/no build	I write in opposition of the I-35 expansion as the plan exists today.	See Comment #5
					Air Quality/Noise	reduce air quality,	See Comment #34
					Business/residential displacement	and displace vital homes and businesses.	See Comment #21
					Latent/Induced Demand	I have sincere concern that expanding lanes will increase congestion and travel times through Induced Demand, as seen in the Katy Freeway expansion,	See Comment #18
					Reroute to 130	Should the project move forward, I support the movement of truck traffic onto SH-130,	See comment #3
					East/West Connectivity	increased east-west crossings, and an extended cap to Airport Blvd.	See Comment #20
898	David Fore	3/7/2023	MyCapEx Website - Comment Form	davidfore709@gmail.com	Air Quality/Noise	1. Please measure air quality during the "environmental" review 2. 3. Possibly BUS ONLY on ramps? 4. Include a plan for rail!. 6. have TXDOT would pay for the project!	See Comment #34
					Water Quality	Treat the water runoff.	See Comment #125
					East/West Connectivity	5. Create connections between east and west	See Comment #20
899	David Fouts	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am writing to oppose the widening of I35 in downtown Austin. I have many reasons for this, but will try to be brief. 1) Widening the freeway will eat up large portions of some of the most valuable real estate in the state of Texas. Any plan should either increase the developable land in the downtown area or at least stay in the existing ROW. The less land (and related tax revenue) taken from Austinites, the better.	See Comment #5
					Air Quality/Noise	2) More traffic from the increased capacity will harm the air quality in a densely populated area.	See Comment #34
					Regional connectivity	3) A wider freeway will encourage more car trips and cannibalize trips on the future Orange line that will run parallel to I35. We want to encourage modes of transport that use space efficiently, don't exacerbate traffic, and don't pollute the air. Light rail meets these goals, but freeway traffic holds them back.	See comment #1
					Bury/tunnel	I am in favor of "sinking" the freeway and adding more connections across it, but TxDOT should keep the project in the existing ROW.	See Comment #25
900	David Freid	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I-35 has a long history of adding to the fact that Austin is one of, if not the most, segregated cities in the entire United States. Expanding lanes will do nothing except make the lives of Austinites more difficult. It will not help traffic, and it will destroy many businesses that have been in Austin for decades. We need to envision a new Austin that is more walk-able and bike friendly, and doing a cap-and-stich plan will aid that immensely, as well as connect the east side to the rest of the city.	See Comment #5
901	David Goss	2/24/2023	VOH	davegoss.214@gmail.com	Do not widen/no build	The city voted 10-1 against the proposal. Healthy cities do not have highways running through their center. We do not want this project.	See Comment #5
					Latent/Induced Demand	Induced Demand means more traffic,	See Comment #18
					Air Quality/Noise	more air and noise pollution and more death from crashes.	See Comment #34
902	David Goss	1/4/2023	MyCapEx Website - Comment Form	davegoss.214@gmail.com	Air Quality/Noise	Modern healthy cities do not have highways running through the center. I-35 impacts Austin's health in terms of Air pollution and noise pollution and kills many people each year. If you expand I-35, cars will just fill it up. We already have 183 and 130 toll. We don't need I-35 in our city center.	See Comment #34
903	David Havard	1/31/2023	MyCapEx Website - Comment Form	schoolsbelly@gmail.com	Regional Connectivity	Please build a rail network between Austin and San Antonio. I would love to be able to commute by train	See comment #1
904	David Huffstutler	2/7/2023	Email	David.Huffstutler@stdavids.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
905	David Hunter	3/6/2023	Email	david.hunter@utexas.edu	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am an Austin resident. Indeed I live .3 of a mile from the highway in South Austin. I oppose any expansion of I35 for the following reasons: By expanding I35 TxDOT is going to kill or injure more and more people in the adjacent neighborhoods. We will not receive any compensation for death and injury caused by the expansion. Adopt the no-expansion plan and keep people healthy.	See Comment #5
					Latent/Induced Demand	1) the problem of traffic congestion is not solved by building more roads as the amount of traffic will increase to (beyond) capacity however much is expansion is provided;	See Comment #18
					Air Quality/Noise	2) unless noise pollution is radically reduced, through different surfaces, high barriers, or different engines and tires, neighborhoods will continue to be blighted 3) the micro-particle pollution from tires is going to increase and will severely affect many more people with breathing problems, asthma, etc. and shorten lives, a kind of pollution that is just as insidious as that coming from tailpipes.	See Comment #34
906	David Ivey	2/8/2023	Email	DIvey@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. David Ivey	See Comment #8
907	David Jabour	2/7/2023	Email	djabour@twinliquors.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. David M. Jabour, President of Twin Liquors	See Comment #8
908	David Keene	3/6/2023	Email	jdavidkeene@gmail.com	Noise	**The complete PDF is located in the public hearing summary, appendix F. Email Copy**: The Wilshire Wood/Delwood 1 Neighborhood Association (WWD1) has participated in multiple engagement opportunities offered by the Texas Department of Transportation (TxDOT) on the Interstate-35 Capital Express Central Project (CapEx Project) for the last several years. That engagement included meetings with TxDOT, input on the TxDOT digital platforms, much email correspondence with TxDOT staff and consultants, and, importantly, direct involvement on the Section 106 Committee of the Interstate-35 Capital Express Central Project. WWD1 representatives David Keene and Harm Van Avendonk are on that Section 106 Committee. The Wilshire National Register Historic District is fully within the boundaries of the Wilshire Wood/Delwood 1 – and in fact the homes on Bradwood Rd, referred to below, are all within the Wilshire National Register Historic District. WWD1's requested design changes can be summarized as follows: • Abate projected noise levels from Modified Alternative 3 by following current federal standards for noise levels, doing so with design changes and/or noise mitigation including noise walls in the areas indicated below in this letter. TxDOT's own data – published in Appendix R to the DEIS: Traffic Noise Technical Report, I-35 Capital Express Central Project, Travis County, Texas, Austin District, CSJ: 0015-13-388 – indicates excessive noise levels predicted in the most pertinent areas of WWD1 as a result of Modified Alternative 3: levels above the target of 67dB maximum prescribed by federal law for the types of usage specified. TxDOT does not appear to have exhausted all possible noise abatement measures that would be applicable considering A) federal standards in general, and B) that much of the area in question is in the Wilshire National Register Historic District (NRHD) – fully within WWD1 – that warrants specific consideration relating to Section 106 of National Historic Preservation Act of 1966, including U.S. Secretary of Interior Standards for historic preservation and environmental impact for any NRHD, or individually designated building, in the National Register of Historic Places. Specifically, these are the design changes that we believe are essential components in addressing the goal of aligning projected noise levels resulting from Modified Alternative 3 with federal standards for noise levels: For these noise receptors: • R15: corner of Crestwood Rd. and I35 frontage road. • R16: St. George's church, at corner of Ardenwood and I35 frontage road. TxDOT modeling says it will go to 72dB in the proposed design, well above the 67 specified by current federal guidelines for acceptable noise. Note: comparison of predicted noise levels from Modified Alternative 3, with "existing noise" levels from the existing highway is irrelevant: Federal law states that the project must meet current federal standards regarding all environmental issues including permissible noise levels, not attain some improvement over the existing highway. Reference: Federal Highway Administration document: FHWA-HEP-10-025 • R18: on Bradwood Rd. TxDOT modeling says the noise level will go to 73dB, well above the 67dB specified by current federal guidelines for acceptable noise for residential areas of this type.For those areas above: we ask that TxDOT look again at their own data (published in Traffic Noise Technical Report, I-35 Capital Express Central Project, Travis County, Texas, Austin District, CSJ: 0015-13-388). That TxDOT report states:te after further study. [R15 and R18]: These receivers represent 9 first-row residences at the Wilshire Wood neighborhood from Airport Boulevard to Wilshire Boulevard. For these receivers, a noise barrier modeled 5 feet inside the ROW in 5 segments to allow for roadway access at a total of 895 feet in length and 20 feet in height would not achieve the minimum feasible reduction of five dB(A) at greater than 50% of impacted, first row receivers or the noise reduction design goal of seven dB(A).). An alternate noise barrier was modeled along the eastern ROW of the railroad from I-35 to 261 feet south, with additional noise barrier segments modeled on the outside of the SUP [shared use path] (in front of R18), and on the inside of the SUP near Crestwood Drive (in front of R15), extending to 5 feet inside the ROW at Airport Boulevard. For this receiver, a noise barrier totaling 1,263 feet in length and 20 feet in height would not achieve the minimum feasible reduction of five dB(A) at greater than 50% of impacted, first row receivers, but would achieve the noise reduction design goal of seven dB(A). Therefore, a barrier at this location is not proposed for incorporation into the project. And that report states, for R16 (located on the St. George's church/school property): Places of Worship R16: This receiver represents an exterior activity area at a place of worship. For this receiver, a noise barrier modeled 5 feet inside the ROW line at 293 feet in length and 20 feet in height would achieve the minimum feasible reduction of five dB(A) at greater than 50% of impacted, first row receivers; however, the barrier would not achieve the noise reduction design goal of seven dB(A). Therefore, a barrier at this location is not proposed for incorporation into the project. Note, regarding St. George's property: the State of Texas seized, through eminent domain, a substantial portion of St. George's property when the current I35 was built decades ago. Therefore, it's only just and logical that TxDOT take that into consideration when evaluating the effect of the Modified Alternative 3 design/construction on today's St. George's, i.e. the need to respect the environmental integrity of the current St. George's church and school – a bustling and thriving community that serves many families, schoolchildren and people experiencing homelessness that benefit from St. George's many programs and services. WWD1 believes that because all of the receptor sites (R15, R16, and R18) above would benefit from noise mitigation according to TxDOT's data, further attempts at noise mitigation should be attempted before TxDOT releases its "final" DEIS. In fact, according to the TxDOT report cited above, all the receptors in WWD1 meet at least one of the criteria for abatement. And the criteria that they do not meet according to TxDOT could be the result of A) modeling errors, B) the fact that not enough different mitigation possibilities (aside from noise walls) were considered, or C) the fact that the right kind/size/placement of noise barrier mitigation was not considered. WWD1 believes that TxDOT by federal law needs to ascertain that all current Federal guidelines to achieve legally acceptable levels of air and noise pollution will be followed in the Interstate-35 Capital Express Central Project, not just for a handful of households where TxDOT has placed "receptor sites", but for the entire affected portions of the neighborhoods, especially all those properties in the Wilshire National Register Historic District (fully within WWD1) that warrants specific consideration relating to Section 106 of National Historic Preservation Act of 1966. (See appendix A, below).	See Comment #69

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
						Additional actions by TxDOT should include: • Consider the noise wall that TxDOT studied/considered but not in an exact configuration that led to it meeting all the criteria necessary. Specifically: from the Traffic Noise Technical Report, I-35 Capital Express Central Project, Travis County, Texas, Austin District, CSJ: 0015-13-388): "An alternate noise barrier ..... modeled along the eastern ROW of the railroad from I-35 to 261 feet south, with additional noise barrier segments modeled on the outside of the SUP [shared use path] (in front of R18..." In other words, we believe that a noise wall with a tighter footprint could meet all criteria: a noise mitigation wall could be spec'ed that only went behind the homes on the west side of Bradwood Rd. The wall would be placed as following: on the east side of the rail tracks as TxDOT did consider: "along the eastern ROW of the railroad from I-35 to 261 feet south, with additional noise barrier segments modeled on the outside of the SUP [shared use path](in front of R18..." Note: at this juncture, we ask for consideration of a noise wall in that area only If such a wall would not infringe on any or our residents' properties, and/or in consultation with any homeowners affected prior to wall design. We believe that it would be possible, based on current TxDOT Modified Alternative 3 schematics, to place a limited-footprint wall, carefully designed to not encroach on back yards on Bradwood Rd, in that area, that would perform some noise mitigation to get closer to the 67dB limit that the federal government calls for. • Other possible sound walls around other receptors that TxDOT in consultation with WWD1 deems appropria	
					Aesthetics	Aesthetic treatment areas (the areas shown as solid white, in the TxDOT schematic for Modified Alternative 3): in addition to doing so for their own sake, i.e. needed aesthetic enhancement and community value, TxDOT could recommend to the City of Austin departments and officials that they work with TxDOT and neighbors, on landscaping elements that could have tangential noise and air pollution mitigating properties, in the "aesthetic treatment" areas. This could include trees and other landscaping elements that create a modest environmental buffer between the highway lanes and the homes in the neighborhood. WWD1 is formally requesting here that the development of the areas under question here, in WWD1, be designed with a plan whereby TxDOT formally institutes design discussions that include representatives from WWD1. TxDOT should include a minimum standard for tree planting between all shared-use paths and frontage road main lanes – a seven-foot planting area would be good, to promote healthy tree growth while maintaining TxDOT's minimum four-foot clear zones. TxDOT could also spec in visual barriers between frontage roads and main lanes, such as the low walls TxDOT has indicated would be design features at its enhanced intersections.	See Comment #597
					Lower Speed Limits	Frontage roads: lower Speed limits to 35 mph. The current Modified Alternative 3 design promotes designs that will encourage higher-speed traffic entering residential areas than currently exists. We concur with the many neighborhood associations, the Austin City Council, and many advocacy groups who have called for lowering the speed limits to 35 mph (or the current speed limit in neighborhood residential streets) on frontage roads	See Comment #395
					Water Quality	TxDOT needs to account for the planned design details re: water runoff from the redesigned and rebuilt I35 to Boggy Creek – the entrance of which is at the corner of Parkwood and Airport Blvd, i.e. in WWD1. WWD1 is an officially recognized partner to the City of Austin Watershed Dept., for Boggy Creek, and in that capacity we have formed the Upper Boggy Creek Micropark Subcommittee. The Upper Boggy Creek WWD1 NA subcommittee, recognized officially by the City of Austin in 2022, is responsible for planning, fundraising, and management of the Upper Boggy Creek park. We request here that TxDOT work with us on the issue of water runoff from I35 into Boggy Creek. We seek to ensure that excessive runoff, or water polluted beyond reasonable standards, is not allowed to runoff unabated into Boggy Creek.	See Comment #125
909	David Kleiman	3/7/2023	MyCapEx Website - Comment Form	cactuskleiman@gmail.com	Do not widen/no build	I do not support the current plan. Any plan that displaces homes or businesses I do not support. You are not helping me from getting to the west side from the east side. HOV lanes are a waste of space. It will be parents with kids who would not be in separate cars anyway.	See Comment #5
910	David Marquardt	2/7/2023	Email	davidm@thesteamteam.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. David Marquardt	See Comment #8
911	David Moody	1/31/2023	MyCapEx Website - Comment Form	dmmoody89@gmail.com	Regional Connectivity	A high-speed rail system between San Antonio would be amazing. An easy way to get between the two cities would definitely make me want to go to Austin more often and I think more people would also go from Austin to San Antonio as well and it would allow both cities' local economies to benefit as a result.	See comment #1
912	David Pedersen	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I live on the Saanich Peninsula in British Columbia but I am concerned about the impacts of your proposed expansion of I-35 on me and my neighbours. Expanding freeways contributes to the climate crisis, which affects every place on Earth. Furthermore, we know from the principle of Induced Demand that expanding freeways does NOT solve congestion. Please reconsider the project and look at using the money to expand public transit instead.	See Comment #5
913	David Plaks	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm a long time Austin resident and I oppose the current plan to expand I-35. This strategy of expansion has been shown time and time again to be a temporary bandaid solution that will be extremely disruptive in the process. I do not believe alternatives have been explored rigorously enough. A novel approach needs to be taken. Stop this disaster before it begins!! David Plaks	See Comment #5
914	David Press	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a native Houstonian, I have seen the negative aspects of expanding highways. The city of Austin opposing an expansion would set a great precedent for the state that cities and communities should prioritize people over cars.	See Comment #5
915	David Ross	2/8/2023	MyCapEx Website - Comment Form	davidperryross@gmail.com	General support	Dear Chairman Bugg and Commissioners: I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
916	David Ross	2/27/2023	MyCapEx Website - Comment Form	ross.davidperry@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
917	David Stern	3/7/2023	MyCapEx Website - Comment Form	david.stern112@gmail.com	Air Quality/Noise	We need greater measurements of air quality during this "environmental" review.	See Comment #34
					Water Quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #125
					Public Transit / Multimodal Transportation	We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle; We should have bus only lanes (god forbid TXDOT actually plan for rail here - that would be truly awesome) - but we need PREFERRED transit options.	See Comment #13
					Bury/tunnel	We should have more caps (bury the freeway in longer segments so we truly create connections between east and west) Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	See Comment #25
918	David Todd	2/21/2023	VOH	dtodd@wt.org	General support	I appreciate TXDOT's efforts to be transparent and collaborative with the general public and neighbors. I'm also pleased to see the bike/ped stitches, shared-use paths, managed lanes, and noise barriers. Those are valuable and important. On the other hand, I am disappointed that the segment of IH-35 between Lady Bird Lake and Ben White is not proposed for capping, and plans include closure of Woodland. I think that this causes divisions in the city, and in our neighborhood. From a general perspective, I also question the premise that adding lanes will provide a sustainable solution to congestion. From what I have read, traffic quickly fills any added capacity. I urge TXDOT to continue to develop tolls or other ways of managing demand.	See Comment #8
919	David Valdez	1/31/2023	MyCapEx Website - Comment Form	Dvaldez_223@live.com	Regional Connectivity	Rail Transit between the two cities would not only benefit overall traffic but also reduce emissions	See comment #1
920	David Valdez	2/22/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Hello, I am an Austin resident who has formerly lived in Houston and DFW. In both of those places, I traveled almost exclusively by car. Traffic was not something I particularly minded, but I did not enjoy that a car was virtually necessary. Compared to Houston and DFW, Austin is a much more livable city without the need for cars - thus, I feel safer and less disturbed by air and noise pollution. I appreciate that I mostly get around in Austin mostly by bike, but occasionally do take a car or a bus. Traffic is not a huge problem for me when I'm on the road; I'm much more appreciative that Austin allows for traveling safely in a more environmentally friendly way. Please reconsider the expansion plan of I-35. I frequent some businesses very close to the highway; the businesses near the highway shouldn't be torn down to make the city more polluted. From my perspective, the "just one more lane" mentality doesn't solve the problems of traffic congestion. Thank you, David David Valdez	See Comment #5
					Public Transit / Multimodal Transportation	Instead, the focus should be on making it possible for people to move within the city more efficiently without cars. Cars have their place, but through the middle of the city is not where we should be prioritizing them. Investments in more mass transit, safer design for pedestrians, cyclists, and wheelchair-users within the city is what the residents need, and is much more scalable than constant expansion of roads for cars.	See Comment #13
921	David W Sullivan	3/7/2023	MyCapEx Website - Comment Form	sully.jumpnet@sbcglobal.net	Air Quality/Noise	Friends - I am very concerned about this project for the following reasons - 1) the EIS should have covered the entire length of IH 35 in Travis County, not only the central city portion;	See Comment #34
					Caps/Deck Plazas	2) I believe TxDOT should pay for putting a "cap" on the depressed lanes, or at least add the cap during construction and allow Austin to pay TxDOT back over time;	See Comment #42
					Business/residential displacement	3) great efforts should be made to not take homes and businesses adjacent to IH35; 4) TxDOT should coordinate with CapMetro/Austin Transit Partnership to find housing for the large number of workers who will be needed over the same time period for IH35 and Project Connect. Thank you for your attention.	See Comment #21
922	David Wenger	3/7/2023	MyCapEx Website - Comment Form	david.wenger@gmail.com	Reroute to 130	Opening up 130 for large trucks will make my way to work or my child's school far safer than the east/west crossing of a larger I35.	See comment #3
					Bury/tunnel	Hello, Thank you for the considerate next plans for I35. For my needs, I believe the updates could be beneficial. However, the logic remains flawed. I am unsure of TXDOT's plan to intertwine the frontage road and rail road tracks at 41st, Wilshire, and so is TXDOT. So, the project needs a lot more funding to be buried under the ground. The frontage road and intersection will not be able to raise or lower the railway, and I don't see a way forward without lowering the road. Fund it more. Thank you.	See Comment #25
923	David Wenske	3/1/2023	MyCapEx Website - Comment Form	novicehackerdavid@gmail.com	Bike/ped safety	The current expansion plans for I35 do not meet the future needs for Austinites. I am visually-impaired and would strongly appreciate stronger public transit and cycling options along this corridor to make commuting safer. I do not want this corridor to only prioritize cars while making cycling and public buses an afterthought.	See Comment #30
					Reroute to 130	I also support making 130 toll-free so it can accommodate more freight traffic around the city. Thank you.	See comment #3
924	David Williams	3/7/2023	Email	info@email.actionnetwork.org	Community alternatives	Mobility35 Program Manager Tommy Abrego, I agree with the need for redesign and improvement, however, I have a few major concerns with the current plans. I generally agree with and support Rethink35's proposal and their comments, however, at minimum I believe we should: * Seriously reconsider the proposed changes to the Wells Branch intersection. This experiment has been run at 685 and Pecan, and it's proven confusing to many people. While this may work at that intersection, that intersection is not on an interstate. * Redesign the highway so that it is no higher and wider than today, including narrowing the right of way to make room for substantial economic development. *Redesign any improvements to minimize Induced Demand, vehicle miles traveled, and the resulting pollution. This would include a robust study of Induced Demand, increased VMT, and a realistic assessment of both current and future pollution and that does not simply assume electric vehicles will solve these issues. David Williams	See Comment #4
					Reroute to 130	* TxDOT should incentivize traffic to use SH130, which was built as a bypass to I-35, but is currently not financially structured to encourage long distance drivers to go around central Austin.	See comment #3
					Water quality	*Redesign water management, including management of stormwater, runoff, and flooding, to ensure that water is filtered and treated before being returned to the Colorado River.	See Comment #125
925	Davida Charney	1/31/2023	Email	dcharney183@gmail.com	Caps/Deck Plazas	Dear Chairman Bugg and Commissioners: Yes I-35 is a crucial roadway not only to Austin but to Texas as a whole. We do need bold and decisive action to transform it. But the current plan leaves much to be desired. The deck plazas, extra-wide bridges and landscaped stitches must not be treated as "enhancements." It is essential to ENSURE their funding as part of the plan. This is the only way to encourage transit and meet the needs of commuters and people who walk and bicycle. Thank you, Davida Charney 512-231-9038	See Comment #42
926	Dawn Cristina Cochran	3/7/2023	MyCapEx Website - Comment Form	cochdd@gvtc.com	Regional Connectivity	To TXDOT: It would be great to have high speed rail from the southern Texas border to the Oklahoma border, but since this is probably not going to happen, we need dedicated bus lanes all the way to Oklahoma and dedicated bus on/off ramps in all major metro areas.	See comment #1
					Air Quality/Noise	We also need to have complete environmental studies whenever and wherever construction is planned to make sure the environmental impact of any TXDOT project is the least harmful to our natural resources and that these studies include concrete recommendations to minimize harm to air quality. I also want study recommendations to be seriously reviewed with a view to following them!	See Comment #34

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
927	Dawn Hammond	3/4/2023	VOH	dawnh86@gmail.com	Do not widen/no build	I strongly oppose the i-35 expansion. I understand that TX-DOT's singular goal is increased traffic volume and that is just a political goal. The citizens of Austin will be dealing with this horrible decision for decades if it is allowed to go through, causing our city to become even more of a car dependent hellscape. This will negatively impact the quality of life of myself and my neighbors. In addition, this will cost the city immensely while gaining nothing in return (we will STILL be responsible for paying to cap the highway). We need to stop snorting car culture and start getting creative if we want to be able to compete with other advanced economies.	See Comment #5
					Latent/Induced Demand	As a homeowner near the proposed expansion, this would cause more traffic (over decades of watching highway expansion in other states and in Houston, we have learned that highway expansion does not provide long term solutions to traffic congestion).	See Comment #18
					East/west connectivity	This causes increased disconnection between parts of the city and will decrease the ability of users that choose to get around without cars to get around.	See Comment #20
					Business/residential displacement	It will also displace over 100 residents, including a newly created affordable housing complex. This is pretty disgusting.	See Comment #21
928	Dawn Hammond	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose the i-35 expansion as a homeowner right next to 35 and as a user that frequently chooses to get around by walking or bicycling. This worsens the ability of the city to be connected to other parts of the city. More lanes of highway also cause huge problems for those without cars to get around. This would have a directly NEGATIVE impact on my quality of life and those of the people around me. Dawn Hammond	See Comment #5
					Latent/Induced Demand	In addition, this does NOTHING to solve the proposed problem of traffic since all it will do is cause Induced Demand. It might solve traffic congestion for a year, but soon it will come back but this time with an even large increase on car dependence in a CITY. Please don't make Austin into a Katy, TX. Enough of this garbage.	See Comment #18
929	Deaglan Hendershot	1/30/2023	MyCapEx Website - Comment Form	dhendershot11@hotmail.com	Regional connectivity	I would like to recommend to convert I-35 from US 183 to SH 71 to Business I-35, a lane street with a light rail in the median. In revewing recent projects such as the Katy Frwy corridor, I would like to look at reducing that freeway corridor to a limit of 10 mainlanes and four frontage lanes total, making space for a parallel railroad corridor on that. On the I-35, rebuilding into Business 35 would allow for a light rail corridor that would be a better alternative to the proposed line. The main goal I would like to have is to reroute through traffic onto 183 for the tolled option or the MoPac for non-toll travel. Making improvements such as 2 lane direct connectors at the interchanges will help out as well. The main thing is to get through traffic away from downtown and there is a possible non toll option. In addition, I would like to see US 290 freeway from I-35 to US 183 removed, and extending RM 2222 as a four lane street as well. I am looking at this idea from an active project in Syracuse rerouting I-81 to I-481 and replacing the old I-81 with Business I-81.	See comment #1
930	Deaglan Hendershot	3/4/2023	Email	dhendershot11@hotmail.com	Community alternatives	Dear TxDOT I would like to propose for I-35 to go over Cesar Chavez have Cesar Chavez trenched below, leading to an underpass below the Red Line. In a proposal to potentially revive the Houston-Austin passenger rail study, I have came up an idea of a Seaholm connector from the Cap Metro Red/Green line to the Austin Amtrak station which will be elevated over Cesar Chavez. With the freeway going under the Red Line and Cesar Chavez going under the freeway, a rail connector will be the top level, with it elevating enough to clear Cesar Chavez at 16 ft vertical clearance will use the I-35 SB frontage to avoid heavy development in Downtown Austin. Here is a reference to my proposed HOUATX line. It will impact METRONext and Project Connect projects and will impact I-35 and the Katy Freeway as well. Proposed Amtrak Texas Plan https://goo.gl/maps/SmwCmeKQovaeaA549	See Comment #4
931	Dean Elazab	3/6/2023	Email	nfo@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Hello, I am writing to you today to express my opposition to I-35 expansion. Empirical evidence suggests that adding more lanes to highways only attracts more cars and leads to more congestion. This increased use leads to more air and noise pollution, creates heat islands (in an already hot enough city), and has adverse health impacts in the community. These issues should be top of mind for TXDOT planners. Yet, road expansion is the only solution that has been proposed despite proven failures across the state. Thank you, Dean Dean Elazab	See Comment #5
					Multimodal Transportation	As an Austin resident, I don't want to travel around town on crowded, congested highways. We need investment in other forms of transportation such as public buses, trains, biking paths, or sidewalks, all of which reduce our carbon footprints, pollution, and congestion. While these projects are long term, capital intensive, and necessitate a transformation of our infrastructure, these circumstances are not much different from the proposed expansion. I implore you to invest in a reimagined future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied and invested in.	See Comment #20
932	Dean Palm	3/7/2023	Email	info@sg.actionnetwork.org	Public Transit / Multimodal Transportation	Mr TxDOT TxDOT, Hello, Please consider an alternative vision for safe, pleasant, walkable, and bikeable streets. Adding any more lanes to I-35 won't solve the mess of infrastructure issues already present with I-35 downtown. TxDOT has a chance to introduce people-friendly spaces. Please don't continue to contribute anymore to the already apparent vehicular domination present all over the city. We don't want more cars on I-35, we need fewer cars and more options for transport around the city. Thank you for your time. Dean Palm	See Comment #13
933	Deanna DeVore	1/31/2023	Email	deannalinkdevore@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
934	Deanna Hartsook	3/5/2023	VOH	dmhartsook@gmail.com	Do not widen/no build	I do not support expanding the number of lanes for I35.	See Comment #5
					Latent/Induced Demand	Expanding lanes often encourages more people to drive, thus once again causing traffic.	See Comment #18
					Climate change	Climate change is creating a crisis that will cause increasingly harsh damage to our communities. We must reduce emissions, which means fewer cars on the road.	See Comment #51
					Bike/ped safety	I do however strongly support improving the connections between east and west Austin and adding safe routes for alternative transportation (walking, biking, public transit).	See Comment #30
					Public Transit / Multimodal Transportation	As the city expands we need to prioritize alternative forms of transportation so people can move about efficiently with minimal driving.	See Comment #13
935	Deaton Bedna	2/16/2023	MyCapEx Website - Comment Form	deatonbednar@gmail.com	Do not widen/no build	This "Modified Alternative 3" takes 42 acres in central Austin displacing businesses and homes. What about the need for housing closer to jobs in central Austin to decrease traffic? If people can live closer to their work place, maybe they won't need a car. $4.5 Million dollars with ten-years of construction. By the time this is completed, there will be other issues and more traffic, not less. What about the large highway roads built over the years that circle the city? Why not use methods to divert traffic to SH45, SH 130, SH290, SH71, SH360, SH183? These loop around the city and can carry many more vehicles without any improvements or additional lanes. Austin deserves to continue to be a fast growing, economically successful city. Please don't bring more vehicles into the city. Have them loop around and then take a shorter route into the city. If the vehicles are heading to Canada or Mexico, there is no need for them to come through Austin. Finally, East and West Austin need to be connected communities. With this plan, there is even more to divide these businesses and communities. Build for the people, not to just move traffic. Stop and think....how to ease the frustration of congestion while improving the quality of life for Texans living in Austin and surrounds. A good flow of traffic is needed. Modified Alternative 3 doesn't seem to the answer.	See Comment #5
					Latent/Induced Demand	I live one mile from IH 35 in the city of Austin at 41st. I am dismayed by the plans of TxDOT to address the traffic issues in the city on IH35 by building more road lanes. There are many studies by social scientists with data that shows building more roads increases traffic by creating Induced Demand. This is not a solution to have less traffic on roads. (Ex: Mathew Turn, Brown University) The fact that building more roads increases traffic was indicated in the 1960s and confirmed by studies today. TxDOT, why are you using old thinking instead of the newer ideas that will effectively move traffic in the central Texas area.	See Comment #18
936	Debbie Lopez	2/13/2023	Email	DLopez@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
937	Deborah Arronge	3/7/2023	MyCapEx Website - Comment Form	Darronge@gmail.com	Air Quality/Noise	Expanding i35 will mean more 24 hour a day traffic noise and worse air quality. There are so many children in this neighborhood that play outside. Please come up with an alternative that considers the people who actually live here.	See Comment #34
938	Deborah Hornickel	1/30/2023	Email	debhornickel@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Deborah Hornickel	See Comment #8
939	Deborah Ledyard	3/7/2023	MyCapEx Website - Comment Form	Ledyard@yahoo.com	Do not widen/no build	While I-35 congestion is problematic, the idea of expansion is not a useful solution. I do NOT support the current plan. Historically, everywhere highways are expanded, it worsens the traffic situations. This makes no sense to me.	See Comment #5
					Bury/tunnel	The one plan suggested a while back which had tunneling was interesting. To me, it recalled how the Dallas tunnel project created an amazing public park for people and connected parts of the city which were previously disjointed.	See Comment #25
					Reroute to 130	We need to be rerouting thru traffic around the city - expansion does nothing to encourage that option to travelers and transportation trucks.	See comment #3
					Multimodal Transportation	We also need to rethink what it means to fund transportation with emphasis on efficient mass transit system which seamlessly includes light rail and trolleys, bike and pedestrian lanes and devoted boulevards, and taxis, ride share, uber/lyft & busses. Reject the idea that well we can only use money for more roads when we know more roads don't help.	See Comment #20
940	Deborah Matzner	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Ridgetop, very near I-35, and have young children who live and go to school near this already way too big and busy highway. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air, noise, and water pollution, safety, and transportation. 10 years of construction will also pollute our air and sicken our children. I am FOR a boulevard going through town with a public transit-first project. I am FOR public spaces, parks, and walkways that knit together the neighborhoods that have been separated by I-35. PLEASE NO BIG, Expanded I-35. Please use evidence-based best practices for uban design and transportation. It's 2023. Please don't put cars before people. Best, Deborah Matzner Deborah Matzner	See Comment #5
941	Debra Squirews	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello. As a resident of central Austin, I oppose the expansion of I-35. For the past 16 years I have lived within 5 blocks of 35 on the east side near 38 1/2 St. I believe that expanding 35 through my area of town will be detrimental to communities without achieving the goal of easing traffic congestion. I can't imagine living through several years of road closures and construction just so I can listen to the noise of MORE cars passing by on the highway for the rest of my life. Debra Squirews	See Comment #5
					Public Transit / Multimodal Transportation	Every time a vote supporting the building of more rail lines comes up, I vote for it. People in Austin don't use public transportation because it isn't useful, but I believe that if you build it, they will come. My high-school aged son needs to ride the city bus home from school, but it takes 1 hour and 2 transfers. I would so rather him be able to ride a safe, convenient bus than have to drive in traffic or expect him to drive in traffic across town, but our city does not support this. Instead, we discoura ge people from using public transportation by supporting projects like the 35 expansion that will provide short-term relief to long-term problems. Please fund public transportation instead.	See Comment #13

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
942	Deidre Worth	3/6/2023	Email	info@sg.actionnetwork.org	Bike/ped safety	Mr TxDOT TxDOT, Expansion of I-35 will make walking to my office in downtown impossible. Austin needs to become more walkable. Expanding I-35 is not a long term solution to traffic. Please create more light rail for the community to use. Deidre Worth	See Comment #30
943	Delaney B	1/6/2023	MyCapEx Website - Comment Form	delaney.bannister@storybuilt.com	Caps/Deck Plazas	Severing Central/East Austin with I-35 was a mistake. Everyone Austin resident knows this. It would be unconscionable to cut a trough deeper, wider, noisier, etc. without some sort of "cap." If the only options are to keep I-35 where it is, the only choice that would make Austin a better place - and not another Texan concrete-rivered monstrosity - is the option where the highway is capped. Cap I-35.	See Comment #42
944	Delaney Burkhard	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I exposed the expansion of 1-35. OPPOSE expansion. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Community Alternatives	I am FOR...The the rethink35 proposal.	See Comment #4
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air Quality/Noise	Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
945	Denis Thompson	3/7/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	The HOV lanes are a joke and you road designers know it. You know no one changes their behavior because of the existence of those lanes. No one will decide to add an extra person to their trip to be allowed to use those lanes. You could take out the HOV lanes and make the whole project less wide. Make a boulevard with transit, not the thing you proposed at your public hearing.	See Comment #13
					Bike/ped safety	Mobility35 Program Manager Tommy Abrego, Do not widen I-35 in Austin. I looked at your proposed design. It is too much for cars cars cars and not enough for transit, bicycles, etc. It is just more car worship instead of something exciting and positive for Austin.	See Comment #30
946	Denise Kleinman	3/7/2023	Email	ddkaustin@gmail.com	Air Quality/Noise	TXDOT: As a resident of this state, I am appalled that the I-35 Environmental Impact Statement does not include an air pollution analysis. Transportation accounts for 36% of Austin's carbon emissions and we are encouraging additional vehicles by expanding the highway?! Your argument that the expansion will reduce congestion and therefore emissions due to improved traffic flow is bunk. Let's be honest and admit the science. Decades of research have shown that adding lanes may temporarily relieve congestion, but it is not a long-term solution. With the rate this MSA is growing, it will barely make a dent. Not to mention that up to 100 schools and businesses will be affected. Didn't we do a bad enough job segregating Austin when this highway was built in 1962? We should be using the Biden Infrastructure funds to reclaim this highway for civil rights reasons, rather than increasing the problem. I attended an Expert Panel today to better understand the health impacts of this expansion. Here is what I learned: Kids are more susceptible to air pollution because they breathe more rapidly and therefore inhale more pollutants. Their organ systems are also still developing, making them more vulnerable to diseases and adverse health impacts. Diesel emissions, in particular, are linked to increased risk of asthma and other adverse health effects of the lungs. Diesel engines also emit 50X the amount of pollutants than cars. Do we really want to poison our kids by the air they breathe when they are playing at recess? This is the future we want to build for them? Why aren't THESE facts outlined in your report? Sincerely, Denise Kleinman	See Comment #34
					Reroute to 130	As a matter of equity, I insist that TXDOT route all diesel trucks through 130 around the city to avoid this added air pollution. As part of your responsibility for mitigation, the state must also pay for the capping so there can be green spaces to plant trees. Do not make this the city's responsibility. That is completely unfair when you are spending billions of dollars on this project.	See Comment #3
					Air Quality/Noise	I am appalled that the current environmental impact statement barely, if at all, addresses the effects of air pollution on public health. Where is the air pollution analysis? Just because you don't have to abide by federal environmental review due to your MOU with the feds does not mean it should be omit key components. Let's look at the science of these impacts so we know what we're setting our kids up for with their future health. I just watched an expert UT panel discussing this exact issue, and here's what I learned: Kids are more susceptible to health impacts from air pollution because they breathe more rapidly, therefore they inhale more of the fumes and pollutants. Their organ systems are still developing, therefore the health impacts can be more devastating. Diesel, in particular, is associated with increased risks of asthma and adverse health effects. Austin's air quality is based on only 2 monitoring stations and does not give a clear and accurate picture of pollutant levels, particularly directly adjacent to the highway. Diesel engines produce 50x the amount of pollutants than cars. There are decades of research showing that highway expansion DOES NOT FIX CONGESTION. As a resident of this state, I demand a more plain-view summary of the environmental impacts - not a 900 page document shrouded in bureacracy-speak that average citizens can't understand. TxDot also MUST REROUTE _ Clinical EFT Tapping Coach	See Comment #34
947	Denna Sweeney	1/30/2023	Email	DSweeney@embstats.com	General support	Dear Chairman Bugg and Commissioners: I-35 through Austin has become extremely congested. My family avoids using it as much as possible which means we choose to frequent businesses and restaurants in places where we can avoid using I-35. It absolutely must be addressed and fixed by the state of Texas. It is long overdue and will only continue to get more congested. I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Denna Sweeney	See Comment #8
948	Derek Behrens	3/6/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, We need more public transportation and less car dependency. Don't plague downtown areas with cars. Derek Behrens	See Comment #13
949	Derek Brozowski	1/20/2023	MyCapEx Website - Comment Form	derek.brozowski@gmail.com	Regional Connectivity	Highway expansion is a never ending boondoggle. More lanes just means more cars on the road. SPEND MONEY ON RAIL. Our state and country's lack of passenger rail service is laughable.	See comment #1
950	Derek Epp	2/11/2023	MyCapEx Website - Comment Form	epp.derek@gmail.com	Do not widen/no build	I-35 has done profound and lasting damage to the city of Austin. Consequently, the range of alternatives being discussed in conjunction with the Capital Express remodel are far too narrow. Who decided these were the options on the table? Were these decisions made at the state or federal level? Were the parties involved elected by the people of Austin? In any case, they got it wrong. The only truly successful remodel would wholly relocate the highway outside of the city. Barring that, it should be sunk into a tunnel so that thruways cover the majority of it's length through central Austin. Opportunities to correct a policy mistake don't come around often and should be fully embraced. Not wasted with half measures.	See Comment #5
951	Derek McGee	2/7/2023	Email	derek_mcgee@icloud.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
952	Derek Nesmtih	2/10/2023	MyCapEx Website - Comment Form	dereknesmith@gmail.com	General support	I'm writing to voice my support for the proposed I-35 expansion project. I-35 is dated and inadequate to the needs of a growing Austin and central Texas region. Every delay in this project has a real human cost in lost time, and economic value foregone, that far outweighs any of the modest trade-offs faced by the small number of businesses and inidividuals being displaced. NIMBYs and career activists have held up this important work for too long. The idea that replacing 35 will have a significant environmental impact is absurd. It's time to build.	See Comment #8
953	Derek Starzynski	2/7/2023	Email	dstarzynski@austinchamber.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Derek Starzynski	See Comment #8
954	Deron Lozano	3/7/2023	Email	Deron.Lozano@atptx.org	Cooperating and Participating Agency	Email Copy: I-35 Capital Express Central Project Team, On behalf of Austin Transit Partnership, please find the attached letter documenting our agency's formal comments on the TxDOT DEIS dated December 2022. We appreciate the opportunity to comment and look forward to our continued coordination as ATP works with our partners to advance the light rail program. Feel free to direct any follow up inquiries to Lindsay Wood, EVP, Engineering and Construction at Lindsay.Wood@atptx.org or (512) 571-9842. Thank you. The complete PDF is located in the public hearing summary: • The Project Connect Light Rail Project DEIS will document cumulative impacts of the I-35 Central Project. • ATP requests that TxDOT continue to engage ATP in design coordination and reviews and notify ATP of any changes in TxDOT point-of-contact information to facilitate communications between these two projects.	TxDOT has also held several cross-agency meetings including team members from the City of Austin, CapMetro and Project Connect to ensure the Capital Express Central project aligns with other transportation project goals for the City of Austin. TxDOT supports a multimodal transportation system and will continue to collect public feedback and host cross-agency meetings.
955	Desmond Thomas	1/6/2023	MyCapEx Website - Comment Form	D.Ishmael.thomas@gmail.com	Public Transit / Multimodal Transportation	Studies show that adding lanes on highways actually increases traffic. Doing something like this would encourage user behavior of taking cars. Please instead invest in better public transportation across the city that people actually want to take.	See Comment #13
956	Devanshi Mathur	3/3/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am a resident of Austin, and I wanted to write about my opposition to TxDOT's Plans for I-35 and its expansion. Adding more lanes will not solve the issue of congestion, rather investment in our public transportation will solve congestion and more. Putting these resources into our public transportation will help the environment, increase safety on the roads, make transportation more accessible, and much more. Expanding the lanes will do nothing to help the city, will only increase environmental harm, and not solve the issue that it is trying to address. Thank you for your time, Devanshi Mathur Devanshi Mathur	See Comment #5
957	Deven Wilson	2/24/2023	VOH	devenwilson@me.com	Do not widen/no build	Flattening our Captial into a freeway only turns our state into a drive-through for the rest of the world to abuse.	See Comment #5
					Regional connectivity	Texas deserves the freedom to choose how they move around our great state. Widening 35 will only be a temporary solution, permanently burning away money we could better allocate to strengthening our rights to be independent in moving about Texas	See comment #1
					Public Transit / Multimodal Transportation	We should be the leaders in this country of mobility freedom by offering rail and buses on top of automotive choices.	See Comment #13
					Community engagement	If the majority of traffic on 35 is local and the locals want something else, listen to them. We don't want this.	See Comment #320
958	Devia Joshi	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans to expand I-35. TxDOT's plan is misguided, ignoring the principle of Induced Demand, increased air pollution, and the failure of almost all other similar highway expansions. Devia Joshi	See Comment #5
					Public Transit / Multimodal Transportation	INSTEAD, we NEED a public transportation-first project, as that is the most cost effective and efficient way to move a large and growing number of people. Further, converting I-35 into a boulevard would increase capital in the area by allowing more people close access to shops, while providing multiple efficient modes of transportation. PLEASE LISTEN TO THE PEOPLE AND DON'T EXAPND I-35!!	See Comment #13

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
959	Devon Athans	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I've been going to the Whip In for 30 years. I've made countless friends there with regulars and staff, and meetup with a group there at least once a week. Now it's on the chopping block. The only other place in town that would qualify as a public house is draughthouse, which is much further than my wife's and I 20 minute walk to Whip In. As I sit at the Whip In, I have a clear view of 35 nearing Riverside. It flows quite well outside of rush hour, and special events such as F1 and UT home games. I can make it up to Palmer in 25 minutes most days, easy. Trips back are usually closer to 35 minutes. And you all are well aware that it won't fix congestion, which isn't the point of expanding a highway, but increase capacity... with the same levels of congestion. Thus encouraging even more people to spew some C02 so they can go to Pottery Barn. More traffic will flow in from the suburbs, keeping people like me (local trips are, as I know you are aware, the vast majority of 35's traffic in the Austin metro) from leaving the house. Devon Athans	See Comment #5
					Public Transit / Multimodal Transportation	I wish TXDOT was interested in trains. It would be glorious to be able to hop a train to Dallas and visit friends and family. Alas, 35 is always under construction, so I only go every other year, and dread it at that. So I'm beyond upset that you are going to tear up the highway in town, likely for 20 years (I'm old enough to remember the upper deck fiasco).	See Comment #13
					Caps/Deck Plazas	Instead of this boondoggle, just leave it be. And, if you just want to throw around money that you have to waste, cap 35 from MLK to the river. Our cities should be for people. Not cars.	See Comment #42
960	Devona Carpenter	2/23/2023	Email	devojojo@icloud.com	East/West Connectivity	East Austin has been fighting for their rights since redlining. A larger freeway is not worth displacing so many people. Thank you Devo carpenter	See Comment #20
961	Dewitt Peart	2/7/2023	Email	dpeart@downtownaustin.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
962	Dewitt Peart	3/7/2023	Email	dpeart@downtownaustin.com	Community alternatives	The complete PDF is located in the public hearing summary, appendix F: Email copy: March 7, 2023 I-35 Capital Express Central Project Attn: Project Team 7901 N. I-35, Austin, TX 78753 Re: I-35 Capital Express Central Project—Downtown Austin Alliance Comments—Draft Environmental Impact Statement (DEIS) and Preferred Build Alternative (Modified #3) As the managing entity for the Austin Downtown Public Improvement District, formed in 1993, the Downtown Austin Alliance leads and participates in programs and initiatives that create, preserve and enhance the vibe, vitality and value of downtown Austin for everyone. We represent over 900 property owners, and our downtown supports over 96,000 employees, 16,000 residents, 700 businesses. This letter and attachment are our formal comments on the Draft Environmental Impact Statement, published January 5, 2023. We request early and continuous communication on all construction-related matters, and a clear regional strategy for managing construction sequencing and preventing traffic delays during peak travel times as both the I-35 and Project Connect efforts move forward. We ask that the disruption during construction (or tunneling) to utilities and nearby downtown businesses is minimal and that there is strong communication with and support for local businesses during construction. We fully support the Capital Express Central Project moving forward. The Downtown Austin Alliance has been working collaboratively with TxDOT, City staff and community stakeholders for 10+ years to ensure that the $4.9B investment results in lasting generational improvements for Austin. Modified Build Alternative 3 achieves many positive benefits for downtown. It environmentally clears the removal of the upper deck east/west barrier, lowers the main lanes from Airport Boulevard to Lady Bird Lake, and accommodates caps and stitches as envisioned in our 2020 Urban Land Institute Advisory Services report. Everyday mobility for those who walk/bike/roll, ride transit, carpool, and serve as first responders will improve with the addition of two HOV lanes in each direction and 16 enhanced east-west crossings. We support the boulevard-style section between Cesar Chavez and Dean Keeton Street and the shared-use pathways that will enhance access to future deck plazas. Since the boulevard frontage roads will become the new front door to the downtown, they should be tree-lined, welcoming, and well-integrated as active parts of the urban fabric. The frontage road will become home tooutdoor activities like dining and retail, so it should accommodate plantings, art and people-friendly amenities that animate the public realm with visual and social interest. This new, urban-style boulevard has the potential to become a pedestrian-friendly green spine that enhances regional transit connectivity to the Downtown Station at 4th Street, in addition to future light rail to/ from Austin Bergstrom International Airport. The boulevard should dovetail thoughtfully with emerging transit-oriented developments. Just one of many nearby examples is HealthSouth, which will add significant housing to the downtown (921 units overall, 232	See Comment #4
963	Deyanira Rodriguez	3/7/2023	Email	deyanira.rodriguez@live.com	Air Quality/Noise	Mobility35 Program Manager Tommy Abrego, The purpose of this message is to express my concerns for the proposed plan of widening the I-35 highway through Austin. Primarily, my hope is that if the project is to be approved, TxDOT well and truly commits itself to minimizing the environmental impacts associated with the construction of this project	See Comment #34
					Bike/ped safety	as well as ensuring that the proposed shared use paths are safe and inviting and not merely an after thought. Above all, it's TxDOT's responsibility to fully serve the communities that this proposal may affect and leave the space the highway occupies better than it was beforehand.	See Comment #30
964	Dez S	3/7/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, I oppose the expansion of I-35 and support the Rethink35 proposal. Expanding I-35 would be years of negative environmental and travel impact with very short-term payoff, not actually fixing any congestion issues. Dez S	See Comment #4
965	Diana Austin	2/7/2023	Email	daustin@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Diana Austin Diana Austin Residential Escrow Officer Heritage Title Company of Austin, Inc. p: (512) 505-5083 daustin@heritage-title.com200 W 6th Street | Suite 1600 Austin, TX 78701 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
966	Diana Briggs	3/7/2023	VOH	dianampicq@gmail.com	East/West Connectivity	I oppose expanding I-35. East-west crossings should be at least every 1/4 mile. All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users. Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes.	See Comment #20
					Bike/ped safety	I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets. My family and i would consider moving from austin if this is the future of our city. Are you all really serious? 20 lanes??? how is that going to help? It's going to look like LA. i might as well move there since they have a beach. Who actually made this decision? Please reconsider and use your brain. the money won't last you very long	See Comment #30
967	Diana Davison	3/7/2023	Email	diana5k@yahoo.com	Wilshire	As a 30+ year resident of Wilshire Woods, I am asking for TXDOT to alleviate traffic for the proposed 41st Street extension to Wilshire Blvd that would increase traffic significantly as a cut-through to Airport Blvd in our 100% residential neighborhood. This neighborhood was once the area where people lived who owned businesses important in the growth of Austin. It should be maintained and designated as an historical district > > The proposed 41st Street to Wilshire Blvd connection would be extremely disruptive and would only divide our Historic neighborhood. The certain dramatic increase in daily traffic will discourage parents from walking their children from their houses to our elementary school, park and churches. And needlessly so, as there are existing arterials 3 blocks in either direction - 38 1/2 Street and Airport Blvd - that currently handle much higher traffic levels and could accept more traffic with much less impact and change of use than carving up our neighborhood boulevard. > > If it's deemed absolutely necessary for the 41st Street and Wilshire Blvd connection, then it's imperative to preserve our neighborhood's unity and safety that a longhorn be installed at that intersection that would require a left-hand turn to route people directly to Airport Blvd. > > Thank you, Diana Davison	See Comment #9
968	Diana McLennan	1/27/2023	Email	themoralesstore@hotmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
969	Diana Molina	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I strongly oppose the I-35 highway expansion!! It will be an irresponsible use of public funds to benefit very few for a temporary period. Meanwhile the displacement and further severing of our city, such as with the proposed closing of the Woodland ave pass, will further divide communities. It will not ease traffic as has been proven in other highway expansion projects time and again. I want Austin to use evidence based approaches to traffic and transportation management and highway expansions are NOT IT! Diana Molina	See Comment #5
970	Diane Shelton	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I support better traffic planning, and helping get people through town faster. But I haven't seen any research that shows widening I35 would accomplish this. What other options are there? Thank you for your time, Diane Shelton Diane Shelton	See Comment #5
					Reroute to 130	Alternate routes, I30 for example, or sinking the whole thing to create greenspace above. A big freeway with tons of traffic will decrease property values all over Austin and do nothing for traffice.	See comment #3
971	Dick Hatch	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am writing to express my concerns about the proposed expansion of I-35 and advocate for better transportation options in our community. While I understand the need to address congestion and improve mobility, I believe that expanding the highway is not the best solution and could have negative impacts on our community and the environment. Studies have shown that investing in public transportation can reduce traffic congestion, lower greenhouse gas emissions, and create jobs. Furthermore, public transit provides affordable and accessible transportation for low-income individuals and those without access to a car. Biking and walking also provide affordable and sustainable transportation options that promote health and well-being. Dick Hatch	See Comment #5
					Multimodal Transportation	I strongly believe that we should prioritize alternative transportation options, such as public transit, biking, and walking, to reduce congestion, promote sustainability, and improve access to transportation for all members of our community. Investing in these options will not only benefit our community's mobility, but also our local economy and the environment.	See Comment #20
					Bike/ped safety	Therefore, I urge you to reconsider the proposed expansion of I-35 and instead invest in better public transportation, biking, and walking options. By doing so, we can improve our community's mobility, promote sustainability, and create a more equitable and accessible transportation system.	See Comment #30

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
972	Dick Kallerman	2/23/2023	Email	cedartex@aol.com	Do not widen/no build	Austin Sierra Club Position Regarding the I-35 Capital Express Central Project The National Environmental Policy Act requires that the planning for each project rigorously explore and objectively evaluate all reasonable alternatives. This section is the heart of the environmental impact statement. For I-35, TxDOT has offered three alternatives: two peas in a pod and "no action". Basically TxDOT has offered no alternatives beyond their project of choice. The core challenge is how to move people and vehicles north and south through Central Austin. TxDOT has chosen their sole antidote to congestion: Add Road Lanes. There may be an instance where adding lanes has solved a problem, but no-one has a ready example. On the other hand, failed attempts are legion. Houston's Katy Freeway is famous. Add space on a highway and induced traffic will fill it. There is little doubt that four more lanes added to I-35 will result in more congestion, not to mention the impact of eight years of construction over eight miles from U.S. Hwy. 290 East to Ben White. What do we have? Starting from the east: SH-130 (Connected to San Marcos at TX-21) TX-973 (Now adding four lanes) US-183 (Recent $800 million addition and connected to San Marco at TX-21) Springdale Road Metro Rapid lines 801 and 803 North and South Lamar Loop 1 (MoPac) – Four lanes to be added to South Loop 1 TX-620 What's coming? Light Rail Orange line (20 miles from Slaughter Lane to Tech Ridge) Pleasant Valley Metro Rapid line (12 miles from Goodnight Ranch Park to Mueller) Potential. Commuter Rail on the Union Pacific freight tracks. (Once planned from San Antonio to Georgetown) New undiscovered options The Austin Sierra Club proposes TxDOT, along [illegible]	See Comment #5
					Community Alternatives	There is an obvious alternative. For a century or more Greater Austin has added facilities for movement north and south. All of them — except Congress Avenue, which has become a local arterial — are in use today for getting through the city. Two more north-south routes are planned for the future. If TxDOT chose to study what we have and have planned they would find that there is a serious alternative for moving people north and south in Greater Austin.	See Comment #4
973	Dick Kallerman	3/3/2023	Email	cedartex@aol.com	Do not widen/no build	Austin Sierra Club Position Regarding the I-35 Capital Express Central Project The National Environmental Policy Act requires that the planning for each project rigorously explore and objectively evaluate all reasonable alternatives. This section is the heart of the environmental impact statement. For I-35, TxDOT has offered three alternatives: two peas in a pod and "no action". Basically TxDOT has offered no alternatives beyond their project of choice. The core challenge is how to move people and vehicles north and south through Central Austin. TxDOT has chosen their sole antidote to congestion: Add Road Lanes. There may be an instance where adding lanes has solved a problem, but no-one has a ready example. On the other hand, failed attempts are legion. Houston's Katy Freeway is famous. Add space on a highway and induced traffic will fill it. There is little doubt that four more lanes added to I-35 will result in more congestion, not to mention the impact of eight years of construction over eight miles from U.S. Hwy. 290 East to Ben White. What do we have? Starting from the east: SH-130 (Connected to San Marcos at TX-21) TX-973 (Now adding four lanes) US-183 (Recent $800 million addition and connected to San Marco at TX-21) Springdale Road Metro Rapid lines 801 and 803 North and South Lamar Loop 1 (MoPac) – Four lanes to be added to South Loop 1 TX-620 What's coming? Light Rail Orange line (20 miles from Slaughter Lane to Tech Ridge) Pleasant Valley Metro Rapid line (12 miles from Goodnight Ranch Park to Mueller) Potential. Commuter Rail on the Union Pacific freight tracks. (Once planned from San Antonio to Georgetown) New undiscovered options The Austin Sierra Club proposes TxDOT, along [illegible]	See Comment #5
					Community Alternatives	There is an obvious alternative. For a century or more Greater Austin has added facilities for movement north and south. All of them — except Congress Avenue, which has become a local arterial — are in use today for getting through the city. Two more north-south routes are planned for the future. If TxDOT chose to study what we have and have planned they would find that there is a serious alternative for moving people north and south in Greater Austin.	See Comment #4
974	Diego De Alba	1/31/2023	MyCapEx Website - Comment Form	diegogazervol1@gmail.com	General support	I prefer this way more than what Elon Musk wanted in San Antonio	See Comment #8
975	Diego Valadez	1/12/2023	Email	dvaladez@austinchamber.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.Best, Diego Valadez	See Comment #8
976	dillan knudson	1/12/2023	Email	dillan.knudson@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.Sent from my iPhone	See Comment #8
977	Dimitri Koumbis	3/6/2023	VOH	mrfurley@hotmail.com	Do not widen/no build	I am against the expansion of 1-35 in any form.	See Comment #5
					Latent/Induced Demand	I believe this will cause nothing but further congestion, accidents and pollution to a city that is already busting at the seams.	See Comment #18
					Reroute to 130	Re-route non-local traffic to 183 or SH-130 and save our city.	See comment #3
978	Dipta Mitra Joy	2/9/2023	MyCapEx Website - Comment Form	djoy@schnabel-eng.com	General information request	Good Morning, Hope you all are doing well. Just checking in to see if there is a link for the virtual public hearing for the I 35 CapEx project. Thanks, Dipta	General information request - information was provided to stakeholder
979	Dizzy Cowabunga	3/7/2023	Email	soheil@toke.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Highway expansions DON'T work. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Community Alternatives	I am FOR...The Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project.	See Comment #4
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
980	Dominic Armstrong	1/31/2023	MyCapEx Website - Comment Form	domarmstrong@gmail.com	Regional Connectivity	Please build high-speed rail in between Austin and San Antonio. Thanks!	See comment #1
981	Dominic Padilla	1/12/2023	Email	dominicp@whiteconst.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Dominic Padilla, LEED AP Vice President of Relationship Management	See Comment #8
982	Dominic Padilla	2/7/2023	Email	dominicp@whiteconst.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Dominic Padilla, LEED AP Vice President of Relationship Management	See Comment #8
983	Dominic Padilla	3/7/2023	Email	dominicp@whiteconst.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
984	Don Dodge	1/9/2023	MyCapEx Website - Comment Form	dondjr@gmail.com	General information request	How to watch?	General information request - information was provided to stakeholder
985	Don Reese	2/7/2023	Email	dreese@riversideresources.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
986	Don Singer	3/5/2023	Email	don_singer@att.net	Business/residential displacement	Access to northbound I-35 traffic should be preserved, at least some, between Riverside and 8th street. Thousands of new residents and visitors will occupy housing (condos, apartments, hotel rooms), especially south of Cesar Chavez. Also, the businesses between Cesar Chavez and 8th street would be severely affected as these access roads are eliminated. Those thousands of us who live south of Cesar Chavez and in the Rainey Street area are very concerned about this. Those of us who have medical treatments in the 12th-19th street areas may have to detour an unreasonable amount to reach our appointments. Keep those accesses to northbound I-35 open.	See Comment #21
987	Donald Mason	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I am writing to express my opposition to the expansion of I-35 here in Austin, TX. I want to see more public transit and urban density so that automotive travel can be minimized, not expanded.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Air Quality/Noise	Expansion of the highway has a negative impact on air, water, and noise pollution.	See Comment #34
					Bike/ped safety	We need a walkable and bike friendly city, not a larger automotive death trap.	See Comment #30
988	Donna Byerlotzer	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Expanding I35 to more lanes through the center of town is madness. Donna Byerlotzer	See Comment #5
					Business/residential displacement	I oppose this project for its destruction of neighborhoods, displacement of homes and businesses, and environmental degradation.	See Comment #21
989	Donna Day	1/12/2023	Email	Donna.Day@sunflowerbank.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Donna Day Austin Market President PLEASE NOTE: The information contained in this e-mail message, including attachments, may contain privileged or confidential information that is intended to be delivered only to the person identified above. If you are not the intended recipient, or the person responsible for delivering this message to the intended recipient, you are hereby notified that any retention dissemination, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify Sunflower Bank or First National 1870 and Guardian Mortgage divisions of Sunflower Bank, N.A. by replying to the message, not reading the message or its attachments, and deleting the message and any attachments from your computer without copying or sending them to anyone else. While all reasonable efforts have been taken to ensure that this email and its attachments are virus free, Sunflower Bank cannot accept any liability and it is recommended that the recipient scan all messages and attachments for viruses and other malicious data.	See Comment #8
990	Donna Day	1/12/2023	Email	dkday52@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Donna Day Sent from my iPhone	See Comment #8
991	Donna Day	1/12/2023	Email	dday52@austin.rr.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Ken Day Sent from my iPhone	See Comment #8
992	Donna Garrett	2/21/2023	Email	dgarrett512@gmail.com	Do not widen/no build	Roads built below grade will flood and be hazardous. Ever tried to drive across Houston after even a small rainfall? Below grade highways flood and I do not believe you can engineer around the problem.	See Comment #5
993	Donovan Sanders	1/20/2023	MyCapEx Website - Comment Form	dreedsanders@gmail.com	Do not widen/no build	I35 expansion seems environmentally irresponsible. Txdot is using its own data that is illiterate, at best. How can they predict car usage but ignore bus usage? How are we saying we want to be carbon neutral but will spend a decade expanding a highway?	See Comment #5
					Bike/ped safety	Why are bike lanes not being take seriously in the plans? Doesnt the city have better options to spend over 800 million dollars on other than highway caps?	See Comment #30
994	Donovan Sanders	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I would first like to make it clear i oppose of txtdots plan to expand AND deepen I35. This plan is negligent of the effects of highway expansion. This will only bring more traffic as more people are incentivised to use this road pummeling through our city. I dont want to have to cross or get on a major 17 lane highway just to go to heb. I expect my city leaders to stand up for me and what is right.	See Comment #5
					Bike/ped safety	They make no effort to build safe passages for pedestrians and bikers.	See Comment #30
					Air Quality/Noise	They skewed the presentation of their data, ignored concerns from the people in the communities that this directly affects, and grossly underestimated the inconvenience. They will be contaminating our water, destroying habitat, and causing incalculable second degree damage.	See Comment #34
					Public Transit / Multimodal Transportation	I support rapid bus transit, designating bus only lanes, and having more frequent routes to areas that will find the greatest benefits of public transportation. The trains and buses must service people who depend on it. Public transportation is not a luxury, it is a rightful service for the public. We need buses to be given their own lanes thus reducing route waits and increasing public confidence.	See Comment #13
995	Dora Hernandez	1/27/2023	Email	dhernandez@garzaemc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
996	Dora Hernandez	2/10/2023	Email	dhernandez@garzaemc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
997	Dori Kimball	2/1/2023	MyCapEx Website - Comment Form	dktravel4you@gmail.com	Regional Connectivity	Please consider funding and promoting any and all rail in or around San Antonio, and the rest of Texas. We desperately need better and reliable public transportation in Texas.	See comment #1
998	Dorothy Bassett	2/20/2023	VOH	Dorothy.bassett@gmail.com	General support	I am in favor of this project. It won't be pleasant, but it is necessary.	See Comment #8
999	Dottie Watkins	2/13/2023	Email	dottiewatkins@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1000	Doug Alles	2/24/2023	VOH	alles.doug@gmail.com	Do not widen/no build	I would prefer the alternative of no expansion on I-35.	See Comment #5
					Reroute to 130	We need a highway that goes around Austin and does not destroy more of our city by going through it.	See comment #3
1001	Doug Ballew	3/7/2023	Email	doug.ballew@woombikes.com	Do not widen/no build	I am a native Texan and have lived in Austin since 1994. I oppose expanding I-35. TxDOT should be better aligned with the concept of reducing single occupant vehicles and providing and promoting alternative, more enviroment-friendly forms of transportation such as biking, walking, and mass transit. Increasing the number of lanes only increases the number of cars that will eventually clog up those lanes. It's not sustainable! Please get with the program TxDOT!	See Comment #5
					East/West Connectivity	East-west crossings should be at least every 1/4 mile.	See Comment #20
					Lower Speed Limits	All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users.	See Comment #395
					Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes	See Comment #34
					Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
1002	Doug Dyer	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose expanding I-35. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling.	See Comment #5
					Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes.	See Comment #34
					Bike/ped safety	This project will discourage walking and bicycling and transit use. Wide polluting highways through town are not what I want for Austin. I want safe, pleasant, and walkable and bikeable streets.	See Comment #30
					Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied	See Comment #4
1003	Doug Hively	2/13/2023	Email	Douglas.Hively@aecom.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1004	Doug Launius	2/7/2023	Email	douglaunius@yahoo.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Doug Launius	See Comment #8
1005	Doug Opalka	2/7/2023	Email	Doug.Opalka@jll.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPad Doug Opalka Senior Managing Director Austin & San Antonio Office Co Head JLL Capital Markets For more information about how JLL processes your personal data, please click here This email is for the use of the intended recipient(s) only. If you have received this email in error, please notify the sender immediately and then delete it. If you are not the intended recipient, you must not keep, use, disclose, copy or distribute this email without the author's prior permission. We have taken precautions to minimize the risk of transmitting software viruses, but we advise you to carry out your own virus checks on any attachment to this message. We cannot accept liability for any loss or damage caused by software viruses. The information contained in this communication may be confidential and may be subject to the attorney-client privilege. If you are the intended recipient and you do not wish to receive similar electronic messages from us in the future then please respond to the sender to this effect.	See Comment #8
1006	Doug Wilson	2/8/2023	Email	dwilson@nonesuchcapital.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1007	Doug Wilson	1/20/2023	Email	dwilson@sh130cc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Doug Wilson | CEO SH 130 Concession Company, LLC Mobile (737) 414-2514	See Comment #8
1008	Doug Wolfe	2/7/2023	Email	Doug.Wolfe@horizon.bank	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Douglas N. Wolfe | Executive Vice President HORIZON BANK | Phone: (512) 457-5409 | Mobile: (312) 498-8898 CONFIDENTIALITY / PRIVILEGE NOTE: This communication is confidential and privileged, as stipulated by the Electronics Communications Act, 18 U.S.C. 2510-2522. This legally privileged communication is intended only for the personal and confidential use of the recipient(s) named above. Unauthorized review, use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please cease any further review of the message and any attachments, contact me and destroy all copies of the original message. Thank you.	See Comment #8
1009	Dougie Steinbach	3/7/2023	Email	info@email.actionnetwork.org	Community alternatives	Mobility35 Program Manager Tommy Abrego, Dear TxDOT, Please reconsider the current I35 plan. This is a chance reconnect Austin and add large walking sidewalks with public transit as opposed to a tunnel that won't improve travel times and will still put pollution all over the entrance and exit of the tunnel.	See Comment #4
					Air Quality/Noise	Please rethink I35 and don't waste tax payers dollars on a project that will lead to more death via traffic fatalities and more sickness due to pollution, not to mention road rage. Thank you,	See Comment #34
					Public Transit / Multimodal Transportation	We need better solutions to transit, interstates are for traveling across the state not getting from one part of town to the other.	See Comment #13

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1010	Douglas Herling	3/7/2023	MyCapEx Website - Comment Form	douglas.c.herling@gmail.com	Caps/Deck Plazas	Living between 2222/290, Lamar, and 35 I know how dividing a busy road or freeway can be. We need to do I-35 right. The current arrangement of frontage roads, car-dominated bridges and massive exposed freeway make for a scar dividing east from central in Austin. Any expansion of 35 needs to incorporate cap and stitch to make our city whole, safe, and prosperous. I've lived through highway expansions in other areas of the country and saw no alleviation of traffic and only worse impacts on the communities bisected by them. It's worth taking the time, money, and effort to do this right.	See Comment #42
1011	Douglas Smith	3/7/2023	MyCapEx Website - Comment Form	doug.smith.tx@gmail.com	Air Quality/Noise	Do not accept the TXDOT plan as is. We need better measurements of air quality during the environmental assessment.	See Comment #34
					Water Quality	We need engineering studies on how to handle water runoff instead of ignoring it We should have more caps Why isn't TXDOT more invested in this venture? Why does Austin Taxpayers have to pay for something for the rest of the state and region?	See Comment #125
1012	Dr. C. Earle Lewis	3/7/2023	MyCapEx Website - Comment Form	earle.lewis8@gmail.com	Do not widen/no build	There are many solution to congestion you have ignored–bus lanes on and off the freeway–multiple passenger only lanes; better signaling at intersections which are directly in line with off traffic from the freeway. I am not impressed with what I have seen of the plans TxDot has offered–they need more citizen input and a better listening ear.	See Comment #5
1013	Dr. Sumit Dutta	1/4/2023	MyCapEx Website - Comment Form	duttasumit410@gmail.com	General support	I strongly support the "modified alternative 3" because it offers a viable solution improving the quality of life for all modes of transport including car, bicycle, and walking, without displacing as many residents and businesses. I especially like the walking/bicycle crossings at 3rd and 4th Streets and room for city-funded caps. Thank you for your hard work incorporating public feedback, and I hope you continue implementing "modified alternative 3."	See Comment #8
1014	Drake Hampton	3/7/2023	Email	drakehamp@gmail.com	East/West Connectivity	Include better SUP crossings at the two SPUI interchanges at Airport and Riverside that don't involve tunnels or crossing 4+ discrete travel lanes.	See Comment #20
					Lower Speed Limits	•Include design speed limits of 30 mph or less on all frontage roads; beyond this speed, a pedestrian's chance of dying if struck by a vehicle is greater than their chance of surviving. I recognize the designs do include target speed limits of 35 mph in some portions of the downtown area, referencing • Other major roads in Austin with 35 mph speed limits as a baseline, but this is not good enough. TxDOT should push this envelope to achieve the safety record it purports to seek.Where lower speed limits are not possible, • Include physical protection between all frontage roads and shared use paths (SUPs).	See Comment #395
					Bike/ped safety	My name is Drake Hampton. I am a member of Austin's Bicycle Advisory Council. I endorse the most recent recommendation put forth by that body regarding this project (https://services.austintexas.gov/edims/document.cfm?id=403936). And I offer the following additional personal comments on the project, to be included in the official hearing record. I emphatically oppose all current design alternatives, including the preferred alternative, being brought forward in the DEIS of the I-35 CapEx Central project. While my reasons for opposing the project are numerous, I will focus on my highest concern: safety. Safety should be the highest priority of TxDOT and our entire state transportation network. Far too many lives are tragically cut short or otherwise damaged by the simple act of moving around our communities. In fact, TxDOT agrees: the first stated goal of the I-35 Capital Express Central Project is to "enhance safety". TxDOT's proposed designs, however, do not give safety the highest priority that it deserves. To enhance the safety of the I-35 corridor through central Austin commensurate with the needs of this dense urban area, I would like to see the designs altered to: •Minimize curb cuts and keep the SUPs • largely continuous to reduce conflict points. •Minimize slip lanes and, where required, • alter the design to slow traffic as much as possible where it crosses SUPs. • The carnage seen on our roadways is the direct result of urban design and traffic engineering choices made in decades past. We now have the data and the hindsight to see these choices as mistakes. With the current designs for I-35 CapEx Central, TxDOT stands to repeat and literally cement these mistakes for decades to come. Instead, TxDOT should seize this once-in-a-generation opportunity to correct past wrongs; to reimagine who I-35 serves and how it serves them. I urge TxDOT to take their promise of safety to heart and join the community voices calling for the bold vision and leadership required to transform I-35 from the albatross that it is today into the efficient, pleasant, and *safe* backbone of our transportation network.	See Comment #30
1015	Drea	1/31/2023	MyCapEx Website - Comment Form	dreamastromatteo@gmail.com	Regional Connectivity	I support a regular rail transit system between San Antonio and Austin	See comment #1
1016	Drew De Los Santos	2/11/2023	VOH	delossantos.drew@gmail.com	Business/residential displacement	Do not displace or demolish any buildings, businesses, or homes to expand 35. Cover the highway with a park!!	See Comment #21
1017	Drew Echelberger	3/7/2023	Email	whereisdrew@irodeherefromkentucky.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am against the expansion	See Comment #5
					Business/residential displacement	because it with hurt the business residents and communities in and near the corridor and it will not help traffic congestion anyway. Drew Echelberger	See Comment #21
1018	Drew Hanish	2/8/2023	MyCapEx Website - Comment Form	drew@pravoconstruction.com	General support	Dear Chairman Bugg and Commissioners: I write in support of the I-35 Capital Express Central design as proposed by TxDOT. The important items to be addressed are captured within this design. - Safer and less congested stretch of highway - Enhanced connection between East and Downtown - Public transit My business is located on E Cesar Chavez. Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economies can continue to thrive. This design will make a positive impact on the community and its people. Thank you, Drew	See Comment #8
1019	Drew Lawson	2/6/2023	Email	lawsoncdrew@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
1020	Drew Raffaele	3/7/2023	MyCapEx Website - Comment Form	acraffaele@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT with the cap-in-stitch elements for the City. Thank you for your dedication to serving the citizens of Texas. Drew Raffaele	See Comment #8
1021	Drew Schaffer	2/27/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Hello, I am writing to oppose the current I-35 expansion plans. . I find this especially foolish when TXDOT has seen the pitiful performance of the Katy Freeway, despite widening it to twenty-something lanes. Even the biggest freeway on Earth will remain congested if we keep designing communities where cars are the only option. This is a choice that we are making, to live in congestion, and it's time for us to stop fooling ourselves by thinking we can pour enough asphalt to solve the problem. Look at Houston. Look at LA. They have tons of highways, and they are all congested. Why? Because we keep designing cities where driving is the only option. I hope we make the right choice.	See Comment #5
					Air Quality/Noise	The current plan will make Austin a dirtier, noisier, less humane city, and will cost billions of dollars to do so	See Comment #34
					Community Alternatives	I support Rethink I-35's proposed vision of a human-scale urban boulevard as one step to toward undoing the cost ly mistakes of the current planning philosophy. We can choose between congested, concrete-filled cities or pleasant, human-scale cities.	See Comment #4
					Business/residential displacement	Destroying Central Austin homes and businesses will hollow out our city and destroy communities for the sake of cars.	See Comment #21
1022	Drew Spielberg	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Don't do it. Don't expand I-35. As a resident of Austin, Expanding I-35 will further disconnect the city. This plan is inequitable and i oppose it.	See Comment #5
					Public Transit / Multimodal Transportation	I'm for improving and increasing public transit. If we want Austin to be a world class city we need a connected city via public transportation, safer streets for pedestrians, and cycling.	See comment #13
1023	Drew Stubbs	1/12/2023	Email	dstubbs@hotmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
1024	Dru Brown	3/6/2023	Email	brown.dru@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1025	Duane McGlauflin	1/30/2023	Email	dmcglauflin@dntconstruction.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See comment #8
1026	Duchess of Saturn	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, We need less cars, not more.	See Comment #5
					Latent/Induced Demand	Induced Demand is not something TxDOT should be employing to reduce cars—entirely antithetical to the goal.	See Comment #18
1027	Dudley Simmons	2/9/2023	Email	dsimmons@crea.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT.	See Comment #8
1028	Dulari Gandhi	3/7/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	There is no evidence that wider, higher, longer highways improve traffic - in fact, just the opposite. Austin is a growing city that deserves real transportation options. Enough is enough. Dulari Gandhi	See Comment #18
					Air Quality/Noise	Mobility35 Program Manager Tommy Abrego, No more expansion of 35, please. It's impossible to overstate the many ways expanding 35 will make our lives worse - during and after construction. The planning process insists on ignoring Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #34
1029	Duncan Meisel	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I was born on St.David's Hospital in Austin, Texas, overlooking I-35.. TXDoT's plan will ensure that this highway remains a blight for my children, and possibly their children too. I expect TxDOT, Austin City Council, and other representatives to stand up for me by rejecting this plan for expansion of I-35. Duncan Meisel	See Comment #5
					Latent/Induced Demand	TxDOT has ignored Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the impact of every meaningful alternative proposal, and the unwavering, overwhelming opposition of Austinites who agree that it has a totally negative impact on our environment and communities. TxDOT's plan is a complete failure of process and outcome. It has run a shambolic, dishonest process of community consultation, with the outcome of a 20-lane pollution source that will last generations.	See Comment #18
					Air Quality/Noise	For my entire life, this highway has been a blight on Austin, generating noise and air pollution 24 hours a day, dividing neighborhoods, and contributing to climate change	See Comment #34
1030	Dustin Kim	3/7/2023	MyCapEx Website - Comment Form	dustinjkim@gmail.com	East/West Connectivity	The I-35 expansion project, even in the most recent form provided by TxDOT does not do enough to repair the wounds created when the highway was first created. There is not enough being done to reunite communities to the east and west of the road. We need more numerous, better, and safer crossings for all users and not just drivers in cars. The caps will be too limited in scope as currently imagined if they can not bear the weight of buildings. TxDOT and state government should shoulder more of the preparation and structural work in preparing for caps. The HOV will not be a good use of state resources and will be underutilized. The state needs to apply dynamic tolling in order to both increase utilization and pay for construction.	See Comment #20
					Community Alternatives	The best option would be to scrap this design and consider the ReConnect proposal	See Comment #4
					Bury/tunnel	to bury the highway and replace it with a street level boulevard, opening up additional land for much-needed housing and expansion of the tax base for the city.	See Comment #25

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1031	Dylan Blackthorn	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin who opposes TxDOT's plans for I-35 and expansion. I also oppose all new toll roads, the "biggest scam in Texas", as they are commonly known among the public. I am in favor of reclaiming and commandeering all existing toll lanes, hiways, roads, paths, public row parking spaces & bridges, in TEXAS for free public use, voiding & nullifying any contracts with other entities regarding toll roadstoll lanes, hiways, roads, paths, public row parking spaces & bridges. TXDOT is advised to meticulously avoid corruption and conflict of interest potential in all projects. The public is very aware of this trend insinuated into all government bureaucracy. 10 years of construction for just a few years of congestion relief is NOT worth it. I expect TxDOT, Austin City Council, and other representatives to stand up for me as a concerned citizen. Dylan Blackthorn	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is erroneous, by ignoring Induced Demand, construction impact, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is deeply flawed. A better option is redesignating another highway such as SH-130 as a toll-free interstate.	See Comment #18
1032	Dylan Lance	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As an Austin resident, I find it concerning that the Department of Transportation is willfully ignoring all modern research on city planning regarding the new expansion plans for I-35. The idea that this will solve traffic at all is not based on fact or reality. Building more lanes only creates more demand which in turn makes more traffic. Not only would neighborhoods benefit from being more walkable, but drivers would benefit from less busy streets as more people can take alternate transportation methods. Please look at the reality of the situation, not at traditional traffic thinking. Dylan Lance	See Comment #5
					Business/residential displacement	Additionally, the construction will tear down a brand new apartment complex and Austin needs housing now more than ever.	See Comment #21
					Community Alternatives	Please reconsider and look into the alternatives the community has been proposing like the ReThink 35 Plan.	See Comment #4
1033	Ed Crowell	3/7/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, Stop thinking we need to help move faster every truck from Chicago to Mexico and back through Austin. Let them take the 130 toll road to the east. Design I-35 through our city for Austinites and the businesses and neighborhoods it intersects. Ed Crowell	See comment #3
1034	Ed Deeters	3/7/2023	Email	ewdf4600@yahoo.com	Wilshire	To whom it may concern I am an Austin resident who lives on Willshire Blvd The plan to use Wilshire as a thoroughfare to connect 41st St and Airport is a terrible idea. Wilshire woods is a quiet residential neighborhood with a huge amount of pedestrian traffic especially children and older adults. Existing traffic levels on nearby 38th St are terrible. It gets backed-up here because 38th connects the eastside with west. Making a connection from 41st to Wilshire will just replicate this problem and push dangerous traffic into the Wilshire woods neighborhood We ask that the City and TxDOT support efforts to mitigate the increased motor vehicle traffic anticipated in the proposed thoroughfare that will meet the goals of the I-35 project to connect east and west Austin, while still ensuring the safety of children and pedestrians in our neighborhood and leveraging the investments already made in our neighborhood to encourage safe and walkable streets and increase bicycle traffic. We believe that our recommendations will encourage connectivity—while preserving the safety of two 100% residential streets. It is our understanding that TxDOT has proposed a possible design for its expansion of I-35 through our city area that would convert Wilshire Boulevard from its current status as a quiet residential street into a busy and potentially dangerous cut-through thoroughfare. Our understanding is that this would be achieved by extending 41st Street from the west side of I-35 across the Interstate to the east side to join Wilshire Boulevard and Schieffer Avenue in a continuing connective line to Airport Boulevard. The neighbors most affected by this proposal are the residents of the SchiefferWillowbrook neighborhood. Our neighborhoods are filled with a large population of young children, and will continue to be so through the upcoming years. The local elementary school, Maplewood Elementary, is home to grades Pre-K through 5. Our children daily walk with their parents through our streets, Scheiffer-Willowbrook Neighborhood Association Priscilla Ebersole, Chair Schuyler Nelson-Brown, Vice Chair Margaret Mills, Treasurer Mailing Address 4004 Vineland Dr. Austin, TX 78722 Email swnasoc@gmail.com https://sites.google.com/site/swnaaustin/ home some of them coming all the way from the Mueller development across Airport Blvd., on their ways to and from their school. The safety of these and future children depends upon their being able to navigate easier traffic flows and slow-speed vehicles. These two factors comprise current conditions, with the occasional exception of a speeding vehicle using the two streets as a cut-through in a misdirected Google-mapped way to avoid extra stoplights. Such traffic already poses a danger to our residents; to increase it exponentially, which this conversion plan would do, is a daunting prospect for all of our citizens. Edward Deeters	See Comment #9
					Bike/ped safety	On behalf of the Schieffer-Willowbrook Neighborhood Association and the families that live in the blocks surrounding Wilshire Boulevard and Schieffer Avenue, we wish to ask for support from the City of Austin and the Texas Department of Transportation to preserve and defend the safe pedestrian, bicycling, and traffic-limited throughways that these two streets provide, in the face of the design for the new I-35 project.	See Comment #30
1035	Ed Wermund	3/6/2023	VOH	ednsobch2000@yahoo.com	Do not widen/no build	A key fault with the plan is it will eliminate all northbound access to I-35 from south of Riverside up through 8th Street causing overuse of feeder roads. Thanks	See Comment #5
					Bike/ped safety	I suggest adding an accesss ramp of Riverside and on the flying over bridge to be built between Holly and Cesar Chavez. Also, the bridge from River Street to Holly Street should accommodate bicycles, pedestrians and micro mobility.	See Comment #30
					Caps/Deck Plazas	Also, I suggest a cap on I-35 from Cesar Chavez to 8th street.	See Comment #42
1036	Eddie Fiege	2/14/2023	MyCapEx Website - Comment Form	fiege@protonmail.com	Business/residential displacement	Don't expand I35 north of 45th street. The small businesses here deserve to stay.	See Comment #21
1037	Eddie Safady	2/7/2023	Email	eddie.safady@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1038	Edgar Garza	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, TXDOT, I am reaching out to make a statement on the opposition of the I-35 expansion.	See Comment #5
					Latent/Induced Demand	Expanding highways only create Induced Demand, just look at the Katy freeway in Houston.	See Comment #18
					Public Transit / Multimodal Transportation	Please seek alternatives such as public transit with mixed used zoning. This will alleviate the current traffic on the highway. Our Lone Star state needs more walkable cities! Regards, Edgar Garza Edgar Garza	See Comment #13
1039	Edgar Handal	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As an Austin resident, I am against TxDOT's plans for I-35 and I oppose highway expansion through Austin. Expansions do not fix congestion, and adding more car lanes is one of the worst ways to increase transportation capacity.	See Comment #5
					Public Transit / Multimodal Transportation	To increase transportation capacity, Texas should be investing in alternate modes of transportation, like public transit, which add capacity without all the negative effects of highway expansion (noise, pollution, climate change, injuries, deaths, and more).	See Comment #13
1040	Edgar Walters	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am a resident of Austin's east side, just over a mile from I-35. I oppose TxDOT's plans for I-35 and I oppose expansion. I believe I-35 must not grow higher or wider or else it will worsen the quality and safety of life in Austin. Highway expansions do not work, and this one will not work for Austin. I oppose this project because I value air quality, safety, and options beyond driving. Edgar Walters	See Comment #5
					Community Alternatives	I am for the Rethink35 proposal as an alternative. I believe TxDOT's methodology is flawed because it does not account for Induced Demand, and I believe it fundamentally disempowers city residents, makes our city center pedestrian-unfriendly, and is incompatible with a healthy environmental future for our planet.	See Comment #4
1041	Eduardo Longoria	1/9/2023	Email	wayo2@icloud.com	Do not widen/no build	Please don't expand I-35. Focus on urbanism so that people will walk, bike or use public transportation. Expanding the highway encourages sprawl. This idea is not new and it understand increasingly by transportation "experts." Eduardo Longoria	See Comment #5
1042	Eduardo Viramontes	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I am a resident in Austin. I do not like and do not approve of the TxDOT i35 expansion project, it wil create an even worse city around that area. Heavy traffic should be diverted around the city instead of through it, people should be prioritized over cars and trucks! Eduardo Viramontes	See Comment #5
					East/West Connectivity	What Austin needs is to repair and reintegrate de east side of the city into the rest of it, I35 needs to be torn down and turned into a boulevard that integrates several modes of transport including more sorely missing public transport.	See Comment #20
1043	Edward Abrigo	1/31/2023	MyCapEx Website - Comment Form	Ee.abrigo@yahoo.com	Regional Connectivity	I commute to work from SA to Austin 1-2x a week. This would be great way to reduce traffic on 35.	See comment #1
1044	Edward Haycock	2/20/2023	VOH	haycock@outlook.com	General support	This project is a big deal that will shape the feel of this city for decades to come. It is time to join east and central Austin with pedestrian friendly connectivity over I35. I am in favor for as much capping as possible to provide for community space and reduced noise from I35 traffic. Let's not short change this project! Doing so will be a waste of time and money.	See Comment #8
1045	Edwin Bautista	1/16/2023	MyCapEx Website -	edwin.bautista99@gmail.com	Do not widen/no build	As an Austin resident and native Texan, I do NOT support the further widening and expansion of I-35.	See Comment #5
					Caps/Deck Plazas	I do support the cap-and-stitch proposal and believe TXDOT should pay for the majority, if not all, of the project.	See Comment #42
1046	Edwin Young	1/9/2023	Email	Edwin@rahaustinwest.com	General support	We live nearby I-35. •Please speed up whatever you decide to do and please get it implemented. •Please do something to reduce the traffic noise coming from I-35. We live nearby and it can be really really loud at times. The noise is my #1 concern.Thank You, Edwin Young	See Comment #8
1047	Eileen McGinnis	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am the mom of a 7 yo Austinite writing to OPPOSE TxDOT's plans for I-35 and to OPPOSE expansion. Above all, I am concerned about the project's impact on kids, both now and in the future. There are over 80 daycares and schools currently lining the I-35 corridor through our city. We know that kids living and going to school near major roadways like I-35 have TRIPLE the risk of pediatric asthma as kids living farther away. If, however, TxDOT continues to pursue Modified Build Alternative 3, then I urge TxDOT to work with the City of Austin to ensure that the expanded highway includes adequate east-west crossings, as outlined by the Austin City Council Resolution on 2/23/2023. I also support a public awareness effort to let parents and guardians of Austin-area kids understand the health risks of the highway expansion. Children's health and their right to a livable climate need to be a bigger part of the decision-making process as we assess the impact of the highway expansion on our city. Thank you.	See Comment #5
					Climate Change	More generally, we are in a crucial decade to act on climate change, and this is not the time to widen a highway through our city. Kids and teens are experiencing anxiety and worry about their future, and we need to be acting in ways that lower our city's carbon footprint and leave them with a positive legacy.	See Comment #51
					Community Alternatives	I am FOR The Rethink35 proposal as well as slowing down to consider community alternatives.	See Comment #4
1048	Eileen Murphy	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Good afternoon, After living, just a few blocks away from I 35 for the last 20 years and depending on it daily, I do feel like I have a stake in White txdot decides to do with our main transportation artery. I've been to many of the meetings, and given some feedback before. Thank you, Eileen, Murphy Eileen Murphy	See Comment #5
					Business/residential displacement	I feel this plan will tear Austin up even further. It will displace businesses, schools, residents. And after it's all done, it will just make things worse. No highway should go right through the middle of a city. We have an opportunity to change that the city should be able to decide its own path forward. in Austin, we want a more connected city, And stitch, and not an inch wider.	See Comment #21
					Latent/Induced Demand	This will just induce demand and make Austin the city, less pedestrian, bike, and alternative forms of transportation friendly.	See Comment #18

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1049	Eivind Karlsen	3/7/2023	Email	eivind.karlsen@gmail.com	Do not widen/no build	I think this is a bad idea. To a hammer, everything is a nail. To the Texas Department of Transport, every solution is a highway. My suggestion is that you pause this effort and consider this thought experiment. What would you do if there was no I-35 in Austin to begin with? And you were tasked with solving for current and future modes of transport (driverless cars and trucks) moving from San Antonio to Waco and connecting with Austin. My bet is that you would not cut a new highway in the middle of Austin. This is a great opportunity to really shape what this city could be, driving a tarmac dagger through the heart of it is not an outcome we should support. This project will massively and unnecessarily expand the footprint of I-35 into north-central neighborhoods without offering commensurate community benefits, such as strengthening connections between neighborhoods and offsetting the negative physical and psychological impacts of the highway on residents and communities. If must ignore the overwhelming public sentiment, at least consider these suggestions: • Redouble efforts to work within existing TxDOT right-of-way. • Treat all frontage roads as part of the neighborhood street grid and employ designs appropriate to residential context. • Provide clear information on construction disruption. TxDOT has not performed a suitable equity analysis of construction disruptions beyond displacements from land acquisition. The absence of a study of the disruptive impact of the construction phase on transit users means TxDOT's analysis of the overall modeled equity impacts is insufficient. With the hope that you come to your senses. Best, Eivind Karlsen District 9, Cherrywood	See Comment #5
					Reroute to 130	• Revise modeling for the "No Build" scenario and travel time reduction and introduce alternative means of traffic reduction, including diversion to SH 130 and high-capacity transit. The traffic data provided in the DEIS do not justify an increase in highway capacity.	See comment #3;
					East/West Connectivity	Austin is in need of a new solution to the highways that have cut up and segregated our communities. This is an opportunity to do things differently, to come up with innovative solutions to our collective problems. Widening highways has proved to be an ineffective means of resolving congestion. To move people and make places requires a more sensitive, innovative alternative. Let's think differently. • Increase the total number and frequency of east-west crossings and provide at-grade pedestrian and bicycle access at all intersections.	See Comment #20
					Bury/tunnel	Design for future covering or "capping" through the entire central segment.	See Comment #25
1050	Elahe Sadeghi	3/2/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, . If one is concerned about the congestion issue, the problem is not the lack of roads, but the lack of any good and reliable public transportation!	See Comment #13
					Air Quality/Noise	Expanding the highway is not a solution for reducing congestion, rather increasing traffic and pollution in the city	See Comment #34
1051	Elaine Almquist	3/6/2023	Email	info@email.actionnetwork.org	Air Quality/Noise	Mobility35 Program Manager Tommy Abrego, We added wider highways in Boston during the Big Dig, and it only made traffic and pollution worse, not better. Elaine Almquist	See Comment #34
1052	Elaine Kinsey	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, my name is Elaine Kinsey, and I'm a resident of Austin, Texas. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Adding more lanes to this highway will not reduce traffic- in fact it will increase it. We have seen this time and time again in practice: there is an initial drop in traffic, but it climbs back up to worse than before. https://rmi.org/more-lanes-do-not-mean-less-traffic/ Additionally, driving in Texas is dangerous, with hundreds of Texans dying on the road every year. . Worst of all, it will actually worsen the problems it's trying to fix. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Elaine Kinsey	See Comment #5
					Community Alternatives	I support Rethink35's alternatives to this expansion, such as changing I-35 into a community-oriented space, and broadening alternatives for those who don't want to single-car commute. Not only is this better for the environment, but it also allows those who don't want to drive more options to avoid it, meaning less cars on the road and LESS TRAFFIC!	See Comment #4
					Business/residential displacement	Expanding I-35 in the way TxDOT proposes will destroy small businesses and replace them with an ugly concrete landscape emblematic of a car-dependency that increases isolation and decreases quality of life for citizens	See Comment #21
1053	Eleanor Kemple	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Dear Sir, I am a resident of Austin and I oppose TxDOT's plans for I-35. In the last few decades along, multimillion dollar expansions have failed to relieve congestion at all in cities around the state. We should plan not for the next ten years, but for the next generations. A plan that seeks to replace the gridlock with higher density, walkable central city districts would better serve all the communities in Austin, including the historically marginalized that the current plan is likely to displace, again. For me, personally, I do not want to have to use an every larger, ever more congested highway to travel in my own town. As a citizen of this city and this state I expect TxDOT, the Austin City Council and my other elected representatives to stand up for me. This is your chance, Mr. Abrego, to serve a higher good than at best a few short years of slightly lower traffic numbers after several years of construction mess.	See Comment #5
					Community Alternatives	I am for The Rethink35 proposal. For the last century, adding more road has never been a long term solution to congestion, and instead has created a sea of unpassable concrete cities that belong only to cars.	See Comment #4
1054	Elena Navarre	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am against the expansion of 1-35. Expansion will not solve the congestion issue, and the last thing we need is construction for the next 10+ years one of the most major roadways in Austin, especially when there is no alternative travel route.	See Comment #5
					Reroute to 130	I am for other alternatives, such as new construction elsewhere for out of town traffickers, who can avoid Austin if it is not their desired destination. Elena Navarre	See comment #3
1055	Eli Floyd	2/28/2023	VOH	efloydemail@gmail.com	General support	Modified Build Alternative 3 is certainly an improvement over options from the previous years. However, there are still glaring issues that need to be addressed with this plan. -While IH-35 should be expanded to meet increased demand, the number of lanes is excessive and totals 20-22 lanes in some cross-sections. As has been seen in cities such as Houston, Dallas, etc., adding more lanes increases traffic due to Induced Demand. This is not to deny that improvements and expansion isn't needed, but there is a point where the ROI becomes lower. The freeway created by this plan will be very complicated to drive on due to the many added exits and flyovers, which will confuse drivers. -The project is set to cost $4.9 billion for 8 miles of roadway. That's over $600 million per mile. It is important to note that these types of projects usually run over-budget and delayed, which will likely mean further costs. Additionally, it is also important to note that this estimate does not include the amount for the cap and stitch improvements, which will cost an additional $400 million. The only improvements that this project will achieve is adding 2-3 more lanes per direction and fixing interchanges to reduce traffic. The added cost is due to the vast amount of land that will be acquired, as well as the numerous bridges and flyovers that are not necessary in my opinion. It is my belief that far more cost-effective implementations could be achieved for less money.	See Comment #8
					Bury/tunnel	Due to these issues, I propose the following solutions to the Build Alternative, 1. The expansion be reduced to 3 mainlanes, 2 managed lanes, and 3 frontage lanes maximum in one direction. This will reduce traffic substantially. 2. The section between 41st Street and Manor Rd be fully capped and buried with a surface boulevard over the street. This will eliminate half of the displacements, as well as reduce noise and improve QOL for the residents. It will also reduce traffic, as the freeway and surface boulevard can function independently without constant entrance and exit lanes. 3. The section between Manor Road and 12th Street remain open for entrance/exit lanes. However, MLK and 15th should be wider streets with greater pedestrian access. 4. The section between 12th Street and Cesar Chavez St remain fully capped and buried with parkland/surface boulevard over the roadway. 5. The Bridge over Lady Bird Lake be reduced to 18 lanes maximum. With these improvements, I-35 will transform from an eyesore and headache to an asset for the city and state.	See Comment #25
					Business/residential displacement	This project also displaces many businesses and residences, which will not only create impact to the persons displaced, but also cost the taxpayer enormous amounts of money given the 42 acres needed to buyout to build the freeway. This is almost 15 Austin city blocks. The cost of land will be enormously expensive to acquire as well as possible eminent domain lawsuits that could arise against the project delaying it and raising the price.	See Comment #21
					Air Quality/Noise	The project creates an eyesore in the 6.75 miles of the project that are not capped and stitched, and will result in environmental issues, such as air pollution, noise pollution, as well as increasing traffic on city streets by reducing east-west flow.	See Comment #34
1056	Elias Contreras	2/14/2023	MyCapEx Website - Comment Form	mylegispurple@gmail.com	Do not widen/no build	Please don't expand I-35 north of 45th St. Push ppl to live in already established neighborhoods. Build more outside of Austin. It's too congested already	See Comment #5
1057	Elijah B Omernick	2/16/2023	MyCapEx Website - Comment Form	e.omernick@gmail.com	Do not widen/no build	I recently heard about the proposed I-35 expansion. I strongly oppose this plan. Please cease the plan to expand the interstate. Thank you for your time.	See Comment #5
					Latent/Induced Demand	Furthermore, Induced Demand would likely see no benefit in the traffic situation. It would continue to push cities in the direction of asphalt covered eyesores instead of welcoming, economically interconnected communities.	See Comment #18
					Business/residential displacement	The proposed expansion would displace hundreds of jobs from local businesses.	See Comment #21
1058	Elijah Cross	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Not finna pad this letter with emotional bs. It's simple, don't widen that lane. There's literal proof that doesn't help traffic.	See Comment #5
1059	Elijah Stout	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hey Tommy, I am a resident of South Austin and travel 1-35 everyday. I strongly OPPOSE the expansion of I-35. This expansion would not make traffic any better and would only further divide downtown and the surrounding neighborhoods. Please please please do no make the city go through a decade of construction and suffer greater air and noise pollution downtown.	See Comment #5
1060	Elijah Varada	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, We have seen in this in countless other city's we spend an absurd amount of money expanding lanes on a highway just to see the same problem. It doesn't work. We need to divert traffic that isn't going to Austin away from Austin. Downtown should be a pedestrians place not 100s of cars place that are just trying to get through. We could make it a 10 lane highway and it will still be congested one more lane never solves the problem we have to do better than what every other city has done because adding one more lane is what every other city has done and it has not helped them. Elijah Varada	See Comment #5
1061	Elise Krentzel	2/7/2023	Email	elise@ekpublicrelations.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our state. So, I am writing today to let you know that I am fully supporting the I-35 Capital Express Central design proposed by TxDOT. However without public transportation throughout the city from the airport to Cedar Park the expansion of this highway will be a bandaid and will not help the city over the next fifty years. Furthermore, without a high-speed rail linking our major cities: Dallas, Houston, San Antonio, Austin, El Paso this state is doomed to the dark ages as it experiences global warming and climate catastrophes. I appreciate your consideration of this request. Warm Regards, Elise Krentzel Founder, Author, Ghostwriter, and Book Coach Visit our website 512.586.4384 Buy My Book	See Comment #8
1062	Eliza Morehead	2/7/2023	MyCapEx Website - Comment Form	Eliza@moreheadapp.com	Do not widen/no build	I can't imagine life without the upper deck and, IF you have to go underneath - I've always thought the key to solving the slow down problem is STRAIGHTENING I-35 itself over the lake.	See Comment #5

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1063	Elizabeth Adams	2/16/2023	Email	elizabeth@urbanspacerealtors.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1064	Elizabeth Aleman	1/17/2023	Email	laleman@cumbygroup.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1065	Elizabeth Alford	3/6/2023	VOH	ea@pollenarchitecture.com	Do not widen/no build	Please reconsider!	See Comment #5
					Business/residential displacement	We own a property on the IH35 frontage road and Clermont St. The property includes a historic home, built around 1910. My father bought the property in 1965 and used it as the office for his outdoor advertising company until he sold it. My husband renovated the house in the early 2000s. It's a very well-built house. We now rent it to Specialty Motors of Austin, who runs a very successful small business there. We have a good working relationship with them. In addition, we have a billboard on the property that provides good rental income. Deep Eddy Vodka has advertised on it for several years now. The billboard is grandfathered, so once it's removed, I will lose that opportunity. Taking out this property will negatively impact our family and three other companies–Specialty Motors, Reagan Advertising and Deep Eddy Vodka. It will also require demolition of a historic east side property.	See Comment #21
1066	Elizabeth Allen	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, We do not need further I-35 expansion!!	See Comment #5
					Public Transit / Multimodal Transportation	We need effective public transportation	See Comment #13
					Bike/ped safety	and walkable cities. Elizabeth Allen	See Comment #30
1067	Elizabeth Antonishen	2/7/2023	Email	ehawley15@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1068	Elizabeth Barhydt	3/7/2023	Email	liz.barhydt@gmail.com	Parks	I do not agree with the plan for Waller Beach Park to a bridge maintenance area after the new expanse is built. It should revert back to being a park. Additionally, I am not in favor of the construction pier becoming permanent. I am a recreational rower/paddler on LBL and have to go under the bridge as part of enjoying the full lake. Under the current bridge there is already shallow areas and the pillars don't line up with direction of the lake. Adding another structure will make it unsafe. Having lived through the re-build of the Tappan Zee Bridge over the Hudson River in NY I know the extreme impact that bridge building has on the recreational use of a river/lake. Thank you. Liz Barhydt Austin Resident	See Comment #150
1069	Elizabeth Hood	2/15/2023	VOH	evghood@gmail.com	Do not widen/no build	Hello! I was born in Austin in 1984 and lived here until I was 18, and then moved back after 15 years away in 2016 to start my family. It's obvious Austin has experienced monumental growth and an explosion in popularity during recent years, and the I35 expansion project seems like a retro-bandaid to fix a larger problem but is a solution that no longer makes sense in 2023 Austin, Texas. I cannot for the life of me understand why with this explosion in popularity we're pushing an expansion that removes public space and increases a highway footprint through our most recognizable asset-beautiful downtown. This expansion does not serve the people who live here whatsoever and is out of touch with the way Austin residents live and the direction our country and other cities are moving toward. Why are we accommodating a highway expansion for people to pass directly through the center of our city when we should be catering to the people who actually live here and minimizing the presence of I35 in lieu of green spaces and routing trucks to I30? I see cities like Dallas making moves prioritizing green spaces over highways with the building of Klyde Warren Park which is a fantastic addition to their city, and am embarrassed to see Austin instead want to plow through with a behemoth highway which has no place going through our downtown. I can't hope for something as magical as burying the highway like in Boston, but the world is shifting rapidly and if we spend the next 6 years building this super highway, it will find its completion coinciding with a world whose values have drastically shifted and this expansion will permanently be a source of shame for Austin and its constituents as well as an unsightly blemish to our landscape. Imagine having a leadership role in the most popular city in the country and your legacy is allowing the construction of a mega highway through the center! Baffling. Thanks for your consideration, Elizabeth	See Comment #5
					Reroute to 130	There should be a full cap on expansion from 183 to Lady Bird Lake, trucks re-routed to I30 and alternative highway expansions considered (like the wonderful job on 183 or I45). We are supposed to be a city that loves nature, intellectualism and starting trends– let's take the full picture into perspective and imagine the national reaction if we saw a similar project go forward in a similarly sized city. We are better than this and our city and all of its residents (new, old and future) deserve an alternative to this massive and unseemly expansion.	See comment #3
1070	Elizabeth Hulett	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Houston that frequently travels to Austin for work. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), don't follow in Houston's footsteps. Thank you for your time, please reconsider the TxDot proposal. Elizabeth Hulett	See Comment #5
					Reroute to 130	This space is much better used for lively public spaces and this is a great opportunity for a public transit-first project or redesignating another highway such as SH-130 as an interstate, a boulevard going through town.	See comment #3
					Public Transit / Multimodal Transportation	Public transportation, high density mixed use developments, and walkable neighborhoods are solutions that can reduce traffic congestion. We keep doing the same thing over and over again with our highways and expecting different results.	See Comment #13
1071	Elizabeth Martinez	1/31/2023	MyCapEx Website - Comment Form	elizabethmartine91@yahoo.com	Regional Connectivity	We need safe rails that are energy positive and less pollution. This is a viable solution.	See comment #1
1072	Elizabeth Morales	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Dear TXDOT, Driving around this city is a nightmare because I typically have no choice but to take I-35. I come from a city with a better highway system and wish Austin had something similar. Please don't make our commute worse,	See Comment #5
					Air Quality/Climate Change	Expanding I-35 is not that solution. It will create more traffic, pollution, and a headache for Austinites. Instead, community alternatives to expansion should be explored, like Reconnect Austin.	See Comment #18
1073	Elizabeth O'Toole	1/20/2023	MyCapEx Website - Comment Form	elizabeth@able.city	Regional Connectivity	Thank you for taking comments. I moved from Austin to San Antonio and frequently have found myself traveling in-between. I would love to take a train and free up spots on the road. Rail would be a wonderful thing in my life - I'd use it probably several times a month!	See comment #1
1074	Elizabeth Tiede	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Expanding the highway is the wrong direction. It has been proven that expansion is not a long term solution. The expansion will worsen congestion. Instead,	See Comment #5
					Community Alternatives	I support the Rethink35 proposal. The city needs less car-dependent infrastructure, and there needs to be a better focus on reliable public transportation.	See Comment #4
1075	Ella Hammersly	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, My name is Ella, and I'm a senior at UT Austin studying music. Additionally, I am a director of Students Fighting Climate Change, a student organization that aims to hold UT Austin accountable for its perpetuation of the climate crisis through its ties to the fossil fuel industry. I wanted to contact you today because I am aware of TxDOT's plans to expand the I-35 freeway, and I wanted to voice my opposition. We love Austin because the people who inhabit it put community first. We want to see the city do the same. Please listen to your constituents, because I know that I am not the only person with these concerns.	See Comment #5
					Climate Change	It would increase emissions and directly undermine the goals set out by the Austin Climate Equity Plan passed in Fall 2021. Not to mention the amount of accidents that would increase as a result of this expansion!	See Comment #51
					Racial Justice	Increasing the amount of lanes on I-35 would be detrimental to the Austin community, as it would displace many people in East Austin, which has been the target of gentrification for so long already.	See Comment #3
1076	Ella Rous	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am an Austin resident who OPPOSES the expansion of I-35 and all of TxDOT's plans. I expect the Austin city council's and all of my elected representatives to stand for my experiences and needs and if they do not I will continue to speak out against their decisions.	See Comment #5
					Community Alternatives	I am for Rethink35's plan. Expanding I-35 would be very detrimental not only in my life but in many, many others.	See Comment #4
1077	Ella Ryan	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of the Chestnut neighborhood in Austin and I strongly oppose TxDOTs plans to widen I35 through the heart of Austin - Capital Express projects north, central and south. We have decades of experience showing that highway expansions don't work - adding lanes induces demand for more driving, and locks us in an autocentric model of growth. Austin is a vibrant and active city and we deserve a better mobility system. As Jack Craver succintly puts it, whatever minor gains are proposed in terms of additional crossings through downtown or new wider shared use paths, this project is still terrible for our city and the people who live here because it: 1. Adds lanes. Adding lanes increases pollution but doesn't reduce congestion. 2. Reduces the value of dozens of acres of prime downtown real estate to $0 3. Is a giant missed opportunity to add dozens of acres of developable, tax-generating downtown real estate TxDOT is the department of TRANSPORTATION, not highways, and you should be developing appropriate transportation solutions for an urban context. Bulldozing neighborhoods in urban areas to make way for highways is the transportation engineering of the 1950s. It was was a mistake then, and it's a mistake now. The interstate highway system has played an important role in connecting our country, but highways should not go THROUGH our cities. Cities are about connection and access. Cities are about PEOPLE. TxDOT should focus its engineering capacity and billions of dollars on solutions that help the most people move around SAFELY. Finding that there is no environmental impact from a highway expansion shows that the entire process is a joke. I expect City Council and TxDOT to stand up for me and all other Austinites by imagining a better way forward and then building it. We don't need more highways! We need a safer, more equitable TRANSPORTATION system. TxDOT you have to do better.	See Comment #5
					Community Alternatives	I support the Rethink35 vision of an urban boulevard, or the next best option of fully burying the highway and providing an urban boulevard and developable land on top. Burying the highway should not be a burden for the city to bear, but should be funded by TxDOT as a requirement for keeping a highway through our city.	See Comment #4
					Public Transit / Multimodal Transportation	Voters approved Project Connect in 2020 and we need to focus our efforts on public transportation, not expanding highways.	See Comment #13
					Air Quality/Noise	Why are you continuing to invest billions of dollars in new highways that have terrible safety records, and that pollute and devalue our cities?	See Comment #34
1078	Ella Williams	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of st. Paul I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5

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					Public Transit / Multimodal Transportation	I am FOR redesigning another highway or leaving open an option for public transpor	See Comment #13
					Latent/Induced Demand	TxDOT's process in this project is harmful and doesn't do what it intends to do as best as it can. Instead it ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
1079	Ellen	3/2/2023	MyCapEx Website -	emgk.2013@gmail.com	Do not widen/no build	I do not want to see this sacred place removed because of industry	See Comment #5
					Business/residential displacement	I ask that West China Tea house not be demolished in the expansion planned for 2025. This is a vital place of community and gathering.	See Comment #21
1080	Ellen Flocke	3/7/2023	MyCapEx Website - Comment Form	ellenflocke@gmail.com	Public Transit / Multimodal Transportation	If we really must expand I-35, plans should preference mass transit over cars. Finally, what I really want is trains. Expanded rail in Austin, high speed trains connecting Texas cities. I don't want bigger roads. It will not fix the problem and we could do better.	See Comment #13
					Bury/tunnel	More of it should be underground to create community and unify east and west.TXDOT said they'd pay for this at first, why is the bill now on tax payers?	See Comment #25
					Air Quality/Noise	We need more environmental tests and thought put into water run-off.	See Comment #34
1081	Ellen Mandel	3/7/2023	Email	ellenfmandel@everyactioncustom.com	Community Alternatives	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region. Sincerely, Ellen Mandel	See Comment #4
						Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals.	See Comment #4
1082	Ellenor Shoemaker	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am a resident of East Austin (Willow Street). I live just three blocks from I-35. I am very concerned about the proposed expansion and I would like other ideas explored. First, of all, as evidenced time and time again across the US adding more lanes to interstates does not ease traffic! Look at Houston, look at LA. It just doesn't work. Let's not repeat the mistakes of the past. We know now that sending interstates directly through cities is a terrible idea and has a hugely detrimental impact on the community - take New Orleans for example. We know now that there are alternatives that can make Austin a better city for everyone. Please look into alternatives that would send non-local traffic around the city instead of through it! We need to look far into the future of this rapidly growing city, and not just look for a quick fix of adding lanes. Let's think outside the box! Thank you! Ellenor Shoemaker	See Comment #5
1083	Ellie	1/20/2023	MyCapEx Website - Comment Form	ewicksmiranda@yahoo.com	Regional Connectivity	It would be so great to have high speed rail connecting major Texas cities like San Antonio and Austin. It would lessen traffic and pollution	See comment #1
1084	Ellie	2/27/2023	MyCapEx Website - Comment Form	ESmith153@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
1085	Ellie Hanlon	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, This is the 21st century. The plan to widen and expand I-35 is definitely stuck in the 20th century. I oppose the plan to widen and expand I-35. There is no mass transit involved. It further divides Austin in two parts; East and West. The expansion serves no real purpose except to destroy the central city and invite more traffic. The only reason I can think of that the federal government would be interested in this undertaking is to serve the trucking industry.	See Comment #5
					Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
					Air Quality/Noise	The pollution and traffic will become worse.	See Comment #34
1086	Elliot Copeland	1/19/2023	MyCapEx Website - Comment Form	ecopelandflags@gmail.com	Regional Connectivity	Commuter rail would be a better investment for the long term sustainability of transit, and reduce congestion rather than continuing the Induced Demand greater highway expansion would incur.	See comment #1
1087	Elliot Persico	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Making I-35 bigger and creating a decade of construction for a few years of congestion relief to let more people commute into downtown at the cost of reinforcing community issues decades in the making is short sighted and problematic. Please rethink this. Elliot Persico	See Comment #5
					Racial Justice	Mobility35 Program Manager Tommy Abrego,	See Comment #3
1088	Elliott Bucknall	3/7/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, I oppose the expansion of I 35 for many reasons , for the past 10 years there has been on an off construction on much smaller scale in I 35 which has resulted in many delays . It seems the plan is to have Austin's highways in a constant state of construction & delays. rethink35 must be considered ! Elliott Bucknall	See Comment #4
					Reroute to 130	Data has shown that freeway widening only reduces traffic flows for a couple years at best (take the Katy freeway for example). , alternatives such as designating SH-130	See comment #3
1089	Ellis Roberts	1/31/2023	MyCapEx Website - Comment Form	ejroberts25@gmail.com	Regional Connectivity	Please create high speed rail between Austin and San Antonio!	See comment #1
1090	Elloa Mathews	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Dear IH35 team, Rep. Doggett, Mayor Watson and Councilmembers, Dating back to Mr. Nyland's tenure at TXDOT, Sherwood Oaks neighborhood (located between Oltorf and St. Edwards University), has given input on many IH35 projects. The interstate is our eastern boundary. The questions I have about the IH35 project come from its use by the Department of Defense. About 80% of my neighborhood was, until the early 2000's, retirees from Bergstrom AFB and most were WWII or Korean War veterans. These veterans bought new homes in Sherwood Oaks in the 1960's using VA loans. At presentations on the IH35 expansion, I have not heard any discussion of the following issues: 1.If IH35 is put in an underground tunnel, will the DOD be able to move large military equipment on IH35? 2.Has TXDOT been in consultation with the Department of Defense on their needs to ensure that any reconfiguration of IH35 does not inhibit military readiness? 3.Beyond large defense equipment, will wind turbines or other large equipment fit through a tunnel of IH35? Beginning in the Eisenhower administration, IH35 was used to move military equipment through Austin and San Antonio as part of critical Cold War military convoys. Congress added the words "and Defense" to the interstate systems official name in 1956 ("National System of Interstate and Defense Highways"). IH35 was critical infrastructure for world peace which is why I wince when I hear people call IH35 racist. It was President Eisenhower, after all, who federalized the Arkansas National Guard to protect black students integrating Central High School in Little Rock, Arkansas in 1957. When the IH35 Multiple Investment Study was underway, several neighbors and I met with US Rep. Lloyd Doggett to discuss preventing the southbound on ramp at St. Edwards Dr. from creating cut through traffic in our neighborhood of only 250 homes. Congressman Doggett sent a letter to TXDOT and Mr. Nyland on the neighborhood's behalf. For pragmatic reasons, I support IH35 being expanded if TXDOT complies with the City's Atlas 14 drainage regulations. Austin does not need more runoff to our fragile urban creeks from increased impervious cover. And, for other environmental reasons, it is of the utmost importance that IH35 be expanded in such a way as to help vehicles move quickly through the densest part of the city. Having interstate lanes of cars idle in stopped traffic concentrates ozone in the central city during our hot, still summer days. Vehicles need to keep moving be they just crossing town or using IH35 to travel from the Texas valley to the	See Comment #5
1091	Elsa Decker	3/6/2023	Email	elsadecker@moreland.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. All my best, Elsa Decker	See Comment #8
1092	Elsa Rivera	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin and live close to east Riverside drive. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. . Austin is not built to take on this infrastructure. We are not Houston. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Elsa Rivera	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Community Alternatives	I am FOR Rethink35 proposal, especially redirecting traffic outside the city. I have lived in Austin for over 10 years and have seen how it has transformed, but Austin is not built to handle the amount of traffic that is coming through here and there has to be a better solution than expanding I35	See Comment #4
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
1093	Elyse Lance	3/6/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, Hello TxDOT, Austin City Council, and other representatives , I am a resident of South Austin near Manchaca and Slaughter Ln. I love living here and exploring all Austin has to offer. I vehemently oppose TxDOT's plans for I-35 and I oppose any expansion to this freeway. I have to deal with congestion on a daily basis and I know as well as you that adding more lanes will not fix the cities problems. As someone who lives near I-35 I do not want to route all of the pollution, noise and congestion through the center of the city when this is not the norm for I-35 in different parts of Texas. I wish I could hop on rapid transit and get downtown or to the greenbelt. I go out of my way to use MoPac, and local roadways to get around due to the congestion and traffic of I-35.. No one goes to world class cities to sit in a 20 lane highway in traffic and Austin is a world class city. I love the condo I bought and I love Austin, but if this means that I end up living next to the equivalent of the Katy Freeway I might have no choice but to leave. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #4
						I support the ReThink I-35 Plan and also improving public transportation in Austin and especially to South Austin and other communities that have been historically shut out of transportation outside of a car.	See Comment #4
					Reroute to 130	I am for redesignating another highway such as SH-130 to take traffic around the city. I also think these tax dollars would be better spent improving public transit, adding protected sidewalks, protected bike lanes, and working on getting away from car dependence overall	See comment #3
1094	Emerald Walton	1/13/2023	Email	Emerald.Walton@sunflowerbank.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1095	Emilio Campos	2/23/2023	Email	info@sg.actionnetwork.org	Community Alternatives	Mr TxDOT TxDOT, Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. Build a fully functional railway/metro/subway system instead. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. This project will discourage walking and bicycling and transit use. Wide polluting highways through town are not what I want for Austin. I want safe, pleasant, and walkable and bikeable streets. I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied Emilio Campos	See Comment #4
1096	Emilio Gordon	1/31/2023	MyCapEx Website - Comment Form	emilio123987@gmail.com	Regional Connectivity	I am a huge supporter of rail and a light rail system connecting Austin and San Antonio will undoubtedly benefit both economies and relieve traffic.	See comment #1
1097	Emily	2/11/2023	MyCapEx Website - Comment Form	Figsnjams@gmail.com	Business/residential displacement	Please don't remove tea house	See Comment #21
1098	Emily Bankston	3/7/2023	Email	info@email.actionnetwork.org	Air Quality/Climate change	Mobility35 Program Manager Tommy Abrego, I am a 20+ year resident of the Cherrywood neighborhood. My husband, child, and I and live within 3 blocks of IH35 just south of 38 1/2th Street and east of the highway. We oppose TxDOT's plans to expand IH35 through central Austin. Expanding the highway is the wrong move for our city. It is well known that expanding highways leads to more congestion. Bigger highways are more dangerous, lead to more pollution, are noisier, and are a terrible blight on our city. Furthermore, the placement of IH35 echoes racist policies designed to segregate Austin. Expanding it would further separate east and west. The east side will unfairly bear the burden of this expansion. I have been a homeowner in this neighborhood for over twenty years and before then a renter. Even 3 blocks away, I have been jarred awake by the sound of nighttime car crashes on the highway. I have heard multiple crashes from inside my home. The sounds of speeding cars and loud brakes permeate what should be nighttime quiet. It is already impossible to feel safe crossing to the west where crossings exist if I am walking or riding bikes with my family because the number of cars and speed of traffic is overwhelming. We love to walk and explore our area and the highway is already a huge barrier. Expanding the highway will make it such that we have to get in a car to drive to places we enjoy that should be accessible on foot. People should not have to lose their homes and businesses to a highway expansion when we have known for decades that expanding highways does not lead to decreased traffic congestion. Also, construction and then the presence of a larger, noisier, more polluting highway will have a negative affect on property values in all neighborhoods adjacent to this project. Driving on expanded highways in our city does not feel safe. I already avoid highway driving in Austin and will not use an even larger IH35. The planned decade of construction will make living here a challenge, and the result will be decreased quality of life. It's not worth it. The planning of this project ignores many facts and inadequately addresses so many real concerns. I am also very worried about increased pollution and the effect on the health of my family. Environmental impact and pollution are huge concerns, and TxDOT has not adequately studied this. From an air quality expert who met with Reconnect Austin to explain environmental concerns: 1. TxDOT has not and must study NO2 (nitrous oxides), PM2.5 (particulate matter 2.5), and PM10 (particulate matter 10) in its Air Quality Analysis (DEIS Appendix P). Appendix P currently only analyzes CO (carbon monoxide), which is common practice from DOTs because it's easy to land within CO attainment standards and the analysis is easy to run. NO2, PM2.5, and PM10 pollutants are a more effective measure of pollution and a more significant threat to health; they are also more difficult for TxDOT to bring within the national standards, making the agency reluctant to assess them. 2. The EPA is set to tighten their standards for PM2.5 in 2023, which would put Austin into non-attainment. The standards have been tightened because PM2.5 is so much more of a serious health concern than CO. TxDOT is not required to help Austin get back into attainment status, but non-attainment status will put pressure on CAMPO and the TIP (Transportation Improvement Plan (CAMPO's long-range plan)). Non-attainment is also a reason why TxDOT chose not to analyze PM2.5 in the DEIS – they were worried about what the analysis might show. 3. TxDOT's greenhouse gas analysis (DEIS Appendix V) is incomplete. TxDOT must analyze long-term GHG impacts of the project in comparison to the No Build option (the current analysis is only for construction impacts, not long-term impacts). TxDOT should at least be looking at 20 years out, 30 years out, and 40 years out. 4. TxDOT must conduct a regional emissions analysis for NOx and ozone precursors. Austin has been flirting with ozone non-attainment and TxDOT should be studying these. There are numerous examples where expanding highways has caused more problems and removing them has improved cities. I do not support the highway expansion. I support rerouting the highway outside of the city and reconnecting east and west, perhaps through the restoration of the former East Avenue. The highway—if it exists in central Austin—should be capped such that the integrity of our city is	See comment #18
1099	Emily Caudill	3/7/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, Hi, my name is Emily and I'm a resident of Austin. I oppose TxDOT's plans for expanding I-35 through Austin. I think this city would be much better served by an alternate plan, such as Rethink35's plan to turn I-35 into a boulevard. It makes more sense to route non-local traffic through other interstates rather than through the middle of downtown, which is how it's done in many other major cities in Texas.These resources could go towards creating a more vibrant downtown with affordable housing being built on the land that's used by I-35.	See Comment #4
					Latent/Induced Demand	Most highway expansions, such as the Katy Freeway, fail to actually decrease congestion thanks to Induced Demand.	See Comment #18
					Bike/ped safety	Rethink35's alternate plan would be an opportunity to make the heart of Austin more beautiful and friendly to pedestrians and public transport, which would increa se the health and vibrancy of the whole city. 55% of Austinites state that they would prefer not to drive if they have a safe alternative, and creating growth that centers public transport, bicycle lanes, and wide sidewalks would be a way to bring those wishes to fruition. These modes of transportation also move more people across town in less space, versus people commuting (often solo) in their cars. We are at a point where we need to consider what will make Austin a great city in the long-term, and an expanded I-35 should not be a part of that. Thank you for your consideration. Emily Caudill	See Comment #30
					Air Quality/Noise	We need to be considering ways to make Austin more environmentally friendly, and a car-centric plan such as the current I-35 expansion plan is a step in the wrong direction.	See Comment #34
1100	Emily Erwin	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am currently a student at UT Austin and I plan to live in Austin post grad. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I spent all of my life driving through waco remembering how incredibly awful the highway was. I do not want that to be my only memory of austin. Highway expansion DOES NOT WORK. We've seen Katy and everyone makes fun of it. We don't wanna be Katy or Waco. Please do not expand i-35 Emily Erwin	See Comment #5
1101	Emily Grigsby	2/8/2023	Email	grigsby@aquilacommercial.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. _____ Emily Grigsby Associate grigsby@aquilacommercial.com d 512.684.3821 | c 512.826.6763 This message contains confidential information and is intended only for the individual named. Do not distribute or copy this email if received by mistake. Please delete the message and notify the sender immediately if you have received this email by mistake. Email is not guaranteed to be secure and could be corrupted, lost, destroyed, incomplete, or contain viruses. AQUILA Commercial, LLC does not accept liability for any errors or omissions.	See Comment #8
1102	Emily Ibarra	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, All I want is more green space— the benefits have been well documented by sociologists for decades. There is another way.	See Comment #5
					Air Quality/Noise	Highways are expensive and drain resources, as well as increase pollution which affects marginalized communities the most.	See Comment #34
1103	Emily Kinsolving	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Research time and time again has shown that highway expansion does not lessen traffic.	See Comment #5
					Public Transit / Multimodal Transportation	We need mass public transit, NOT more highway lanes.	See Comment #13
					Reroute to 130	We need to open 45/130 up to the public to reroute through traffic around the city. Emily Kinsolving	See comment #3
1104	Emily Knight	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of East Austin strongly opposed to the I-35 expansion. I have been in Austin for over a decade and have seen the highway system grow more dangerous every single day as outdated unsafe road design from the 1980s hits capacity it was never intended for. Even if you expand I-35, you won't fix the ramps that are too short for safe merging, the poor timing and dispersion of local road to highway traffic, the congestion through downtown, and the unsafe driving behavior that is rampant and encouraged by bad road design. I have to cross I-35 to live my life; the grocery stores I visit, my doctor, and my gym are across the freeway and construction would cut off my access to most of the city for years at a time. I support keeping I-35 at its current number of lanes and forcing commercial traffic away from downtown toward alternative routes. I live here, I pay steep city and county fees and taxes to be here, and my needs should come before considering how to get the maximum number of Amazon trucks per hour through downtown so they can deliver plastic junk to a warehouse in Omaha. Stop being a croney for commercial interests and start listening to actual residents. Safety and livability come first.	See Comment #5
					Caps/Deck Plazas	I support removing the split deck, capping I-35 with bikeable and walkable roads, and congestion pricing through downtown Austin to enco urage use of alternative routes for through traffic.	See Comment #42
1105	Emily Kucera	1/27/2023	Email	emilykucera44@hotmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Emily Kucera	See Comment #8
1106	Emily Mansfield	2/7/2023	Email	emansfield5@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Emily Mansfield	See Comment #8
1107	Emily Martinez	1/31/2023	MyCapEx Website - Comment Form	Emi2000mtz@gmail.com	Regional Connectivity	I believe that a metro rail between San Antonio and Austin would benefit both cities. It would ease the burden of car ownership on the inhabitants of both cities while reducing carbon emissions. Houston would also greatly benefit from being added to this metro system once it is put in place.	See comment #1
1108	Emily Moreland	2/7/2023	Email	emilymoreland@me.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Emily Moreland Sent from my iPhone	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1109	Emily Moreland	3/6/2023	Email	emilymoreland@me.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Emily Moreland	See Comment #8
1110	Emily Nash	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, My name is Emily and I have lived in Austin for nearly 10 years. I oppose TxDOT's plans for I-35 and I oppose expansion. Instead,Every day I wish Austin were a lovely, walkable city. We should be focused on that instead of expanding an already awful highway. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Air Quality/Noise	Highway expansions do not work. They increase traffic, cause more pollution, and is a safety concern. Not to mention the horrible inconvenience of dealing with road work.	See Comment #34
					Multimodal Transportation	I am for alternative modes of transportation. Austin is a beautiful city that could easily be walkable if there were buses that ran on time and trains that locals could take.	See Comment #20
1111	Emily Nickerson	1/4/2023	Email	emilynickerson49@gmail.com	Business/residential displacement	Hello my name is Emily, This highway expansion is ridiculous. It will cost millions of dollars that I am unwilling to pay for. You are pushing out businesses and residential homes causing environmental problems for the longer term. Austin, Texas was this amazing place to live, but now with the influx of people and destruction of the local parks/environment we are considering of leaving with the rest of local Texans. Instead of causing additional stress and chaos for commuters, maybe find an alternative solution to larger sets of traffic than causing more problems.	See Comment #21
1112	Emily Rafal	1/31/2023	MyCapEx Website - Comment Form	emiliesrafal@gmail.com	Regional Connectivity	I moved here from DC and one of the biggest drawbacks to San Antonio is the lack of public transportation, especially rail, which would help address myriad challenges in the city including traffic, accessibility, and climate.	See comment #1
1113	Emily Santoyo	2/27/2023	MyCapEx Website - Comment Form	emilyrangel5@gmail.com	General support	Expansion needs to happen on I35, originally from San Antonio, I will never understand why there hasn't been ANY expansion to it at all or a better why hasn't been figured out by now. Whatever the toll 130 'loses' by allowing 18 wheeler's through it, should happen anyway. I don't see how that toll or ANY toll in Austin loses money.	See Comment #8
1114	Emily Serchen	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Battle Bend Neighbor in South Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, an	See Comment #5
					Community Alternatives	I am FOR the Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project.	See Comment #4
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
1115	Emily Underwood	3/6/2023	VOH	emilyfemmina@gmail.com	Caps/Deck Plazas	This is a huge project that will have huge effects on the character and accessibility of our city for decades. . All of the sunken areas would ideally be capped, If it wont be capped, at the very least include more cross-overs. Please consider and accommodate the many ways people get around the city without cars, we need less of them in this rapidly growing city!	See Comment #42
					Bike/ped safety	integrating the city on either side of the interstate and making in safer, easier and more pleasant for pedestrians, cyclists	See Comment #30
					Multimodal Transportation	and all the other modes of transit. I urge everyone involved in this design to be forward-thinking about what might be appropriate for the current and future of Austin	See Comment #20
1116	Emily Weisz	2/6/2023	Email	eweisz@austinchamber.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Emily Weisz Director, Operations & Culture Austin Chamber office 512.322.5655 www.austinchamber.com	See Comment #8
1117	Emilynn Vanover	3/6/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, Please focus on improving public transportation for the general population of Austin. Expand the Metro to reach more points of the city. Make Austin more walkable.	See Comment #13
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
1118	Emmanuel Nunez	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Dear TxDOT, I am a resident in Houston. I went to school at UT Austin and I love the city of Austin. I believe that the I-35 project should not add any more driving lanes. Expanding the right-of-way is conflicting to Austin's values - that voters approved for- of expanding transit using Project Connect. We must build not for today's needs but for a sustainable city. Highway expansions simply don't work. They cost too much money and just result in more traffic and encourage more car reliance.	See Comment #5
					Reroute to 130	People should have the ability to walk, use transit or bike to destinations, that's what drives city longevity. Please go back to the drawing board and re-route through traffic through SH 130	See comment #3
1119	Enrique Bocanegra	2/1/2023	MyCapEx Website - Comment Form	ebocanegra1997@yahoo.com	Regional Connectivity	I would love a railway system of some sort between San Antonio and Austin. It would make commutes lot easier and help with the horrible traffic the route between both cities experiences.	See comment #1
1120	Ephraim Taylor	3/7/2023	Email	ephraimtaylor@gmail.com	Do not widen/no build	I am an Austin resident living less than a mile from I-35. I strongly oppose the proposed CapEx Central project. The project is not appropriate for an urban area where people live, work, and commute by varied means of transportation in our city. As someone who primarily gets around by bike, on foot, and by taking local transit, I need to be able to traverse my local area in an efficient, direct, and safe way. The proposed I-35 expansion will not allow me to do that. Rather than expanding this highway that is already a huge barrier to cross-city movement, we should be removing it or completely capping it throughout the full length of the city.	See Comment #5
					Bike/ped safety	The proposed project does not include enough at-grade crossings for pedestrians and cyclists, and would require non-car users to go well out of our way to connect locations that are close "as the crow flies", adding significant distance, physical exertion, and travel time to our trips.	See Comment #30
1121	Eric	2/15/2023	MyCapEx Website - Comment Form	ericooi@gmail.com	Caps/Deck Plazas	The following are my requests to TxDOT when considering how to move forward with the I-35 expansion: 1. No Higher No Wider - don't expand to 20 lanes 2. A full cap from Lady Bird Lake to Airport Blvd 3. Don't preclude future capping Airport Blvd to 290 4. Thanks.	See Comment #42
					Reroute to 130	Route trucks to SH 130	See comment #3
1122	Eric and Gaby Landry	3/7/2023	Email	ericygaby@yahoo.com	East/West Connectivity	TXDOT Dear sir or Madam: As a long term resident of North Central Austin in Hyde Park I'm writing to add my voice to the many members in the 13 communities and neighborhoods in North Central Austin that are in strong opposition to TXDOT's Modified Alternative 3. The City of Austin, the neighborhoods, and the neighbors that live next to I-35 found themselves with an unprecedented opportunity to: 1) Better integrate the communities along East and West sides of I-35 in North Central Austin, by expanding east-west crossings in the area; And 4) An opportunity to balance the sacrifice and repercussions these neighborhoods will endure during construction and for generations to come, with the real possibility to truly achieve effective solutions and enduring goals based on metrics beyond the numbers of cars moved from point A to point B. Unfortunately, TXDOT's Modified Alternative 3 does not achieve these goals, and comes short on the solutions. I oppose TXDOT's Modified Alternative 3, because "good enough" in this case would be a monumental misuse of funds pursuing an alternative that ultimately fails the neighborhoods and will also fail Austin. In the meantime, I support a temporary "No Build" scenario with modifications to improve flow and travel time that can be implemented while further modifications are explored and considered This is a unique moment and a unique opportunity to make a change for the better for the residents of Austin. We have to get it right. Sincerely, Gabriela M. Vasquez	See Comment #20
					Air Quality/Noise	2) Produce and support a modern, holistic environmental assessment that truly seeks to evaluate the impact of the total expansion of I-35, not in "segments", but as a whole unit that affects the entire Austin community along the corridor and beyond;	See Comment #34
					Multimodal Transportation	3)The opportunity to design a corridor that serves all modes of transportation in a way that is safe regardless of method, and that is accessible, regardless of age, abilities, and location.	See Comment #20
					Do not widen/no build	I oppose TXDOT's Modified Alternative 3, because "good enough" in this case would be a monumental misuse of funds pursuing an alternative that ultimately fails the neighborhoods and will also fail Austin. In the meantime, I support a temporary "No Build" scenario with modifications to improve flow and travel time that can be implemented while further modifications are explored and considered	See Comment #5
					Reroute to 130	(i.e designating and marking existing far left lanes as HOV-2 lanes during peak AM and PM hours, reinforced by camera photo capture, as well as no-toll, mandatory diversion of trucks to SH 130 also during peak hours).	See comment #3
1123	Eric Berger	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm opposed to the current expansion plan for I-35. It will clog up with worse traffic for 20 years until it gets finished, and when it does get finished, it won't have been enough if current trends hold. It will weave a giant ugly scar through the center of town for no reason other than there's already an interstate there. Have a little imagination! See Houston, for how this didn't work before.	See Comment #5
					Reroute to 130	Route traffic to sh-130, maybe expand that instead. Build 35 underground. Do literally anything but what you have planned currently. It's a waste of money, resources and time.	See comment #3
1124	Eric Brehm	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, a clear gash in the city a huge mistake. why would you expand on that. learn from the past and gift a better future. eric brehm	See Comment #5
1125	Eric Brown	1/19/2023	MyCapEx Website - Comment Form	erbrown5910@gmail.com	Regional Connectivity	The I-35 corridor between Dallas and San Antonio requires a more thoughtful assessment to include the region's freight and passenger needs across multi-modes (i.e., highway, inter/intra-city mass transit, bike/pedestrian). There have been several proposals to alleviate I-35 congestion (widening 35, parallel tollways, passenger rail, etc.), but the proposals seem short-sighted and costly. I'd propose the state (or private group) approve funding for a study on regional connectivity - to revisit exist plans and form a governance/decision-making body to execute the recommendations.	See comment #1
1126	Eric Dauenhauer	2/28/2023	MyCapEx Website - Comment Form	eric@ericyd.com	Do not widen/no build	I oppose adding two non-tolled HOV lanes to I-35 as part of the Capital Express Central project.	See Comment #5
					Latent/Induced Demand	From personal experience in Portland, OR where they have HOV lanes on a congested part of I-5, it does not substantially improve traffic conditions.	See Comment #18
					Public Transit / Multimodal Transportation	I also believe that the city would be better served by simply expanding transit access across the bridge and into downtown rather than expanding the freeway. The city won't stop growing and 2 lanes of HOV traffic is not going to meaningfully alter the future traffic conditions in the city.	See Comment #13
1127	Eric Englert	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm a resident of downtown Austin, and I've been an Austin resident all my life. I oppose the current plan to expand I-35 because it does not provide any benefit for the community or traffic. TxDOT's metrics for pushing this project are flawed and reality has fallen far short of TxDOT's prior projections on similar projects in the past. If highway expansions worked, we'd have the best traffic in the world, but instead we're getting economically unsound projects shoved down our throats. I expect TxDOT, the State, City, and County government to actually serve the people of Austin instead of finding the easiest way to line the pockets of contractors.	See Comment #5
					Caps/Deck Plazas	I would support this plan if there were a railroad component and it was fully buried between 183 and Town Lake. As it stands now the allowed area for caps are insufficient and frankly a slap in the face to communities along the corridor.	See Comment #42
1128	Eric Fisher	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, What I DON'T want is more highway lanes, as they have proven to cause more congestion after a short period of alleviation due to Induced Demand.	See Comment #5
					Public Transit / Multimodal Transportation	I'd like to see more train lines and other modes of public transport instead of more highway lanes as they would both alleviate the highways of traffic, and offer safer and more accessible alternate transport options for citizens.	See Comment #13

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1129	Eric Galloway	3/3/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Expanding highways expands traffic. You're inviting more traffic by expanding I-35. Eric Galloway	See Comment #5
1130	Eric Guenther	2/10/2023	Email	ericguenther123@googlemail.com	Do not widen/no build	Hello CapMetro, I would like to submit my comments to oppose I-35 expansion. If you want to know why we need don't need an expansion on I-35, drive the Katy Freeway. That's all you have to do. After TxDOT expanded Katy to the widest freeway in the world, commute times increased. It is clear that road expansion cannot scale fast enough to keep up with population increases of our urban core. It is embarrassing that our state transportation department full of smart people decides to fall back to antiquated and disproven transportation theories. Please cancel this wasteful expansion and do something that'll actually address the problem you are trying to solve. Thank you, Eric Guenther	See Comment #5
					Reroute to 130	SH-130 should be redesigned I-35 and the current I-35 should be reconfigured to better serve Austin.	See comment #3
					Multimodal Transportation	Fortunately, bike networks, rail transit, and walking alternatives all scale better to population growth, are cleaner, more sustainable, and are magnitudes safer.	See Comment #20
1131	Eric Guid	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin and have to use I-35 consistently and cross every day to get to work. It summarily ignores the needs of the people in and around the area being proposed with the benefit majorly for those in suburbs and numerous polution, and demolition downsides for all of the people in the area. I don't want to use an interstate highway for my local trips, i want more funding for public transit and the like.	See Comment #5
					Latent/Induced Demand	I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Induced Demand will make this an absurd expenditure of money for what will end up being the same amount of traffic. The process used by TxDOT is flawed, it assumes much more optimistic outcomes than historic changes have actually completed.	See Comment #18
					Community Alternatives	Rethink 35 and other organizations have much more comprehensive plans that better address the needs of both the people near downtown Austin and those traveling to it. It is already challenging enough to bile to work crossing I35 where as this plan doesn't do near enough to make this situation appreciably better.	See Comment #4
1132	Eric Harwell	1/12/2023	Email	harwelle@hotmail.com	Reroute to 130	I would like to strongly encourage TxDOT to consider what other cities across the country have done and route I-35 around the city of Austin using the existing toll roads. Specifically: I-35 at San Marcos, routed to northbound SH-130 I-35 at Round Rock, routed to southbound SH-130 Convert existing freeway to its original layout as a central boulevard through the city center. Sincerely, Eric Harwell 14416 Alderminster Ln Pflugerville, TX 78660 512-947-0496	See comment #3
1133	Eric Herron	2/8/2023	Email	eric.herron@streamrealty.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1134	Eric Hoovestol	1/31/2023	MyCapEx Website - Comment Form	erichoovestol@gmail.com	Regional Connectivity	I would like a commuter rail line between Austin and San Antonio.	See comment #1
1135	Eric Hougland	3/7/2023	Email	info@sg.actionnetwork.org	Community Alternatives	Mr TxDOT TxDOT, I oppose TXDoT's plan for expanding I-35. The highway is already a significant barrier for anyone traveling on foot or bicycle. Making it wider is only going to exacerbate that. Widening I-35 will also increase traffic, creating more noise and pollution. TXDoT should fully study and implement an alternative to expansion, such as Reconnect Austin.	See Comment #4
1136	Eric J Malloy	1/31/2023	MyCapEx Website - Comment Form	malloy.j.eric@gmail.com	Regional Connectivity	Voting for commuter rail between Austin San Antonio and Monterrey Mexico	See comment #1
1137	Eric Joyce	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, The expansion of I-35 through central Austin is a colossal waste of funds, time and energy to make a worse traffic situation that will irreparably damage the urban fabric or austin for generations.Overtime the state and city should work to return the thoroughfare where I-35 current exists to a boulevard that connect east and central Austin with slower roads and pedestrian routes.	See Comment #5
					Reroute to 130	The proposal flies in the face of current traffic recommendations and out of touch with current city planning strategies. It thrusts austin back into the 1960s and lacks any forward thinking. Txdot should instead consider tolling cars to drive through austin while eliminating the tolls on sh-130 to encourage interstate traffic around downtown.	See comment #3
1138	Eric Kaufman	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a local Austin resident, I am writing to register my strong opposition to the TxDOT I-35 expansion plan through downtown Austin. There is no need for a major highway to divide the urban core of Austin. It makes navigating Austin dangerous both short-term (accidents) and long-term (air quality). I recognize that cars and trucks need adequate north-south access through Central Texas. Therefore,This includes keeping high-speed frontage roads underground or eliminating them altogether. The design plans so far "bury" the highway but leave a frontage road that may as well be a highway at surface level given the size and scale. An expanded highway through Austin is the wrong answer to our region's growth. Please listen to those you represent and consider alternatives to your current proposal. Thank you. Eric K Eric Kaufman	See Comment #5
					Reroute to 130	I encourage you to re-reroute / re-designate SH-130 for all through-traffic around Austin. This is a wide, purpose built road able to handle trucks and other long-distance vehicles. We can then bury I-35 and cap and stitch in a way that unites downtown Austin with surrounding neighborhoods.	See comment #3
1139	Eric Kidwell	2/27/2023	VOH	eakidwell@gmail.com	Do not widen/no build	I also don't believe widening I-35 will ease congestion in the long term, as we've seen freeway after freeway be expanded to become congested again in a few years, as seen in Houston.	See Comment #5
					Business/residential displacement	I am very much opposed to displacing homes and businesses near I-35 to widen a freeway largely clogged by through traffic. My son's school will be forced to close with this expansion and I doubt they can find an alternative location given the cost of space in Austin.	See Comment #21
					East/west connectivity	I-35 as is should be converted back to an urban boulevard.	See Comment #20
					Reroute to 130	I think the current Highway 130 should be widened and converted to I-35 to divert through traffic around the city.	See comment #3
1140	Eric Kidwell	3/7/2023	MyCapEx Website - Comment Form	eakidwell@gmail.com	Do not widen/no build	I also do not think the current plan will help with traffic in the long term. You only have to look at the Katy freeway to see that more lanes do not help traffic conditions.	See Comment #5
					Business/residential displacement	I think the current proposals requires destruction of an unacceptable number of homes and businesses through central Austin, which only serves to fully divide the city. My kids go to one of the few Spanish emersion schools in central Austin and it will be forced to relocate or close. Given the high cost of real estate in this city, I think it's more likely they will not be able to reopen.	See Comment #21
					Reroute to 130	I think we need to move expand highway 130 to become the new I-35 to reroute the interstate around the city. The existing I-35 right of way should be returned to an urban boulevard serving the citizens of the city.	See comment #3
1141	Eric Lindley	1/31/2023	MyCapEx Website - Comment Form	ericlindley409@gmail.com	Regional Connectivity	A rail system linking San Antonio, Austin, and Houston is greatly needed. So much so that I would be willing to spend the same amount of money in gas to ride this train as it would for me to drive to either city. This system would protect the environment, limit traffic congestion, and increase the Texas economy.	See comment #1
1142	Eric Marcella	2/7/2023	Email	eric@balconesre.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Eric Marcella Balcones Real Estate Group (210) 250-1266 www.balconesre.com	See Comment #8
1143	Eric Matthies	3/2/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, Expanding the 35 will create further divides in our community that we can't afford. We don't need more roadway, we need more public transportation and support for pedestrian modes of transit such as bicycles and walking. It has been proven over and again that adding more lanes simply invites more traffic. More traffic equals more pollution, more congestion, more accidents. Eric Matthies	See Comment #13
					Racial Justice	Our city is already segregated by this roadway, widening it only furthers that disturbing trend of pushing under-represented communities further away from core city resources, and from being a part of our overall urban community. Please stop this expansion.	See Comment #3
1144	Eric Pinzur	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Im a resident of east Austin and I strongly oppose the expansion plan of interstate 35 through downtown Austin.	See Comment #5
					Air Quality/Noise	The expansion plan will increase traffic through the city, creating more noise and pollution.	See Comment #34
					Bike/ped safety	Also it will make accessing downtown from the east side more difficult when walking or biking. The walk ability and bike access to the city is most important to me.	See Comment #30
1145	Eric Pruett	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, As a resident of the DFW area who occasionally travels through Austin, I appear to be a constituent for whom TxDOT is seeking to widen I35 through the heart of downtown Austin. I do not want you to do this for me, or anyone else. If I'm driving TO Austin, I'm going there because it is a desirable destination. It will only become more desirable if I35 is torn down and re-routed around downtown. Any expansion of I35 will make it less desirable to me. If I'm driving through Austin, I have no problem diverging around an outer loop. Please stop the 3% per year assumed traffic model nonsense which assumes people will not change their behavior based on travel times, and n. High-capacity high-speed Roads should facilitate movement between cities, not within them.	See Comment #5
					Community Alternatives	participate with the local communities in Austin (Reconnect Austin, Rethink35) to bring those options to a full economic compariso	See Comment #4
1146	Eric Rauser	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, We need to reduce the lanes of traffic on I-35, not expand them. This freeway cuts through our growing downtown, an area that generates income for residents of Austin as well as the the City and State governments. Expanding it to include more lanes is a short-sighted and incompetent strategy. Do better, Texas. Eric Rauser	See Comment #5
1147	Eric Rauser	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Community alternatives to the expansion of I-35 generate new development and business, which in turn brings revenue to state and local government. Expanding I-35 to allow increased traffic through Texas to other states is not only shortsighted and economically foolish, it's UN-TEXAN! Eric Rauser	See Comment #5
1148	Eric Roberts	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, A highway expansion like the planned 20 Lane expansion for I-35 would be a huge, expensive mistake for the City of Austin, it's well being, and future. Please reconsider your plan and explore alternate methods for this highway expansion. Don't give our descendents 50 years down the line an even bigger headache to deal with. Eric Roberts	See Comment #5
1149	Eric Roe	1/11/2023	MyCapEx Website - Comment Form	eric.a.roe@gmail.com	Reroute to 130	REROUTE non-local traffic around Austin instead of through it. We do not need an interstate highway going through our city's heart. Non-local traffic should instead use existing highways such as SH-130 (like I-35 does in at least 14 other Texas cities).	See comment #3
1150	Eric Rojas	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of the Austin area and I oppose the highway expansion project. It wasn't approved by the voters, it will cause unneeded delays in future commutes,	See Comment #5
					Public Transit / Multimodal Transportation	and building more highways will not solve the long-term traffic issues with Austin which could be solved with more high-quality transit as proven in many cities across the entire world. Eric Rojas	See Comment #13
1151	Eric Rojas	3/7/2023	VOH	eric.f.rojas@protonmail.com	Do not widen/no build	I do not like how the citizens of Austin or of the Austin area did not give ascent to the I-35 project. I also do not support an expansion of the highway without considering more options. I do not want to drive on a new Katy Freeway in the middle of Austin.	See Comment #5
					Latent/Induced Demand	Induced Demand will always come and I think that local public transportation plans could be considered to free up space and congestion on the highway.	See Comment #18

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1152	Eric Ryan Pace	3/7/2023	Email	ericryanpace@gmail.com	Air Quality/Climate Change	Email Copy: Please record the attached public comment regarding the DEIS. Thanks, Eric Pace Evaluate NO2, PM2.5, and PM10 in the Air Quality Analysis as the analysis of CO alone in DEIS Appendix P does not provide an accurate representation of the air pollution residents are exposed to; Conduct a longer-term greenhouse analysis beyond the construction period in DEIS Appendix V;	See Comment #18
1153	Eric Vormelker	3/6/2023	Email	reklemrov@hotmail.com	Do not widen/no build	As a resident of the Skyview neighborhood in Austin, I appreciate the opportunity to provide comments on the draft Environmental Impact Statement for the Capital Express Central Project. Having carefully considered the alternatives presented in the DEIS, I urge TxDOT to choose the No Build Alternative because the benefits of Modified Build Alternative 3 would not justify the costs and impacts on the community. Having followed the project through the entire process, I have seen no indication that the state understands and is preparing for the drastic changes that will be coming in the near future. Instead, this plan is stuck in an 80-year rut. As noted by many well-informed members of our community: •TxDOT's projected traffic growth and commuting times are exaggerated because commuters will change their driving patterns as alternatives become more available or favorable. •Expanding the highway would not eliminate congestion due to Induced Demand. There are, in fact, mountains of studies that show quite clearly that all expanding highways does is make congestion worse. •TxDOT can improve highway safety immediately by reducing the speed limits on the highway and access roads. •The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. •T •In order to expand the highway, the project would confiscate land from businesses and residents near the right of way, disproportionately impacting small businesses and minority communities. •Widening the highway with the limited connectivity, currently in Modified Build Alternative 3, would perpetuate, expand, and worsen the demographic divide that began with the city 1928 master plan. If, however, TxDOT continues to pursue Modified Build Alternative 3, then I urge TxDOT to work with the City of Austin to ensure that the expanded highway includes adequate east-west crossings, as outlined by the Austin City Council Resolution on 2/23/2023, including: •Ensure that all crossings between 51st and U.S. 290 are at grade. •Work with the North Loop, Ridgetop, and Windsor Park neighborhood associations to evaluate adding another full crossing (automobiles, bikes, and pedestrian lanes) between 51st and U.S. 290. Revising the project to more closely align with the needs of Austin and its communities who live along I-35 will result in better outcomes over the decades to come. Thank you for your consideration. Eric Vormelker Skyview Neighborhood	See Comment #5
					Climate Change	he project would encourage the use of single-occupancy vehicles, promote urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan, a plan that actually attempts to take into consideration all the changes we need to make to manage climate change and climate refugees.	See Comment #51
1154	Eric Zuniga	1/31/2023	MyCapEx Website - Comment Form	ezwreck1@yahoo.com	Regional Connectivity	Please make this a reality. We need Texas to be a leader in mass transit to help our economy prosper. Imagine the commuter vehicle traffic we can remove from the highways with a rail system, opening up space for moving commercial goods and traffic.	See comment #1
1155	Ericka Laborde	3/7/2023	Email	info@sg.actionnetwork.org	Public Transit / Multimodal Transportation	Mr TxDOT TxDOT, It's been studied that expanding highways does not solve conversation issues. Investing money in public transit, bike lanes, and side walks is the way to go with our growing city. We need Austin to stay weird and expensive I-35 is not the way	See Comment #13
1156	Erik Landry	2/14/2023	MyCapEx Website - Comment Form	Erik@vocodojovoicecenter.com	Do not widen/no build	Please don't expand I-35 north if 45th street because that would destroy a cultural gem of Austin called West China Tea House. It's owned by a Chinese American family and it brings people from all over Austin and the world together and immense joy.	See Comment #5
1157	Erik Sanden	1/31/2023	MyCapEx Website - Comment Form	kindfrankenstein@gmail.com	Regional Connectivity	I have lived in San Antonio since 1993. I frequently work in Austin and that commute gets harder every year. I have longed for a rail connection and am continually disappointed when talks of an ATX-SATX line get extinguished. I have nearly died on this commute twice. A rail line would be safer and I could have written a novel in all that time wasted fighting traffic and idiots on I35 in San Marcos.	See comment #1
1158	Erik Schmall	2/24/2023	VOH	erik@erikschmall.com	Do not widen/no build	As a homeowner in Austin, Texas I do not support further expansion of i-35 in downtown Austin. I would support a study based on evidence from other cities globally on practical ways to make Texas cities less congested with automobile traffic.	See Comment #5
					Reroute to 130	Local traffic downtown should have priority while through traffic should be routed to 183 to alleviate congestion.	See comment #3
					Public Transit / Multimodal Transportation	Alternative modes of transportation like rail and rapid bus systems should also be given priority in spending to further reduce highway traffic.	See Comment #13
					Latent/Induced Demand	It is simply fact that adding lanes does not relieve traffic in the long term and you can point to Katy, Tx or any other cities that have since tried. Let's not waste our tax money please and thank you for reading.	See Comment #18
1159	Erik Schmall	3/6/2023	Email	erik@erikschmall.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, as a homeowner in Austin, I do not support expanding i35 downtown. Austin and Texas are on the cutting edge of a global economy. We should act as a leader in data driven, safety first transit. Reducing traffic delays and fatalities should be the number one priority with tax payer money. Thanks for reading. Erik Schmall	See Comment #5
					Reroute to 130	I do support routing through traffic around downtown and making downtown a local exit only corridor. Additionally, more work needs to go in creating car alternative and ride trips trips to downtown.	See Comment #3
1160	Erik Wittstadt	2/24/2023	MyCapEx Website - Comment Form	ewittstadt@hotmail.com	Do not widen/no build	I am opposed to the I-35 expansion in Austin. As a public health student at University of Texas in Austin, I have learned about the detrimental impacts on health that this expansion will cause. Please Texas, make the right decision for the health of Austin residents! Expanding I-35 is the wrong decision.	See Comment #5
					Racial justice	For example, this highway will continue to segregate east and west Austin, create noise and pollution that will negatively impact residents' health, and its use will be limited to those that can afford a car.	See Comment #3
					Public Transit / Multimodal Transportation	As a city, we need to start thinking about the long-term, sustainable future. This means investing heavily in public transportation for our residents. Imagine if we spent $800 million on bike infrastructure alone?! Let's expand bus and bike lanes and make sure everyone can get around without a vehicle. The new metro system is a MUST and will increase health equity by allowing access to care.	See Comment #13
1161	Erika Adams	2/8/2023	Email	admin@EUREKAHOLDINGS.COM	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1162	Erika Allbright	3/7/2023	Email	erikaall@gmail.com	Community alternatives	Hello TxDOT, Please consider alternatives to the current plans for IH35 in Texas. Texas deserves that Austin be a functional city. The current plans are destructive, not progressive. Please, work for solutions that would benefit ALL parties. Sincerely, Erika Allbright	See Comment #4
1163	Erika Haren	3/7/2023	Email	info@sg.actionnetwork.org	Community Alternatives	Mr TxDOT TxDOT, I would like the other community alternatives to be considered over expanding i 35. More focus should be on transport and bicycle use.	See Comment #4
1164	Erika Levack	3/7/2023	MyCapEx Website - Comment Form	erikalevack@gmail.com	Wilshire	Hello, I live with my family in the historic Wilshire Wood neighborhood of Austin. We have enjoyed living here for the past 10 years because it is a pedestrian-friendly, tree-lined neighborhood that is still very charming despite being flanked by Airport Blvd to the north and I35 to the west. I support the plan to remove the upper deck of I35 and redesign the section of highway between Cesar Chavez and 51st Street. I have also read about TXDOT's plan to connect East 41st Street to Wilshire Blvd, thereby creating a pass-through of traffic to Airport Blvd. Our family DOES NOT support that aspect of the redesign. Doing so would exponentially increase car traffic through a neighborhood that is 100% residential, increasing the likelihood of accidents and hazards in a neighborhood where young children walk to school, to the park, play in the streets, etc. It would drastically decrease the quality of life in one of Austin most coveted neighborhoods (one made up of only 7 residential streets). Creating this pass-through on Wilshire Blvd (a street that is lined 100% by residences) would reduce property values extensively for the entire neighborhood, We ask that you reconsider creating that connection (by not connecting East 41st and Wilshire), or at the very least, create a diverter so that traffic from East 41st cannot pass through Wilshire Wood. Thank you for your consideration. Erika Levack	See Comment #9
					Sound Walls	and add to the noise pollution we already experience with Airport and I35 on either side. This feels like a completely unnecessary addition to the plan, when there will already be a seamless way for traffic to access Airport Blvd from I35.	See Comment #69
1165	Erin Brantmayer	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose the expansion of I-35 because bigger highways don't solve traffic congestion. The highways won't be better with more lanes and will just get worse, making the local routes, which I already prefer, also worse. Erin Brantmayer	See Comment #5
					Public Transit / Multimodal Transportation	I would rather have better local traffic routes AND a better public transit system.	See Comment #13
1166	Erin Curby	3/7/2023	MyCapEx Website -	erin@saigebrook.com	General Support	Please use alternative 3.	See Comment #8;
					Business/residential displacement	Alternative 2 will impact 2 low-income housing developments which will impact 126 households.	See Comment #21
1167	Erin Mortensen	1/31/2023	MyCapEx Website - Comment Form	eirene241@yahoo.com	Regional Connectivity	Please build a rail network for Texas! I've been wishing for a transportation system between San Marcos and Austin for 25 years, but a rail network connecting all the major cities would benefit millions of people.	See comment #1
1168	Erin Salada	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, There's enough evidence to suggest that TxDOT's plan for 35 will only foster division, displacement, and disregard for the environment without achieving any of the long-term benefits that it touts. As an Austin resident who also grew up in the city, I strongly oppose this expansion. My hope is that residents, advocates, and city officials can make room instead for a more expansive sense of what might be possible for transportation in Austin.	See Comment #5
1169	Erin Swearingen	3/6/2023	MyCapEx Website - Comment Form	swearingenerin@gmail.com	Do not widen/no build	Anything except capping i35 through the downtown corridor (including the university of texas) is a bad investment in our city, our community, and our future. If we want this city to be sustainable we need to reconnect the wrongful split that was made by installing such a large highway in the middle of a city. We must advocate for environmentally friendly options that will actually improve traffic- in-line lane expansions which have been proven to not make a significant impact on the length of time spent in traffic.	See Comment #5
1170	Erin Tassoulas	2/7/2023	MyCapEx Website - Comment Form	Etassoulas@gmail.com	Caps/Deck Plazas	I live in one of the neighborhoods next to IH 35. The expansion will wipe out one of our streets, we appreciate the fact that the upper deck will go and sink the bulk of the highway. We do request that the highway will be engineered to sustain caps throughout the central city where highway is sunk. Our neighborhood is closed off from the west side by small bridges that feel very dangerous to walk and certainly to bike over. A cap or deck is what would be essential to connecting austin again. It would encourage more people to walk and bike to work and school. As downtown and UT are across ih 35. I understand they would get caps but our neighborhoods are full and we need more than 2 caps!	See Comment #42
1171	Erin Tassoulas	2/15/2023	MyCapEx Website - Comment Form	etassoulas@gmail.com	Caps/Deck Plazas	I live in Cherrywood Neighbourhood. The east west division will be greatly impacted in a positive way to have a cap placed along the stretch from Manor to Wilshire Blvd. the new expansion will be twice the area served by I 35 . A cap will reduce sound and encourage walking and biking to work, school and the businesses on either side will be better served.	See Comment #42

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1172	Erin Tassoulas	2/28/2023	Email	etassoulas@gmail.com	Do not widen/no build	To whom it may concern, I live in the Cherrywood Neighborhood that border I 35 on the east side. Please, we ask you: - engineer and build the sunken highway to support future caps throughout the north central area. - do not extend highway outside of current right of way. - insentify through traffic to take 130. Thank you, Erin Tassoulas	See Comment #5
					East/West Connectivity	please add more east west crossings at street level and have pedistrian and bicycle crossings at each location. - we do not need a wider highway, the traffic will drop significantly in the future, especially if we have more east west crossings and as Austin densifiys to have what the future will look like, more pedestrian/bike traffic.	See Comment #20
					Business/residential displacement	Our neighborhood is slated by the current proposal by TXDot to remove businesses that have been in the area for many years.	See Comment #21
1173	Erin Yanota	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I live in Austin, Texas. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. We know from research and experience (see the Katy Freeway) that highway expansions don't work, and in fact make several issues–pollution, safety, etc.–worse. This state as a whole is already hostile to its human population in the sprawling design of its cities, which are made for cars–not people–and public transportation options are abysmal. . I know far too many people who have been hit by cars in Austin because of the driving culture that highways on highways on highways creates–and I myself have been hit by a car since living here while walking *on a sidewalk*, and have had too many close calls to count in marked pedestrian crossings. The existing highway infrastructure has displaced so many of the people who have given this city its rich culture already, a problem that is only getting worse with the egregiously high cost of living that is driving born-and-raised Austinites out of their own city. It has been reported that the "I-35 expansion could destroy a 70-unit affordable housing complex," and Austin cannot afford that loss. I expect TxDOT, Austin City Council, and other representatives to follow the lead of their constituents: there is massive opposition to the expansion. Focus on making this city a more livable place based on the overwhelming evidence that's out there. An expansion to the highway that is already the worst part of the day for so many who live here is unequivocally NOT the way to do it.	See Comment #5
					Racial Justice	And, of course, the disgusting function of the existing highway to segregate the city's wealthy, white population from its poorer populations of color will only become more efficient with the expansion.	See Comment #3
					Bike/ped safety	There is no sense of community that you get in other large but more densely populated cities, because it's impossible to walk anywhere and actually meet your neighbors; everything is a highway or treated as such by drivers, which also makes walking, cycling, etc. incredibly dangerous	See Comment #30
1174	Esau Herrera	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Widening highways has been proved to not fix traffic as people transit the newly expanded highways more and causes them to reach a chokehold.	See Comment #5
					Public Transit / Multimodal Transportation	Expanding public transport infrastructure helps decrease numbers of drivers and decrease the amount of money tax payers spend on projects that do not fix transit problems.	See Comment #13
1175	Ethan Anderson	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose the I35 expansion, and it is a terrible plan for our community.	See Comment #5
					Latent/Induced Demand	The plan ignores Induced Demand, and encourages more cars do drive straight through the city which will ultimately increase traffic.	See Comment #18
					Reroute to 130	I support alternative plans to reduce traffic, like designating SH-130 as an interstate and using i35 as a less trafficked option through town.	See comment #3
1176	Ethan Cummings	3/1/2023	Email	info@email.actionnetwork.org	East/West Connectivity	Mobility35 Program Manager Tommy Abrego, Hello, I am a resident of Austin and a public employee within Travis County working in public safety. I keep up to date on local infrastructure and social/economic developments and changes, and have a large interest in public engineering, especially in regards to traffic and safety. I believe that everyone should be able to reach their destination efficiently, at little cost to themselves and other individuals, and most importantly, safely. The planned expansion of Interstate 35 through the city of Austin will not achieve these goals, but will instead make it more difficult for people to freely travel -especially via micromobile and pedestrian means - and will dimish traffic safety for all. The Interstate already acts as a barrier, a de facto wall, splitting the central and west side of Austin from the east side. This comes from a deeply unjust and racist intention, and the intended segregation is still felt to this day. Widening this barrier will only compound these effects, further alienating people based on racial and socio-economic lines. This expansion would be a horrific mistake in terms of equity. Further, the ability for human and human-sized modes of transport (i.e. bicycles, scooters, wheelchairs, pedestrian) would face an ever greater challenge to safety and preservation of life in an already hostile and threatening environment. . What happens when congestion on this proposed widened interstate reaches the equivalent levels that we see today? Will TxDOT expand the amount of Lanes again, creating a bigger scar through Austin? Please cancels these current expansion plans and consider alternative options before causing further damage to our city and the lives of the folks who live here.	See Comment #20
					Latent/Induced Demand	The concept of Induced Demand is also a factor in this consideration. The availability of more space for motor vehicle ls will cause further motor vehicle traffic to fill that space, eventually leading to similarly congested traffic conditions that are the current impetus for this expansion plan	See Comment #18
					Reroute to 130	A workable alternative to investigate is the diversion of Interstate traffic to the suitable highway that already exists: US-183, and change what is currently I-35 in the city of Austin to a boulevard which supports pedestrian, micro-mobile, and automobile traffic. There would still be a need for commercial vehicles to transport goods into the city, but this is achievable with the designation of a business interstate. Local business would be expanded along the boulevards, along with housing and green spaces, all of which create enormous value for the city and her inhabitants.	See comment #3
1177	Ethan Martinez	1/31/2023	MyCapEx Website - Comment Form	ethanmarti247@gmail.com	Regional Connectivity	I believe that Texas needs to include a better public transportation project into its works. I believe high speed rail system would benefit the Texas population by providing a much needed commuting service and needs to be favored over the use of cars.	See comment #1
1178	Ethan Meyers	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, This plan will not relieve congestion and is a waste of funds Ethan Meyers	See Comment #5
1179	Eugene Raanes	2/10/2023	Email	Eugene.Raanes@eec-tx.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1180	Eugenio De Hoyos	2/27/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I have lived in Texas 22 years, and in Austin for more than 10 years, half of them downtown. I walk and bike most of the time, and I know the trails and streets like the palm of my hand. As it is, I dislike crossing I-35 by bike–not even walking. It's a horrible experience–scary, noisy, unsafe, and dark at night. A wider I-35 will only create a stronger divide between East Austin and downtown. I believe in Texas, and I love Austin. I think we can do much better in creating a better future for our city by connecting it and making it more people and community centric while at the same time finding better ways to improve traffic and transit. This is a once-in-a-lifetime opportunity, and the current plans being considered will turn us into Houston or Dallas–which is not what Austin is about. Austin is the heart of Texas, and the I-35 current expansion plans are literally splitting that heart in two. We need more public transit, better urban planning, and better roads–but definitely not a wider I-35. Eugenio De Hoyos	See Comment #5
1181	Eva Esparza	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm against TXDot's plan to expand I-35. It's detrimental to Austin and surrounding communities. It doesn't address the problem: moving commuters in a safe and efficient manner. To solve this problem: 1) m and 2) 3) address the ugly, noisy, smelly current highway by turning it into a pedestrian focused beautiful street. TXDot's plan creates more problems than it solves - it wastes tax dollars while destroying the health and safety of taxpayers. I've paid property taxes for 40+ years and have not owned a car for the last 10 years. Please listen to the needs of those who don't drive. Eva Esparza	See Comment #5
					Reroute to 130	Move truck and through traffic around the city via IH130 to reduce deaths, increase safety and improve traffic flow	See comment #3
					Public Transit / Multimodal Transportation	add a passenger train to IH35 to meet commuters' and travelers' needs with easy future expansion by adding cars to existing trains	See Comment #13
1182	Eva Singer	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, TX and I've lived here for 10 years. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me and many others who want to live in a beautiful city, not one overrun by highways.	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Reroute to 130	I am FOR redesignating another highway such as SH-130 as an interstate, a boulevard going through town, and improving the public transit system.	See comment #3
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
1183	Evan	3/6/2023	MyCapEx Website - Comment Form	evanjohnston1216@gmail.com	Do not widen/no build	Hello, I'm an Austin resident in ZIP 78744 in a home about a 10-min drive from I-35. I oppose any further expansion of I-35 including TXDOT's current plan to add more lanes to the interstate in the downtown corridor. My 8-mi morning commute on I-35 already takes more than 25 minutes on a regular day and about 40 minutes during the PM rush hours. If there is any disruption to I-35, such as lane closures or wrecks, those commute times easily double.	See Comment #5
					Latent/Induced Demand	TXDOT has ignored or underestimated the negative impacts an expanded I-35 would have, including increased traffic demand (Induced Demand) leading to more congestion	See Comment #18
					Air Quality/Noise	and increased pollution in growing residential areas on both sides of the interstate.	See Comment #34
					Reroute to 130	Instead, TXDOT should consider alternative plans to reduce congestion, such as improving and incentivizing non-local traffic toward the SH-130 loop around Austin,	See comment #3
					Bike/ped safety	adding more transit options to reduce local vehicle traffic (such as light rail in parallel to the interstate and bike paths separated from the interstate), and prioritizing people over cars by adding more green space instead of lanes (either through a buried/capped I-35 or a boulevard model). I expect TXDOT, the City of Austin Council, and my other state representatives to listen to my concerns. Thank you, Evan Johnston	See Comment #30
					Bury/tunnel	I do approve of the idea to bury and cap I-35 in the downtown corridor, but not to expand lanes.	See Comment #25
1184	Evan Baker	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of central Austin and I strongly oppose the current TXDOT plans to expand I35. These current plans are reminiscent of the 1950s and do no address the problems the Austin is facing with our congestion. . It's asinine to have a massive motorway blasting through a city's downtown. Evan Baker	See Comment #5
					Latent/Induced Demand	I am against expanded i35, it ignores Induced Demand, and the issues of air quality in the city	See Comment #18
					Public Transit / Multimodal Transportation	I support public transit orientated options and support the redesign of a state highway as an interstate.	See Comment #13

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1185	Evan Johnston	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I'm an Austin resident in ZIP 78744 in a home about a 10-min drive from I-35. I oppose any further expansion of I-35 including TXDOT's current plan to add more lanes to the interstate in the downtown corridor. . My 8-mi morning commute on I-35 already takes more than 25 minutes on a regular day and about 40 minutes during the PM rush hours. If there is any disruption to I-35, such as lane closures or wrecks, those commute times easily double. I do approve of the idea to bury and cap I-35 in the downtown corridor, but not to expand lanes. Instead, I expect TXDOT, the City of Austin Council, and my other state representatives to listen to my concerns. Thank you, Evan Johnston Evan Johnston	See Comment #5
					Latent/Induced Demand	TXDOT has ignored or underestimated the negative impacts an expanded I-35 would have, including increased traffic demand (Induced Demand) leading to more congestion and increased pollution in growing residential areas on both sides of the interstate	See Comment #18
					Reroute to 130	TXDOT should consider alternative plans to reduce congestion, such as improving and incentivizing non-local traffic toward the SH-130 loop around Austin, adding more transit options to reduce local vehicle traffic (such as light rail in parallel to the interstate and bike paths separated from the interstate), and prioritizing people over cars by adding more green space instead of lanes (either through a buried/capped I-35 or a boulevard model).	See comment #3
1186	Evan Morris	1/12/2023	Email	emorris@mlrpc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1187	Evann Ogburn	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I'm currently writing this letter on Vacation in Europe, and while I've been here it's been so easy to safely walk and access the city. Something I wish I could get in my home city and country. I do not enjoy being in a car all the time. In fact walking makes it easier for me to live a healthier life style as I work from home. I strongly oppose the expansion of I-35. If we were to expand, it would just further pollute the city and have even worse traffic. Evann Ogburn	See Comment #5
					Public Transit / Multimodal Transportation	Please consider using this money to develop a better and quicker transit system or walkable paths where I won't fear getting hit by a car.	See Comment #13
1188	Eve Chenu	3/7/2023	VOH	eve@evechenu.com	General Support	While I hate the fact that this superhighway has to cut through town, I agree that build alternative 3 is the preferred one.	See Comment #8
					Caps/Deck Plazas	I am disappointed that the caps and stitches are not included and that the city is expected to pay for them. I dread having something that looks like the Katy Freeway going through Austin. I avoid going to Houston just because the highways are such a nightmare.	See Comment #42
1189	Eve Horwitz	3/7/2023	Email	evethorwitz@gmail.com	Do not widen/no build	I am a resident in the Rainey District and am very concerned about the apparent lack of coordinated planning with respect to the expansion of I- 35. Key faults in TxDOT's preferred plan for I-35 is that the plan eliminates all northbound access to I-35 from south of Riverside Drive up through 8th Street and fails to consider the severe impacts of construction and congestion on the community during the 6+ years of construction. In this area, the proposal will impact: (a) Riverside Drive and its surrounding neighborhoods, (b) the forest of new high rises now being constructed in the Rainey District, (c) East Austin below 8th Street and (d) that large portion of Downtown which is south of 8th Street will be simultaneously funneled on to the 3-4 lanes of new I-35 service roads that run from Cesar Chavez through 8th Street. This is a huge expanse and those service roads, as well as the major access streets to the service roads such as Cesar Chavez, will become unworkably overcrowded. Cesar Chavez Street will be particularly overwhelmed during the 6+ years of I-35 construction starting late 2025. During that time frame, TxDOT will routinely close or partly impede traffic at the intersection of I-35 and Cesar Chavez, as they sink the road there while the highway still operates, build an east-west bridge, and a flyover bridge to move service road traffic from the eastern side of I-35 at Holly Street to the western side of I-35 at Cesar Chavez. At the very same time, the many thousands of new residents arriving in the multitude of new 40-70 story Rainey District buildings will commence with their car trips. Additionally, the Convention Center will undergo a project to double in its size, undoubtedly involving the capture of Cesar Chavez lanes for construction staging. Finally, Project Connect, which can no longer afford tunnelling through downtown, will be building rail lines on or above Cesar Chavez Street west of Trinity which will likewise take Cesar Chavez lanes out of service. Cesar Chavez will be functionally at a standstill for the 6+ year duration of all of these almost simultaneous projects. It appears that there was no consideration or analysis of the growth patterns, both commercial and residential, of this community that will impact upon and be impacted by the I-35 Expansion Project. The impact on this community for access by fire department, ambulances, and other safety needs during a period in which street access will be limited, congested, narrowed, and stopped seems to have been ignored. WHAT IS TO BE DONE? A.TxDOT must add a second northbound I-35 access point in downtown, south of Cesar Chavez. The practical place for this is to provide access to the I-35 main lanes via the flyover bridge that is already in the plan, to be built between Holly and Cesar Chavez Streets. B.TxDOT's environmental impact statement studies traffic almost entirely on I-35 itself, with scant consideration to traffic changes and impacts off site, on roads in surrounding areas. TxDOT must consider traffic externalities, including planned growth in surrounding areas on its project. C.TxDOT must consider then-[illegible] and how [illegible] its project [illegible] then affect it [illegible] TxDOT must consider then-[illegible] how conditions will be during the six years of construction. How and	See Comment #5
1190	Eve Russell	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Please, please no more lanes. We need real people moving solutions not more room for Californians' range rovers Eve Russell	See Comment #5
1191	Ezra Venetos	3/7/2023	MyCapEx Website - Comment Form	ezravenetos@gmail.com	Air Quality/Noise	To Whom it may concern, I have been a resident of Austin, TX for 20 years. I am well versed in how 135 cuts through our city and has been a source of traffic, pollution, noise,	See Comment #34
					Do Not Widen/No Build	accidents, and other negative outcomes. I implore to think of the state capital and a great revenue source for Texas as a city that should warrant traffic diversion from downtown, not increased traffic flow. Please do what's right rather than merely add lanes and move on. Thank you	See Comment #5
1192	F H	3/4/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose this expansion of the I-35 highway. It's not logical, and only stays off another expansion in the future. Highway expansions don't work long term. This is a stupid endeavor and all that money could be used to actually fix the problem long term. Address the actual problem, which is lack of other transportation options, don't slap a bandaid over it(that would take 10 years to put on!!!) that would fall off after a year and call it done. Plan for longevity and for the people. F H	See Comment #5
					Public Transit / Multimodal Transportation	Invest literally anywhere else, another highway, a new road, public transport, restructuring for pedestrians, etc. Any of these is a far more worthy investment and are developments that would be acceptable.	See Comment #13
1193	Fabienne Rambaud	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose the plan to expand lanes through downtown Austin. It will disconnect East Austin from the rest of the city. A better plan is to burry the lanes and create walkable and cyclable areas on the surface like in modern cities around the world. Plant more trees, create gardens, green park like areas above, reduce noise and pollution with underground lanes of traffic. Or . Any other solutions would be better than 20 lanes of traffic. It's a monstrous idea. Fabienne Rambaud	See Comment #5
					Reroute to 130	divert heavy tuck traffic to I-130 by making it free and rolling I-35 for through traffic	See comment #3
1194	Fabienne Rambaud	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Adding more lanes of traffic never solves the traffic problems as multiple studies have demonstrated. Move the traffic outside of town. There is no reason why traffic should all go through town if they don't have business there. Fabienne Rambaud	See Comment #5
					Reroute to 130	One solution I see is making IH-35 a toll road and make 130 free for that portion bypassing Austin.	See comment #3
					Bury/tunnel	Or burry the highway underground to make the surface liveable and connected instead of the inferno of 12 lanes of traffic !	See Comment #25
1195	Fallon Gaskamp	3/7/2023	Email	fallonmg@gmail.com	Wilshire	Hi, Please receive this email as an official concern about using Wilshire as a pass through to connect 41st street to airport. Our neighborhood is small and filled with children, bikers, people walking, etc. This would be a huge problem for our little neighborhood. We already see people cutting through and speeding through on Wilshire which is very unsettling due to the children that live on both corners and everyone always outside in this area. Thank you! Concerned Resident,	See Comment #9
1196	Fan Zhang	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, Please don't expand I35. Adding more lanes will not solve congestion problems long term. I live in East Austin and would prefer if TxDOT spent the money on public transportation projects so more residents can get around the city without cars. I oppose the I35 expansion and hope you will reconsider. Thank you. Fan Zhang	See Comment #5
1197	Fannie Gunton	3/7/2023	Email	info@sg.actionnetwork.org	Reroute to 130	Mr TxDOT TxDOT, Putting it as simply as I can, I think that expanding I-35 is a terrible idea. Item by item: We should have a bypass like every other major city does rather than a wider highway vein running through the middle of it - Money should be spent improving the off & on-ramps: making them a safe length relative to the difference in travel speeds from beginning to end, and making them wide enough to use at the appropriate speed - Signage and online maps should be updated to reflect correct exit-to-street combinations rather than "very ambitious" options we have now. E.g, on northbound I-35, if you take the Dean Keaton exit, you have to cut across all lanes of traffic almost immediately to actually get onto Dean Keaton. This reflects traffic patterns and vehicular speeds of decades past, but today, just makes for either a traffic jam or an accident. Mind you, no changes to the actual exit are needed! Just make it clear via signage and mapping changes that you need to get off at the prior exit to get to Dean Keaton. - COA is already so antagonistic towards cars and driving and drivers, and those rules changes have made traffic and driving worse in Austin*. Do more evaluations of traffic and driving in Austin for ways to improve traffic instead of thinking that widening I-35 will magically make it all better. (* - This is a whole long topic that I will not spend the rest of the night writing about here, but if you're curious, reach out to me). I'd characterize the desire to expand I-35 and all of the proposed goals of it as being, at best, naive, and at worst, half-baked and under-investigated. Everyone who would be directly affected by it (i.e. those of us on and immediately adjacent to the corridor) think it's a terrible idea that we wish would just die on the vine. Spend those dollars somewhere more useful like burying the power lines. Fannie Gunton	See comment #3
					Business/residential displacement	The businesses and residences that are currently built along the corridor do not need to be demo'd for the sake of a wider freeway. Needs no explanation. Similarly, the businesses and residences that are currently a block away do not deserve to suddenly be freeway-facing properties. You will instantly ruin countless property values (mine included) in doing so.	See Comment #21
					East/West Connectivity	Cutting into the corridor will only further separate the east and west sides of the city, no matter what means of connection you're trying to build between with larger east-west roadways and such.	See Comment #20;
					Caps/Deck Plazas	Capping the freeway and covering it with a greenspace sounds like a super ambitious way to light taxpayer dollars on fire. Between TXDOT and COA, we already have some of the worst highway and road systems of any major city in the US, with even worse signage. There is no way that this project would ever go as intended.	See Comment #42;
					Racial justice	Realistically, what do we actually think the highway cap is going to get us? Greater community between east austin and west austin? We're at least a couple of decades too late for that kind of a move to have a meaningful impact on our poorest citizens. And for those who are still on the east side, all that's going to happen is that more real estate will go up on the caps (proposed live/work/retail spaces) that will just further skyrocket the overall cost of living in that part of town. Adding greenspace and "connection" will not magically do better for the forgotten citizens of Austin (forgotten, I say, because of their race or economic status). Dialing back their property taxes, land valuations, and other factors that directly impact quality of life and cost of living are the only ways to do that.	See Comment #3
1198	Fardin Salam	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/No Build	Mobility35 Program Manager Tommy Abrego, Hello, I am a resident of 300 Crockett Street in South Austin and I completely oppose TxDOT's plans for I-35 and I OPPOSE expansion. I do not believe TXDOT expanding the highway will be beneficial to me or any other Austin residents and will only create more traffic and congestion in a city that already has a tremendous amount. There is tremendous evidence across the country where interstate highway expansion does not lead to long term benefit and 10 years of construction for only a short amount of congestion relief will not lead to anything beneficial for Austin. I would like to travel through Austin without the stress of having to go through an interstate highway. I expect TxDOT, Austin City Council, and other representatives to stand up for me, as a resident of Austin and someone who wants to see a happier city. Thank you, Fardin Salam Fardin Salam	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Community Alternatives	I would much rather TXDOT consider ReThink35's proposal and consider public transit options in Austin which will lead to a cleaner, happier, less congested city.	See Comment #4
1199	Felicity Maxwell	3/6/2023	Email	felicity@tipit.net	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a long time Austin resident, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I don't want to use an interstate highway for my local trips. I think we should use another highway such as SH-130 as an interstate! Please reconsider this plan! Felicity Maxwell	See Comment #5
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #34
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
1200	Felicity Maxwell	3/7/2023	Email	aisling@everyactioncustom.com	Community alternatives	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region. Sincerely, Felicity Maxwell	See Comment #4
					Do Not Widen/No Build	Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative.	See Comment #5
1201	Felicity Maxwell	3/7/2023	Email	felicity@everyactioncustom.com	Air Quality/Climate Change	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DEIS. However, I do not believe that the air quality and climate change analysis is sufficient. Specifically, I request that TxDOT address all the following before finishing the Final Environmental Impact Statement: – Air Quality analysis must look at PM 2.5, PM 10, and NOx. TxDOT only analyzed CO which is easy to study and they know they would clear. – Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level. – The fact that we are so close to non-attainment for PM 2.5 is likely why TxDOT did not do the analysis. And likely why they are pushing for an FIES and Record of Decision by August (prior to Texas being required to comply with new standards). – TxDOT needs to do a quantitative analysis and health impact assessment for all pollutants. – Greenhouse gas emissions analysis is incomplete, it only looks at construction, not long term. Also, the models are based on the CAMPO regional growth forecasts, which assume the expected effects on housing and other real estate decisions that widening this freeway will cause. The model must be able to analyze the cumulative climate emissions outcomes of variable alternative investment scenarios, travel behavior assumptions, and regional growth alternatives, or it is somewhat meaningless. Thank you for all that TxDOT is doing to improve the health of all the people of the Austin region and reduce the heavy negative health impacts of our transportation system. Sincerely, Felicity Maxwell	See Comment #18
1202	Felipe Reyes	3/7/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, We need other forms of transportation. Trains would benefit the state so much. I go to Cali and use the trains all the time. It would move some people out of the roads which could create less traffic and push people to use other forms of transportation. We could have speed trains from major city to major city. Trains are really slept on Felipe Reyes	See Comment #13
1203	Felix De Portu	2/22/2023	Email	deportu@gmail.com	Do not widen/no build	Mr TxDOT TxDOT, We need to stop investing so heavily in car infrastructure. If we want better use of our resources, we must invest heavily in pedestrian/cyclist, bus, and light rail infrastructure. The amount of money that will be spent on this expansion could be better spent reducing car dependency and getting cars off the road. Densifying our urban core and increasing its economic output. More highways will sink us deeper into urban sprawl which uses up more land than is necessary for the amount of people that reside within it, pollutes more, and makes cities impossibly hard to navigate for anyone who doesn't have or can't drive a car: children, disabled people, the poor, the elderly, and everyone in between. Stop this madness. We can be better stewards of our cities and create better, safer, more livable places for future generations. Stop expanding highways and start making better use of the existing infrastructure. The same amount of money spent on that highway will serve exponentially more people if used to improve walkable infrastructure.	See Comment #5
1204	Felix Jay Morales	1/20/2023	MyCapEx Website - Comment Form	Felix.morales97@gmail.com	Regional connectivity	I believe that the State of Texas would benefit more from a rail system compared to expanding the highways. We need to provide a long term solution to a long term problem. Short term solutions will not work anymore. Creating new transit oriented infrastructure will benefit the state of texas and updating old infrastructure towards rails will provide new opportunities for the state.	See comment #1
1205	Fernando Urrutia	1/12/2023	Email	furrutiajr@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Get Outlook for iOS	See Comment #8
1206	Festival Beach Food Forest	1/10/2023	MyCapEx Website - Comment Form	contact@festivalbeach.org	Parks	I am a resident of Austin and a representative of the Festival Beach Food Forest (FBFF), which is located on COA park land, just north of Edward Rendón Park. We are a separate entity from the Festival Beach Community Garden and would like to be considered as a community stakeholder. The TXDOT right of way borders the Food Forest on Waller Street, and we are concerned about any possible effects to the Food Forest from i-35 construction. After reviewing the DEIS, our understanding is that there will be not be any staging of materials or other effects to FBFF from the I-35 Capital Express project. We respectfully request confirmation of this conclusion, with consideration of the proximity of the ROW to our site. We would also like to be notified of any changes to the project that may have effects in or adjacent to FBFF. Thank you.	See Comment #150
1207	Fiona Cobb	2/7/2023	Email	fcobb@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Fiona Cobb Fiona Cobb Receptionist, Westlake Heritage Title Company of Austin, Inc. p: (512) 329-3900 f: (512) 329 3999 fcobb@heritage-title.com2500 Bee Caves Road | Building 1, Suite 100 Austin, TX 78746 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
1208	Fontaine Weems	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I've been a resident of Austin for almost my entire life. I do not believe expanding I35 is a solution to the traffic issues we face here in town and I oppose it's expansion. fontaine Weems	See Comment #5
					Public Transit / Multimodal Transportation	There are better and more impactful ways of improving movement in our city such as investing in better public transportation.	See Comment #13
1209	Foster Foreman	3/7/2023	Email	foster5775@gmail.com	Reroute to 130	First, Please remove TOLL from route 130, even if you need to pay off investors, e.g. Rick Perry. That route was intended to ease I35.	See comment #3
					Business/residential displacement	Secondly, you don't ease a neighborhood by destroying parts of it. You don't mend a fence dividing properties by spending a decade to take away the properties themselves. Thirdly, if Waterloo Park becomes uninhabitable after all this time, who will pay to restore it again. Fourthly, the current plan seems both well-intentioned and severely inadequate. Please reconsider this horror. Thank you Sincerely, Foster Foreman -- Foster	See Comment #21

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1210	Fran Adams	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I have lived in Austin and the surrounding area since 1978 and I-35 construction has been a constant for the entire time. Local use and safety have always been left out of project plans. It's time to create community where there has been division. encouraged. I heartily oppose the TX-DoT plan. Fran Adams	See Comment #5
					Business/residential displacement	Businesses and homes have been displaced for ongoing expansion. These expansions do not work. Non-local traffic should be diverted around the city and public transport should be	See Comment #21
1211	Francisco Barajas-Rodriguez	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I strongly oppose the plans to expand I-35, as this would destroy and affect the city of Austin negatively. INVEST IN MORE HIGH QUALITY HIGH SPEED TRANSIT INSTEAD. STOP THE HIGHWAY, listen to the people living in the affected area.	See Comment #5
					Latent/Induced Demand	Nobody wants more cars in downtown Austin. This will bring Induced Demand and will be very costly, STOP IT!	See Comment #18
					Air Quality/Noise	This is NOT sustainable, STOP IT! Highway expansions do not work as more cars will come, like in the Katy Freeway, this is not good, STOP IT! We don't want more pollution in the city.	See Comment #34
1212	Francisco Romo de Vivar	1/18/2023	Email	Francisco.RomodeVivar@eec-tx.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1213	Frank Almaraz	3/6/2023	Email	frank@frankalmaraz.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I have lived in Austin for my entire life, over four decades. I love this city. . We should not add lanes to I-35. I also think that making toll 130/45 an interstate would go a long way in reducing traffic as well. Thanks!	See Comment #5
					Racial Justice	This city has a really nasty past though; one full of racism and bigotry. The scars of this past are most easily seen by the divide that I-35 creates in the city. This divide has its origins in segregation. We should not add to this scar, we should help lift the scar	See Comment #3
					Community Alternatives	Rethink35's proposal is a great start to help remove the scars of segregation.	See Comment #4
1214	Frank Cheff	3/6/2023	Email	frank@chanvra.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, I thi nk there is a proposal for the East Frontage road of I35 to have an exit at 14th Stree and for that exit to be the entrance to Sweden Hill Neighborhood and the Chestnut neighborhoods, yikes! that street can no afford traffic like that, will cause accidents, confusion and delays for all concerned. that light will fail repeatedly because there is no way to empty that traffic to those neighborhoods through a traditional side street that dead ends into the cemetery, are your proposing moving the cemetery also? I think not, so don't dump the traffic into the neighborhood and wipe your hands of them, the sis ludicrous and malicious to say the least...	See Comment #18
1215	Frank Genco	3/7/2023	Email	fcgenco@gmail.com	Delwood	I have lived in the Delwood II neighborhood for over 25 years. Our neighborhood borders I-35 and will be adversely affected by the proposed expansion. The proposals for pedestrian traffic around the highway are egregious, especially the use of tunnels. The proposed highway designs do not meet Delwood 2 mobility and access needs. The proposed alternatives call for closing one of the four entrances to the neighborhood. This will increase the difficulty of getting in and out of the neighborhood, and increase the cut through traffic in the neighborhood when the right hand lane traveling north on Airport backs up, which it does regularly at all times of day. Neither of the proposed alternatives address this issue, and instead focus on the left turn to go south on I-35, a section of traffic that only backs up briefly during rush hour. The proposed pedestrian/mixed use pathways to navigate the Airport/I-35 intersection without a car are unnecessarily hostile to anyone without a car. Instead of diverting car drivers, who can easily traverse hills, grade changes, and increased distance, mixed use path users are diverted. This results in proposed mixed use paths that nearly double the travel distance for wheelchair users and requires cyclists to dismount to navigate the hairpin turns or stairs in the paths. The proposed pathways also include an outrageous proposal of 'underpasses' for pedestrians, including a very long segment in which pedestrians are expected to pass under the 8 lanes of Airport Blvd instead of crossing at the intersection above ground.. These tunnels take pedestrians out of sight of anyone around, which is uncomfortable and unappealing to any mixed use path users, including the young and disabled, especially after dark. Furthermore, given that TxDOT is well aware of the number of people who use highway infrastructure as shelter because Austin lacks sufficient affordable housing, it is inconceivable that the tunnels will not be turned into shelter for these people, resulting in poor outcomes for everyone. As a final point, this intersection regularly sees issues with flooding during heavy rain, making pedestrian tunnels an even more unusable proposal. Cars can easily navigate a bit of water on the road. Expecting pedestrians and cyclists to do so is absurd. All of the above issues appear to be driven largely by the choice of intersection at Airport Blvd and I-35 that TxDOT is proposing. The Single Point Urban Interchange is extremely unfriendly to anyone not in a car. Delwood 2 strongly encourages TxDOT to consider a more traditional four way intersection where pedestrians, cyclists, and other users are on equal footing with the rest of the road users and do not have to travel so far out of their way in deference to cars. We understand that TxDOT is attempting to reduce 'conflict points' between pedestrians and cars, but relegating pedestrians to below-grade tunnels or elongated indirect paths is not an appropriate solution for these road users. Proposed highway designs have negative environmental impacts that outweigh the purported benefits. The proposed alternative highway designs reduce connectivity through the central region, including the Delwood 2 neighborhood area, by removing connections across I-35. This reinforces and exacerbates	See Comment #184
1216	Frank Higgins	1/31/2023	MyCapEx Website - Comment Form	frnk_hggns@yahoo.com	Regional Connectivity	I fully support a direct rail project from Austin to San Antonio.	See comment #1
1217	Frank Rizo	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, For the love of all that is holy dont contribute to the already present car hellscape we live in please. Widening the space for cars is never the solution. Building infrastructure that caters to the individual and not massive car monopolies is the way to go you dingus please stop	See Comment #5
1218	Frank Thomas	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Dallas, TX I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR a boulevard and public transit-first project 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for what will make their constituents' lives better - not what will make more money.	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
1219	Fred Heldenfels IV	1/11/2023	Email	fred.heldenfels@heldenfels.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1220	Fred McLeroy	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Please reconsider this plan for one that is not hurtful to those who live nearby. A more effective loop than the expensive one we have, perhaps.	See Comment #5
1221	Freddie Behmer	3/6/2023	Email	fgbehmer@utexas.edu	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose the planned expansion of I-35 through Austin. Highway expansions are such antiquated and short-sighted solutions to congestion and improving mobility in the region. As a student in the area, I hope to live in a city where car dependency is not king, and I can move around the area without a massive steel waste of space and a depreciating asset everywhere I go. Please listen to local leaders, Austin City Council, and the real residents of the city TxDOT claims to serve who will be most impacted and consider the No Build option. Thank you.	See Comment #5; Air qualtiy/noise,
					Air Quality/Noise	Many people live in Central Austin, and should not be subject to noise pollution, increased emissions, years of construction, and increased traffic Downtown.	See Comment #34
1222	Freddie Greenhill	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, It's absolutely demonstrable that making highways larger does nothing for traffic - Austin is already turning into a soulless mega-city, don't help it on the way there!	See Comment #5
1223	G	1/6/2023	MyCapEx Website - Comment Form	residentg@yahoo.com	Caps/Deck Plazas	The park over I-35 provides not only a community asset but enhances connectivity between the city rather than furthering the divide. The city should be focused on furthering connectivity and harboring modes of gathering for residence rather than expanding a road way. Road expansions have also been proven to increase congestion which does not solve any traffic issues. The park is in the best interest of the city and the residents.	See Comment #42
1224	G Choo	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a longtime resident of Austin, TX, I want to voice my opposition to TxDOT's plans to expand I-35. Expansion of the Interstate only means more roads for congestion. It has been proven a failure each time an expansion occurs, no matter the location.	See Comment #5
					Business/residential displacement	Not only does this approach to addressing traffic problems not work, it also displaces residents and business owners who do not want to be uprooted and will not be fairly compensated for the disruptions to their lives and livelihoods. Along with the problems an expansion brings on residents and business owners, there are irreversible impacts to the environment as well.	See Comment #21
					Public Transit / Multimodal Transportation	As a citizen, voter and tax payer, I expect that my City Council, TxDOT and any other representatives stand up and represent me and not the interests of those companies and individuals who stand to gain from an expansion of I-35. As a start, TxDOT should consider ways to implement more affordable and accessible means of public transportation so that there are other options to traveling within the city. This is only 1 in countless alternatives that I hope TxDOT would consider. Thank you. G Choo	See Comment #13
1225	Gabriel Ferguson	3/3/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I just want to write my concern for the proposed i-35 expansion. I strongly believe widening i-35 will only be a temporary relief to our congestion issues. This experiment has been done in other cities and results in worse pollution, more traffic deaths, and worse traffic congestion. Also with widening i-35 it will be doing unrepairable damage to the fabric that is our urban core. It will further divide east and west Austin. As a resident of this city I want to live in a city made for humans not cars. Thank you. Best, Gabe Gabriel Ferguson	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1226	Gabriel Knight	3/7/2023	Email	thatgabrielknight@everyactioncustom.com	Community alternatives	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the “problem” of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives.Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region. Sincerely, Rev. Gabriel Knight	See Comment #4
1227	Gabriel Viox	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I oppose I-35 expansion. This would only increase traffic for the years it would take to complete this project. Instead, just encourage more people to travel around on the toll roads that have been built to avoid traffic from those driving through Austin to get to their desired destination. Thank you Gabriel Viox	See Comment #5
1228	Gabriela Barahona	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, My name is Gabriela Barahona and I am a resident of Houston, Texas who visits Austin regularly for work and for play. I'm devastated to see TxDOT continue business as usual (eg skirting FEIS, misleading the public, using outdated models, advancing and entrenching structural racism and inequity etc) in attempting to expand I35. All my worst, Gabriela Barahona Gabriela Barahona	See Comment #5
1229	Gabriela Caballero	3/7/2023	MyCapEx Website -	Gabyc91@gmail.com	Air Quality/Noise	I ask that you to reconsider expanding IH-35 into the Cherrywood neighborhood and perpetuate pollution and negative health outcomes in our neighborhood. I urge you to please reconsider.	See Comment #34
					Business/residential displacement	The expansion of the highways will displace our local businesses	See Comment #21
1230	Gabriela Vargas-Zuniga	3/7/2023	Email	info@sg.actionnetwork.org	Bike/ped safety	Mr TxDOT TxDOT, The need for more roads in the city is useless. Austin needs more walkable places and more bike-friendly infrastructure, but really well done and thorough through bike lanes. Additionally, these lanes need very little maintenance and occupy less space, construction effort, and costs than extending roads for more cars. This will make it safer and invite others to use a bicycle as a transportation source. Gabriela Vargas-Zuniga	See Comment #30
1231	Gabriela Vasquez	3/7/2023	Email	gabriela.m.vasquez@gmail.com	Do not widen/no build	TXDOT Dear sir or Madam: As a long time resident of North Central Austin in Hyde Park I’m writing to add my voice to the many members of the 13 communities and neighborhoods in North Central Austin that are in strong opposition to TXDOT’s Modified Alternative 3. And 4) An opportunity to balance the sacrifice and repercussions these neighborhoods will endure during construction and for generations to come, with the real possibility to truly achieve effective solutions and enduring goals based on metrics beyond the numbers of cars moved from point A to point B. Unfortunately, TXDOT’s Modified Alternative 3 does not achieve these goals, and comes short on the solutions. I oppose TXDOT’s Modified Alternative 3, because “good enough” in this case would be a monumental misuse of funds pursuing an alternative that ultimately fails the neighborhoods and will also fail Austin. In the meantime, I support a temporary “No Build” scenario with modifications to improve flow and travel time that can be implemented while further modifications are explored and considered (i.e designating and marking existing far left lanes as HOV-2 lanes during peak AM and PM hours, reinforced by camera photo capture, as well as no-toll, mandatory diversion of trucks to SH 130 also during peak hours). This is a unique moment and a unique opportunity to make a change for the better for the residents of Austin. We have to get it right. Sincerely, Gabriela M. Vasquez	See Comment #5
					East/West Connectivity	The City of Austin, the neighborhoods, and the neighbors that live next to I-35 found themselves with an unprecedented opportunity to: 1) Better integrate the communities along East and West sides of I-35 in North Central Austin, by expanding east-west crossings in the area;	See Comment #20
					Air Quality/Noise	2) Produce and support a modern, holistic environmental assessment that truly seeks to evaluate the impact of the total expansion of I-35, not just in “segments”, but as a whole unit that affects the entire Austin community along the corridor and beyond;	See Comment #34
					Public Transit / Multimodal Transportation	3)The opportunity to design a corridor that serves all modes of transportation in a way that is safe regardless of method, and that is accessible, regardless of age, abilities, and location.	See Comment #13
1232	Gabrielle Pousset	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, Texas. I've lived here for the last 16 years, and I am now 21 years old. I practically grew up here. I have watched Austin transform and expand. I have witnessed many accidents on I-35 and I avoid it as much as I possibly can. Traffic is horrible for most of the day, and many driving through are impatient, and reckless. I have almost gotten in several wrecks myself. I understand that expansion will only make this worse. I oppose TxDots plans for I-35 and I oppose expansion. I support the Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, and/or a public transit-first project. I do not want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Gabrielle Pousset	See Comment #5
					Latent/Induced Demand	TxDots process ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air Quality/Noise	Highway expansions worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #34
1233	Galen M Herz	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a born and raised Austin citizen. I am writing in opposition to TxDOT's plan for expansion of I35 through central Austin. The plan perpetuates Induced Demand that leads to higher traffic, construction impacts, substantial demolition of housing and businesses that should be preserved as part of a compact and liveable city, the failure of almost all highway expansions to address traffic, the success of freeway removals, and traffic modeling that is not realistic. Galen M Herz	See Comment #5
					Community Alternatives	The TxDOT I35 plan ignores far more successful and supportive of people and the environment ways to handle transportation in the Austin central city area: 1) route through traffic through Highway 130 true to the valid original intention, making it more attractive for users financially, and consider converting it to I35 2) modify the current central Austin section to be a transportation corridor without expanding its footprint to be used for limited and slower local traffic, increased public transit options, along the lines of Rethink35 proposed alternatives. It is essential in 2023 that TxDOT is responsible to support such alternatives on behalf of Texas citizens instead of the current regressive plan.	See Comment #4
1234	Gardner Selby	3/7/2023	Email	wgstexas@gmail.com	Caps/Deck Plazas	Please encourage parkland covering the highway, linking East Austin to neighborhoods west of the highway. Also, double or triple or quadruple the plans to enhance protected bike and pedestrian movement. I oppose adding lanes to the highway. Thank you.	See Comment #42
1235	garret nick	2/22/2023	Email	ggggarret@gmail.com	Do not widen/no build	Mr TxDOT TxDOT, you have failed to provide options that align with any of the mobility, safety, or environmental goals expressed by the residents of austin. if the only options are what you have presented then i vote to change nothing until a better alternative is imagined.	See Comment #5
1236	Garrett Dailey	3/7/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, Public transit > more cars Garrett Dailey	See Comment #13
1237	Garrett Nafzinger	3/7/2023	MyCapEx Website - Comment Form	garrett@nafzinger.com	Caps/Deck Plazas	Regarding I-35 planning through Austin. - We should have more caps (bury the freeway in longer segments so we truly create connections between east and west) - Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	See Comment #42
1238	Garrett Neaves	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me Garrett Neaves	See Comment #5
					Community Alternatives	I am a resident of Austin. I agree 100% with the following points from Rethink35. I hope that we can stop doing what clearly does not work. Prioritizing more lanes instead of a walkable, bikable, public transit means a less enjoyable, less healthy city. I am FOR... [Examples: The Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project, etc.]	See Comment #4
					Air Quality/Noise	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #34
					Latent/Induced Demand	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18
1239	Gary Brizendine	3/6/2023	Email	info@email.actionnetwork.org	Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, The current expansion plan of IH35 is forty years too late. Traffic analyst around the world have concluded that widening a highway or roadway does not usually solve a traffic problem. If the amount of automobiles involved in a traffic jam is more than a kilometer of distance, then even if you double the number of lanes of the roadway, it will not resolve the traffic jam problem. It will only reduce the distance of the traffic jam, it will not prevent the traffic jam. The only way to successfully prevent such a jam is to prevent the slowdown of the traffic flow. Most all traffic jams are caused by some reason for the vehicles to apply their brakes. The most common reasons for an interruption in traffic flow are collisions, vehicle breakdowns, slow moving vehicles and vehicles changing lanes to enter or exit the roadway. I The real reason that TxDOT is expanding IH35 is to put toll lanes on it. The problem that the toll authorities don't understand is that the people in their twenties and younger don't want to use automobiles for transportation. They don't like the damage to the environment or to their bodies. Automobiles are the most deadly, leased efficient and costliest form of transportation in the history of mankind. What the toll authority should realize is that this project will never pay for itself, because the people who oppose it today will begin changing the way their generation use transportation to get around town and the country. I am an automotive specialist and have lived in Texas most of my life. I have studied transportation around the world, particularly automotive transportation. This project will only cause more wrecks during construction, waste tax payers money and cause more damage to the environment. THANK YOU VERY MUCH GOVENOR ABBOT AND TOLL ROAD PROFITEERS!!!	See Comment #20

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Lower Speed Limits	f TxDOT really wants to help the traffic flow on IH35 through Austin, then they should gradually reduce the speed limit on IH35 to 30 mph and require vehic les to leave proper following distance. Starting in Georgetown and continuing through San Marcus. This would do two things, prevent deadly major wrecks and drastically reduce rear collisions. If this could be accomplished, it would greatly improve the traffic flow on IH35. Traffic flow is more easily improved by using the length of the roadway and not the width of the roadway.	See Comment #395
1240	Gat Rodgers	1/30/2023	Email	gatrodgers@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Gethan E. "Gat" Rodgers II – Sent from Gmail Mobile	See Comment #8
1241	Gauri Iyengar	3/3/2023	VOH	gauriiyengar@gmail.com	Do not widen/no build	I do not support the expansion of I35, particularly through downtown. While cities across the country (and world) are revitalizing downtowns by removing poorly placed and discriminatory/divisive highways, the I-35 expansion is a shortsighted step in the wrong direction that will impact generations to come. In short, I do not support the I-35 expansion in downtown Austin.	See Comment #5
					Latent/Induced Demand	We already know from prior experience (for example, in Katy TX) that adding more lanes only adds more traffic and this I-35 plan will alleviate none of the congestion we see today.	See Comment #18
					Business/residential displacement	Furthermore, this expansion will force the removal of multiple business and lead to a loss of jobs in the area. It will also further divide an already divided city, cutting one section off from the other with a 20 lane highway blocking one side from the other.	See Comment #21
					Caps/Deck Plazas	Cap and stitch is also an incomplete solution. While it is better than nothing, the best option is to divert highway thru traffic away from downtown Austin entirely and encourage the growth of public transit in this area instead.	See Comment #42
					Public Transit / Multimodal Transportation	The right thing to do is not add more lanes. Rather, the right way to accommodate population growth in Austin is to create and support more public transit options such as busses, trains, bike lanes and more.	See Comment #13
1242	Gay Erwin	2/13/2023	Email	GErwin@spartnerships.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State Accordingly, I am writing today to express my and my family's complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1243	Geddy Swager	1/31/2023	MyCapEx Website - Comment Form	geddy@waveville.net	Regional Connectivity	Please build a rail network between San Antonio and Austin. Public transit greatly improves the economy of any state, especially public transit between two major cities. San Antonio could also use a light rail system like the one in San Jose, where I grew up. It was hugely convenient to be able to get around the city without needing to drive, especially for people who can't drive due to disabilities.	See comment #1
1244	Gema Lopez	1/20/2023	MyCapEx Website - Comment Form	gema.sarahi97@gmail.com	Regional Connectivity	Revive the Lone Star Rail proposal. Widening the roads without improving transit is a waste of money, as it only induces more demand and results in the same traffic and more pollution!	See comment #1
1245	Gemsong Ryan	3/6/2023	MyCapEx Website - Comment Form	gryan@quiddity.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
1246	Gene Corral	2/24/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, The city of Austin should not be divided by 20+ lanes of traffic. It is already difficult to cross as a pedestrian/biker in our current situation. TxDOT should be investing in safer/walkable city life and fund inter-city transport instead. If the main goal is to move more people/reduce traffic, then logistically, single-user cars is not the way to do it. Gene Corral	See Comment #5
1247	Gentry McLean	3/6/2023	Email	gentry@austin.rr.com	Reroute to 130	Mobility35 Program Manager Tommy Abrego, I was born in Austin and have lived here most of my life. Adding still more lanes to I-35 in the middle of Austin is a terrible idea. This highway is so hard to navigate with the number of lanes it has now; adding more will only make it worse. An expansion will also make the health effects on nearby residents from the highway's pollution even worse. We should route through traffic around on TX-130, and consider using the money allocated for expansion to reconnect the parts of the city split apart by I-35, either with the ReThink 35 proposal or others that have been put forward. Gentry McLean	See comment #3
1248	Geoffrey Journeay-Kaler	3/4/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I35's placement doesn't fit its intended purpose or interstate travel. Highway expansion will be bad for business and business expansion in Austin.	See Comment #5
					Reroute to 130	There should be a bypass, that goes around the city instead of an expansion.	See comment #3
					Bury/tunnel	If you have to keep it where it is, fully bury it so we don't have to look at it hear it. The upper deck should be removed or turned into a pedestrian park. The upper deck is a noisy disaster for the inner city. These problems won't be solved by more expansion.	See Comment #25
1249	George Adams	3/6/2023	Email	ga78704@gmail.com	Community Alternatives	As one example, USDOT identifies indicators that transportation agencies can use to reduce traffic-related air pollution and improve air quality. These are: 1) Commute mode share 2) Miles traveled by mode 3) Vehicles miles traveled per capita 4) Proximity to major roadways, and 5) Public transportation trips per capita. The scope and scale of the I-35 Capital Express project will increase SOV mode share, VMT and increase the population in close proximity to I-35, it will decrease public transportation trip by inducing greater demand for SOV travel. The expansion of I-35 will disproportionately impact environmental justice populations in the corridor.	See Comment #4
					Air Quality/Noise	The draft TxDot EIS is inadequate and ignores or minimizes the impact of 10 years of construction, increased air and water pollution, noise and thousands of additional vehicles per day upon completion.	See Comment #34
					Reroute to 130	The proposed expansion is completely inappropriate for the center of Austin and will further degrade adjacent neighborhoods and commercial areas. TxDot should develop plans which reroute trucks and non-local traffic to SH 130 and redesign I-35 through Austin as an urban boulevard.	See comment #3
1250	George Carameros	2/7/2023	MyCapEx Website - Comment Form	george.carameros@jll.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
1251	George Cofer	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, The proposed design is yet another expenditure of billions of dollars on "Yesterdays" transportation corridor. George Cofer	See Comment #5
1252	George Douglass	2/8/2023	Email	gdouglass@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.George Douglass WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
1253	George Lindenberg	2/7/2023	Email	george@cleanscapes.net	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1254	George Ross	2/8/2023	Email	georger@kosaustin.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. George A. Ross	See Comment #8
1255	Geovani Jn Pierre	1/31/2023	MyCapEx Website - Comment Form	geovanijnpierre2@gmail.com	Regional Connectivity	We " need"High Speed Trains between Houston-Dallas-Austin-San Antonio	See comment #1
1256	Gian C. Guedea	2/15/2023	MyCapEx Website - Comment Form	giancarloguedea@utexas.edu	Do not widen/no build	STOP THE EXPANSION OF 1-35!!! Save Austin	See Comment #5
1257	Gilbert Zavala	2/8/2023	Email	gzavala@austinchamber.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your service and consideration of this request. Please feel free to reach out with any questions.	See Comment #8
1258	Gina Cramer	1/23/2023	MyCapEx Website - Comment Form	ginacramer0@gmail.com	Regional Connectivity	To truly improve travel on I-35, plans need to include steps to revive the Lone Star Rail proposal that would link Austin and San Antonio with regular commuter rail. Instead of expanding roads, we should be expanding the methods of travel. Widening roads without improving transit is a waste of money, as it only induces more demand and results in the same traffic and more pollution.	See comment #1

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1259	Gina Fuentes	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, • I am a resident of Austin, TX. I live in the Delwood 2 neighborhood, which is in the northeast corner of I-35 and Airport Boulevard. The proposed project would not meet our neighborhood's needs and would actually cause mobility issues and more drivers blasting through our neighborhood to get to the frontage road. Our neighborhood would be detrimentally affected by your preposterous idea, which reeks of a major lack of common sense and makes me even more inclined to think that the idea is just a way for certain people to make a profit. In fact, I would like to know who will earn money from this proposal. And how much. Seriously. I expect an answer (reginagfuentes@gmail.com). • I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. It is a waste of taxpayers' money and detrimental to the environment and quality of life of the citizens who live in the areas that will be affected. It DOES NOT solve the traffic issue. In fact, IT ENCOURAGES traffic. • • • Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. • 10 years of construction for just a few years of congestion relief is NOT worth it. It will encourage more people to use the highway, i.e., more traffic. • I don't want to use an interstate highway for my local trips. • I expect TxDOT, Austin City Council (e.g., ZO QADRI--TIME TO STEP UP), and other representatives to stand up for me. • The proposed pedestrian/mixed use pathways to navigate the Airport Blvd/I-35 intersection without a car is hostile to pedestrians and cyclists. • I am totally AGAINST tunnels for pedestrians. This is a preposterous idea. I do not want to walk through a tunnel. It's unsafe. Do you want to walk in tunnels??? Would you want your mother to walk through a tunnel? Put yourself in our shoes. Homeless people will seek refuge in these tunnels. Have you thought about that? Who is on your design team, anyway?? What were they thinking? • I am AGAINST the Sing Point Urban Interchange. • I am FOR consideration of a more traditional four-way intersection where pedestrians, cyclists, and others (like people in wheelchairs) are on equal footing with the rest of the road users and do not have to travel so far out of their way in deference to cars. • I am AGAINST closing off Fernwood Rd. into our neighborhood. • I am FOR improving the usability of the mixed-use path by keeping the paths above ground, at grade, and direct. • I am FOR increasing the number of connections across the highway in line with the proposals from the City of Austin and NCINC) • I am FOR improving the intersection at Airport Blvd. so that it works for all road users, not just cars. • I am FOR increasing the number of crossings north of Airport Blvd. • I am FOR a reconsideration of the drastic (and SMH-inducing) and perplexing highway expansion in favor of shifting trips away from private car use to public transportation and other alternatives. • Can I get a list of the people on your design team? And their email addresses, credentials, and salaries? Not to mention how much they will make if this inane proposal is executed? Gina Fuentes Gina Fuentes	See Comment #5
					Community Alternatives	I am FOR... consideration of Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project, etc.. Think about it. Get the profiteers to make their money by putting these ideas into place. Win-win: citizens win and the profiteers can make their money, which is their bottom line. It's a no-brainer. What is your opposition?	See Comment #4
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
1260	Ginny Chilton	1/12/2023	Email	gchilton@pagethink.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Ginny Chilton, AIA Page	See Comment #8
1261	Girard Kinney	2/9/2023	Physical Comment	girardkinney@gmail.com	Water Quality	RE: Out flow pipe along 11th to point six below at Pleasant Valley Raod. Should not TEC's pipe empty 6 blocks further west right below the dam? Where it is shown to empty, it is not even into the main river system.	See Comment #125
1262	Gloria Rodriguez	1/30/2023	MyCapEx Website - Comment Form	Gloria_rdz2007@yahoo.com	Regional Connectivity	Commuter rail between Austin and San Antonio is highly needed!	See comment #1
1263	Gopal Krishnan	2/20/2023	VOH	gnk787726@msn.com	General support	I totally support the I-35 redesign plan to take it below the surface and adding more lanes. I also support the seamless integration of west and east sides of the highway making it safe for pedestrians to access businesses and points of interests for residents of both sides and for visitors. The proposed enhancement will also reduce the noise levels for people who live close to I-35 in downtown area. Thanks and keep up this great transformational work. It is much needed.	See Comment #8
1264	Gordy Love	3/7/2023	Email	glove266@hotmail.com	Public Transit / Multimodal Transportation	Gentlemen' Perhaps a park and ride system would be more beneficial and cause less congestion. Sincerely, Gordon Love	See Comment #13
					Reroute to 130	Has any thought ben given to eliminating the tolls on 130 around Austin to give the truckers an alternative to I-35. It would seem the cost would be less than the proposed project which in my mind would not relieve the traffic issues we are now experiencing.	See comment #3
					Latent/Induced Demand	I fear that a major project like the one proposed will only back up traffic even more during construction and not solve the problem.	See Comment #18
1265	Grace Gibson	3/7/2023	Email	gdgibson@utexas.edu	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Greetings. As a resident of the I-35 corridor in Austin, I'm writing to urge reconsideration of the plans to expand 35. The construction will make traffic much worse for years in the heart of Austin, and there is not enough data to support the idea that expanding the interstate will improve congestion. I am also disheartened that the proposed expansion will do so much damage to my neighborhood when I-35 already divides us so much. Please pause your plans and reconsider with more input from locals, care for our community, environmental study, and forward thinking ideas. This is a 1960s solution for a 21st century world and I as an Austinite will not support it. Grace Gibson	See Comment #5
1266	Grace Gilker	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Highway expansions of this sort don't work. This process is flawed and I oppose TxDOT's plans for I-35. I am a resident of Austin. Grace Gilker	See Comment #5
1267	Grace Hosek	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, I'm Grace. I grew up in the Austin area and I currently attend St. Edward's University studying environmental science. Growing up, I would travel up and down I-35 anytime I would come into town and I know that the expansion is the wrong thing to do. By the time the expansion is completed, the city will be extremely different and this project will just hurt the growth as we all know construction on I-35 takes eons. Grace Hosek	See Comment #5
					Business/residential displacement	Many people and businesses would be displaced as a result of the expansion and just that does not justify the expansion. It has been seen in so many other areas of the country and even here in Texas that highway expansions do not relieve traffic but instead just bring more cars onto the road.	See Comment #21
					Public Transit / Multimodal Transportation	I would love to see a pause on the expansion and a movement toward better public transportation. If people were able to have other ways to move around, then they might be more willing to leave their cars and there would be no need for an expansion anyways. Please look into more efficient public transit that goes past Project Connect and starts to take into account the people of the city and surrounding areas, not just those passing through.	See Comment #13
1268	Grace Scoggin	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I grew up in Austin, attended UT, and continue to call it home. We know expanding highways does nothing to reduce traffic, and will only make it worse. Expanding I-35 will only hurt our city, further ruin our environment, and make it less safe for pedestrians, drivers, and citizens alike. Do not do this. Grace Scoggin	See Comment #5
1269	Grace Simmons	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am writing to oppose the expansion of I-35 in Austin by TxDOT. Many cities in America are turning into soulless vacuums that only exist to better accommodate cars, and by expanding I-35, this would destroy Austin's culture and originality. I ask to preserve the history and culture of Austin by not allowing this expansion to happen. I support maintaining Austin's culture and 'weirdness,' not building another highway that would destroy the local environment and take decades to finish, contributing to a depressing, construction-populated area in the Austin community. I ask you to think of Austinites and our one of a kind culture concerning this decision. Grace Simmons	See Comment #5
1270	Grace Tsao	3/7/2023	MyCapEx Website -	grace.tsao@gmail.com	Do not widen/no build	I strongly object to the plans to connect from East 41st Street to Wilshire Boulevard, including a shared-use path.	See Comment #5
					Bike/ped safety	Wilshire BV is in a residential neighborhood and connecting these streets would pose extreme danger to significant foot traffic, children, and humans.	See Comment #30
1271	Grace Xu	3/6/2023	Email	gracexu16@utexas.edu	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, Hello, I am a UT Student residing in West Campus. I oppose TxDOT's plans for I-35 and I oppose expansion. I frequently visit businesses that would be demolished if TxDOT's expansion were to continue, such as Cherrywood Coffeehouse. Many of the locations threatened by TxDOT's expansion are special parts of Austin for me and other students. Additionally, many students do not own cars and rely on public transit for their trips. Expansion of I-35 would not serve the needs of me and other students. Though I do utilize my car to travel around Austin, I do not want to use an interstate highway for my local trips. The interstate often feels unsafe, especially during busy hours of the day. I prefer trips downtown where I can conveniently take the bus to and from my destination. It's also important to remember that highway expansions do NOT work. Congestion is worsened (like on the Katy Freeway). As a relatively new Austinite, I do not wish to see this city investing 10 years of construction and m illions of dollars to a project that ultimately will not benefit the city's traffic or its residents. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Thank you. Grace Xu	See Comment #13
					Business/residential displacement	Please consider alternatives to highway expansion that will actually reduce traffic in the long run such as investments in mass transit. I really do not wish to see many of the businesses I love demolished for a project that will only worsen the state of traffic in Austin.	See Comment #21
1272	Grady Young	1/31/2023	MyCapEx Website - Comment Form	grady.d.young@gmail.com	Regional Connectivity	Rail options and improved options between ATX & SATX the current Amtrak situation/limitation is embarrassing Look forward to better railway connecting both cities for daily commutes.	See comment #1
1273	Graham Carter	1/11/2023	Email	Graham@cordovarev.com	General support	Dear Chairman Bugg and Commissioners: I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. I-35 through Austin is one of the most congested roadway segments in the State of Texas. This roadway needs decisive action to transform this critical stretch of infrastructure into a highway that will accommodate the rapid and immense growth we are experiencing in our great State. Thank you for your consideration of this request. Graham Carter Cordova Real Estate Ventures 512.751.3664	See Comment #8
1274	Graham Duncan	2/15/2023	Email	grahamduncan44@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8

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1275	Graham Emmons	3/7/2023	Email	grahamgemmons@gmail.com	Do not widen/no build	As a resident of Skyview (near highland park / north loop) in Austin, I appreciate the opportunity to provide comments on the draft Environmental Impact Statement for the Capital Express Central Project. Having carefully considered the alternatives presented in the DEIS, I urge TxDOT to choose the No Build Alternative because the benefits of Modified Build Alternative 3 would not justify the costs and impacts on the community. As noted by many well-informed members of our community: •TxDOT's projected traffic growth and commuting times are exaggerated because commuters will change their driving patterns as alternatives become more available or favorable. •Expanding the highway would not eliminate congestion due to Induced Demand. •TxDOT can improve highway safety immediately by reducing the speed limits on the highway and access roads. •The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. •The project would encourage the use of single-occupancy vehicles, promote urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan. •In order to expand the highway, the project would confiscate land from businesses and residents near the right of way, disproportionately impacting small businesses and minority communities. •Widening the highway with the limited connectivity, currently in Modified Build Alternative 3, would perpetuate, expand, and worsen the demographic divide that began with the city 1928 master plan. If, however, TxDOT continues to pursue Modified Build Alternative 3, then I urge TxDOT to work with the City of Austin to ensure that the expanded highway includes adequate east-west crossings, as outlined by the Austin City Council Resolution on 2/23/2023, including: •Ensure that all crossings between 51st and U.S. 290 are at grade. •Work with the North Loop, Ridgetop, and Windsor Park neighborhood associations to evaluate adding another full crossing (automobiles, bikes, and pedestrian lanes) between 51st and U.S. 290. Revising the project to more closely align with the needs of Austin and its communities who live along I-35 will result in better outcomes over the decades to come. Thank you for your consideration. Graham Emons	See Comment #5
1276	Graham Moore	1/23/2023	Email	moore@aquilacommercial.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Graham Moore, CPM® Senior Property Manager | 512.684.3800	See Comment #8
1277	Graham Moore	2/7/2023	Email	moore@aquilacommercial.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. _____ Graham Moore, CPM® Senior Property Manager | 512.684.3800 1717 W. Sixth Street, AQUILA Management Services is an AMO® This message contains confidential information and is intended only for the individual named. Do not distribute or copy this email if received by mistake. Please delete the message and notify the sender immediately if you have received this email by mistake. Email is not guaranteed to be secure and could be corrupted, lost, destroyed, incomplete, or contain viruses. AQUILA Commercial, LLC does not accept liability for any errors or omissions.	See Comment #8
1278	Grant Cross	3/7/2023	Email	emailgrantcross@yahoo.com	Do not widen/no build	I don't think y'all're actually open to public comment. I think you are inviting our input in bad faith. I think your community engagement is designed to check some boxes only, a mere formality. Shame on y'all! We don't need more lanes, more cars, more traffic, we need equity, community, & ecology. I oppose the I35 expansion & I resent being given "options" that are, in fact, all the same basic concept, expansion. Shame on you for this sham of a public input. These changes will affect the lives of millions of Texans & your input offers no real input. You ought to be ashamed of yourselves.	See Comment #5
1279	Grant Wiggins	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Aledo, TX, outside of Fort Worth, and travel to and through Austin multiple times a year. As someone who wants efficient transportation that works for me and the residents of Austin, I oppose expansion of I-35 through the city. By expanding I-35, TxDOT is ignoring real solutions to traffic congestion and is not considering what is best for Austin residents and those traveling to and through Austin. Grant Wiggins	See Comment #5
					Latent/Induced Demand	Freeway expansion is rarely successful and ignores that inevitable Induced Demand it will cause through the city of Austin. This has been seen many times in Houston and other Texas cities where construction wastes time and money without giving effective results or easing congestion. Expansion would promote more non-local traffic to use the Interstate, increasing pollution and congestion.	See Comment #18
					Business/residential displacement	Expansion also destroys homes and businesses and makes the area surrounding the freeway more unlivable.	See Comment #21
					Reroute to 130	Instead of expanding the Interstate, traffic needs to be directed around the city on a freeway such as SH-130 which could have its designation changed to an Interstate. There is no value in traffic passing through downtown and neighborhoods, increasing traffic for locals. There would be immense value in converting I-35 into a multimodal boulevard through Austin, promoting local activity and public transportation that reduces local traffic. To also reduce traffic though Austin, funds that would be dedicated to freeway expansion should be dedicated to intercity rail transit, reducing the need for car trips to and through Austin.	See comment #3
					Community Alternatives	TxDOT needs to reevaluate solutions and listen to residents and proposals from organizations like Rethink35 to do what is best for Austin and the state of Texas.	See Comment #4
1280	Greer Culbertson	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose I-35 expansion Greer Culbertson	See Comment #5
1281	Greg Anderson	2/13/2023	Email	greg@walkableaustin.org	Do not widen/no build	Hello Chairman Bugg and Commissioners, They are truly disastrous and we know better. Enabling thousands of more homes to be built 20+ miles from Central Austin coupled with Induced Demand will lead to this entire corridor only becoming more congested over time (mere years, not decades). s. This is our chance to be forward thinking and not repeat the same mistakes from the past.	See Comment #5
					Community Alternatives	Please take more cues from Rethink 35 and Reconnect Austin and do not deal Austin this bad hand that will be an even larger scar for our Capital city for the next 50 year	See Comment #4
					Climate Change	With all that we've learned over the years about the pitfalls of serving single occupant vehicles and how inefficient transportation leads to climate change and sprawl, please do not move forward with the current plans TXDOT has unveiled for Austin.	See Comment #51
1282	Greg Bosley	3/7/2023	Email	g.bosley@ymail.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I live in East Austin and I am opposed to TX DOT's proposal to expand I-35. . Other cities have had beautiful outcomes by removing highways, while highway expansions worsen the cities they run through. We can build a safe, beautiful and healthy TX! Greg Bosley	See Comment #5
					Bury/tunnel	We can build a better Austin with a boulevard by routing the highway around the city center or burying it beneath something that can be enjoyed by the public	See Comment #25
1283	Greg Goldman	2/12/2023	VOH	gsolman6@yahoo.com	General support	I am generally in favor of the current plans with a few caveats. Access across east-west should be enhanced from the current state. Also ROW acquisition should be minimized as feasible which could be achieved, in part, by reducing 3 and 4 lanes frontages roads by one lane each.	See Comment #8
1284	Greg Gotimer	3/4/2023	MyCapEx Website - Comment Form	greg.gotimer@gmail.com	Caps/Deck Plazas	Hi, I live in the Cherrywood neighborhood of Austin and I'm writing to submit comments regarding the CapEx project. I'm a supporter of the upper deck removal and urge TX dot to also consider these features, which would help the East and Central Austin communities thrive: 1. Minimize highway expansion into the Cherrywood neighborhood, which would impact homes and business 2. Explore deck plazas in the north central deck 3. Do not design/build the Cherrywood segment in a way that precludes future capping/decking between Dean Keaton and Airport	See Comment #42
1285	Greg Kelly	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, I think that the i35 expansion needs to not happen. W. Getting rid of housing that has been there for years is crushing this cities character and culture along with the mass influx of Tech & out of state Real Estate developers. When the corporations & real estate developers decide to leave you'll be looking to the people for answers & trying to pick up the pieces similar to Detroit & Baltimore etc. Greg Kelly	See Comment #5
1286	Greg Kiloh	2/23/2023	MyCapEx Website - Comment Form	gregkiloh@netscape.net	Do not widen/no build	I oppose expanding I-35, but I do support rebuilding it so that we can improve crossings and cap the submerged main lanes. The frontage roads should be designed consistent with the Austin Strategic Mobility Plan, the Austin Transportation Criteria Manual, NACTO Design Guides and Great Streets Standards and should include street trees instead of crash clear zones intended to protect motorists on high-speed roadways.	See Comment #5
					Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable street	See Comment #34
					Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied	See Comment #4
					East/West Connectivity	East-west crossings should be at least every 1/4 mile.	See Comment #20
					Lower Speed Limits	All nonhigh-speed roadways in Austin should be designed for 25mph and be safe and comfortable for all road users, including the I-35 frontage roads.	See Comment #395
1287	Greg Kiloh	2/24/2023	MyCapEx Website - Comment Form	gregkiloh@netscape.net	Do not widen/no build	I do not support Modified Build Alternative 3 as recommended in the DEIS. The standard cross-section of Build Alternative 2 is preferred for the following reasons. The two-way boulevard configuration of the frontage roads in Mod Alt 3 creates excessive crossing distances for pedestrians and cyclists. The lack of storage for left-turning vehicles requires dedicated dual left turn lanes. This requires crossing up to 10 lanes of traffic or over 100 feet with only a minimal pedestrian refuge island in the reduced width median. Urban conditions should be limited to approximately 40 feet crossing distance at any one location. Any wider is considered a hostile environment to pedestrians. Alternative 2 allows for shorter crossing distances and generous refuge on enhanced 'stitch' bridges or caps. The significant distance between directions of travel in the conventional one-way couplet cross section of Alt 2 provides plenty of storage for left turning vehicles, eliminating the need for dedicated dual left turn lanes.	See Comment #5
1288	Greg Marberry	1/13/2023	Email	Greg.Marberry@cbre.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1289	Greg Marberry	2/7/2023	Email	Greg.Marberry@cbre.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Greg Marberry CBRE Brokerage Services 512-499-4914 Details about the personal data CBRE collects and why, as well as your data privacy rights under applicable law, are available at CBRE – Privacy Policy.<https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.cbre.com%2Fabout%2Fprivacy-policy%2Fpolicy-picker&data=05%7C01%7Ccapexcentral%40txdot.gov%7C48b572227753438c623e08db0965d622%7C39dba4765c094c6391dace7a3ab5224d%7C0%7C0%7C638114105212167582%7CUnknown%7CTWFpbGZsb3dBeyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=nrF9B7qJQOAAEEJBTki2HiUoRbuj1HjZ%2F62geUbT8As%3D&reserved=0>	See Comment #8
1290	Greg MtJoy	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Please rethink expansion of I-35 in Austin. Having grown up in Houston, I can tell you freeway expansions do nothing to reduce traffic and congestion. The short period of faster travel is not worth 10 years of disruption, not to mention the added pollution. More mass transit is the answer, not an endless spiral of lane additions like the Katy Freeway. We can do better. Thank you. Greg MtJoy	See Comment #5
1291	Greg Ross	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Please put the money allotted for this flawed project towards public transportation PLEASE Greg Ross	See Comment #5
1292	Greg Smith	2/8/2023	MyCapEx Website - Comment Form	gp.smith8@gmail.com	General support	In favor of the majority of the changes.	See Comment #8
1293	Gregory A Rivas	1/31/2023	MyCapEx Website - Comment Form	Savir.greg@gmail.com	Regional Connectivity	Commuter rail and rail infrastructure is limiting growth in San Antonio / Austin. A fast, high capacity rail for commuting between Austin and San Antonio is the first step towards this growth.	See comment #1

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1294	Gregory Bertrand	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, My name is Gregory. I am a resident of Austin, Texas and I oppose TxDOT's plans for the expansion of I-35. There is undeniable truth that expanding highways does not ease traffic. In fact, due to Induced Demand, expanding highways makes traffic worse. If this plan goes through, it will be a disaster for the city of Austin, the state of Texas, and the world. The environmental impact will be devastating, as will the impact of the health of the citizens of Austin. I, and many others, are for removing this ugly highway that divides Austin and replacing it with a boulevard like street with bike lanes and plenty of access to public transportation. Gregory Bertrand	See Comment #5
1295	Gregory Forse	3/6/2023	MyCapEx Website - Comment Form	Greg.forse@gmail.com	Do not widen/no build	The expansion of I-35 will cost an enormous amount of money, energy, and displacement. It will make Austin a less desirable place to live and to travel across. I-35 is already a burden as a resident of the city. We do not want a chaotic and dangerous highway right down the middle of our beautiful city right now, let alone more of it. Please reconsider and use imaginative ways to make Austin more livable as a human and not prioritize fast moving machines that push people to edges.	See Comment #5
					Latent/Induced Demand	Most importantly, it will not fix the traffic problem it proposes to solve.	See Comment #18
1296	Gregory Gish	2/8/2023	Email	gish.gregory@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. All Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our capital city and great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1297	Gretchen Otto	3/7/2023	Email	gretchenotto7@gmail.com	Do not widen/no build	Hello, I'm writing to ask you to please make some much-needed improvements to the plan for the central portion of the I-35 plan. This plan is NOT OK with me, and everyone I know is against it too. No one likes this plan! We reject this plan! We do not need more lanes of highway! I support what the Austin City Council and the Travis County Commissioners suggested for improvements. Also I am wholeheartedly opposed to the closing of Woodland Ave which is an important cross street to my neighborhood. We don't need so many lanes! Just redo the highway to be sunken below grade but without all the shitty extra lanes that just cause more pollution and displacement. LESS LANES. LESS TRAFFIC. LESS DISPLACEMENT. LESS STREET CLOSURES. LESS NOISE. Y'all really need to think outside the box. We don't want these tired old solutions that actually just cause problems. Thank you,	See Comment #5
					Latent/Induced Demand	I don't want Austin to look like Katy, TX! More lanes just make more traffic, this is a scientifically proven fact.	See Comment #18
					Business/residential displacement	Please make sure you are doing EVERYTHING possible to avoid displacing any residences or businesses	See Comment #21
					East/West Connectivity	and that you are doing everything possible to plan for or include east-west crossings	See Comment #20
					Air Quality/Noise	and that you are controlling pollution especially as it concerns Lady Bird Lake	See Comment #34
1298	Griffen Ballenger	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a resident of Austin, I oppose TxDOT's plans for the expansion of I-35. I implore TxDOT to consider alternative proposals for addressing the city's traffic congestion. Griffen Ballenger	See Comment #5
					Latent/Induced Demand	The addition of an additional lane will not ease traffic congestion and in fact threatens to worsen it.	See Comment #18
					Business/residential displacement	The 10 years needed for construction and the destruction of local businesses to make the necessary room would not be worth the results.	See Comment #21
1299	Griffin Davis	2/9/2023	VOH	griffincdavis@gmail.com	Do not widen/no build	All of these alternatives are horrible. The highway needs to be removed completely. There should never be a highway going through a major city.	See Comment #5
					Caps/Deck Plazas	If it needs to be kept then TxDOT must pay for and complete all the caps. It is an undue burden to force our city to pay for caps on a highway we don't even want.	See Comment #42
1300	Guillermo Garza	1/31/2023	MyCapEx Website - Comment Form	guillogarza98@gmail.com	Regional Connectivity	We need a high speed passenger rail connection between San Antonio and Austin!	See comment #1
1301	Gurdane Sethi	3/7/2023	MyCapEx Website - Comment Form	gurdane2000@yahoo.com	Do not widen/no build	I support the Austin City Council's demands for revisions to the I-35 project. The city council is the local elected government, and should have a say major changes to the city's biggest thoroughfare.	See Comment #5
1302	Gus Loeffelholz	1/30/2023	MyCapEx Website - Comment Form	gus.loeffelholz@gmail.com	Regional Connectivity	I'm writing to support consideration of funding for commuter rail in Texas. While highways will always be the main option for most Texans, rail service serves as a way to diversify transport options and decrease burden of highways. This is an important time as increase of population in the "Texas Triangle" of San Antonio, Dallas, and Houston increases and as population ages.	See comment #1
1303	Gustavo Lasala	1/31/2023	Email	gflasala@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
1304	Gwen Flory	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, The plan needs to include more safe and accessible bike and pedestrian lanes, as well as rail. Our answer to traffic congestion cannot continue to be adding more and more lanes - alternative forms of transportation are needed and should be addressed in the plan. Gwen Flory	See Comment #5
1305	Hailey Mendez	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, My name is Hailey Mendez and I live in Hyde Park a couple blocks from 35 and I oppose TxDOTS plan to expand 35. the traffic in Austin is already too much and people have the option of tolls , which realistically would make Texas more money rather than funding billions in trying to make 35 bigger when it's 35 that's the main problem here. I can't afford a car and I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. hailey mendez	See Comment #5
1306	Haitham Amara	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, I am a resident in Travis County. Please don't support TxDOT's plans for I-35 expansion. Austin is already turning into a concrete eyesore and expanding highways doesn't work.. This proposal is not inclusive and not future thinking. It is a temporary quick fix that is going to lead to more and larger problems.	See Comment #5
					Air Quality/Noise	It encourages more driving and worsens congestion, as well as causes significant air, water, and noise pollution, all of which disproportionately impact low income communities and people of color	See Comment #34
					Public Transit / Multimodal Transportation	Public transit systems are a much more worthwhile investment.	See Comment #13
1307	Haley Howle	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose expanding I-35. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. This project will discourage walking and bicycling and transit use.	See Comment #5
					Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes.	See Comment #34
1308	Haley Woodward	3/7/2023	MyCapEx Website - Comment Form	halingwdwang@gmail.com	Air Quality/Noise	We need greater measurements of air quality during this "environmental" review Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source) Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	See Comment #34
					Public Transit / Multimodal Transportation	We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle; We should have bus only lanes (god forbid TXDOT actually plan for rail here - that would be truly awesome) - but we need PREFERRED transit options.	See Comment #13
					Caps/Deck Plazas	We should have more caps (bury the freeway in longer segments so we truly create connections between east and west)	See Comment #42
1309	Hamza Khatri	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Texas. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Hamza Khatri	See Comment #5
					Air Quality/Noise	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #34
					Latent/Induced Demand	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #18
1310	Hamzah	1/18/2023	Email	hamzah1024@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Hamzah Khatav P.E.	See Comment #8
1311	Hank Groberg	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Howdy people, as an Austin native who lives just a few blocks from 35, I would not like to see my neighborhood uprooted by construction to widen the highway. As the city grows in population, population centers will expand outwards from the city center, which means more people will need to commute downtown every day. Time and time again, it's been proven that adding a lane will not prevent a major highway from being mired in gridlock, especially as more people flock to the city. Instead, this resident would like you to spend the money that this highway expansion would cost on developing a more efficient system for public transportation, such as a subway line, to connect downtown Austin to its many suburbs.	See Comment #5
1312	Hanna Jamal	3/7/2023	MyCapEx Website - Comment Form	Hjamal@gmail.com	Caps/Deck Plazas	Please extend the Cap and Stitch program to 51st street!!	See Comment #42
1313	Hannah Asaff	2/16/2023	Email	somervillehannah@gmail.com	Do not widen/no build	I oppose the 35 expansion that would displace over 100 local businesses, including West China Tea House. https://www.kxan.com/news/local/austin/more-than-100-businesses-residences-at-risk-of-displacement-under-txdot-i-35-proposal/	See Comment #5
1314	Hannah Brodfuehrer	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Instead we should increase public transit. TxDOT's process in this project is flawed- highway expansions DON'T work. The larger the highway, the more we will increase demand. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to have to use and interstate highway for my local trips. Let's find ways to reduce the number of cars on the road rather than increasing them. Hannah Brodfuehrer	See Comment #5
					Air Quality/Noise	The impact of the construction on the community will be very negative- including pollution (air and noise). The people who will suffer most are often already marginalized populations.	See Comment #34

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1315	Hannah Bruce	3/7/2023	Email	hbruce1225@gmail.com	Delwood	Hello, I live at 1216 Norwood Road in the Delwood 2 neighborhood. I am writing to express my objections to the proposed highway designs as they apply to the Airport / I-35 intersection. The proposed highway designs do not meet Delwood 2 mobility and access needs. This design also does not demonstrate interest in the safety of thousands of Austinites who walk or bike through this intersection. The proposed pedestrian/mixed use pathways to navigate the Airport/I-35 intersection without a car are unnecessarily hostile to anyone without a car. Instead of diverting car drivers, who can easily traverse hills, grade changes, and increased distance, mixed use path users are diverted. This results in proposed mixed use paths that nearly double the travel distance for wheelchair users and requires cyclists to dismount to navigate the hairpin turns or stairs in the paths. The proposed pathways also include an outrageous proposal of 'underpasses' for pedestrians, including a very long segment in which pedestrians are expected to pass under the 8 lanes of Airport Blvd instead of crossing at the intersection above ground.. These tunnels take pedestrians out of sight of anyone around, which is uncomfortable and unappealing to any mixed use path users, including the young and disabled, especially after dark. Furthermore, given that TxDOT is well aware of the number of people who use highway infrastructure as shelter because Austin lacks sufficient affordable housing, it is inconceivable that the tunnels will not be turned into shelter for these people, resulting in poor outcomes for everyone. This proposal, should it come to fruition, will undoubtedly become a breeding ground for camping, crime, and will deter foot traffic in an otherwise thriving part of Austin. As a final point, this intersection regularly sees issues with flooding during heavy rain, making pedestrian tunnels an even more unusable and unsafe proposal. Cars can easily navigate a bit of water on the road. Expecting pedestrians and cyclists to do so is absurd. Thank you, Hannah Bruce	See Comment #184
1316	Hannah Coakley	2/25/2023	Email	hannahcoakley1@gmail.com	Do not widen/no build	With the city growing at such a rapid pace, now is a great opportunity to look to a future where we can build a united Austin that unifies the entire city, and provides great experiences for PEOPLE, both locals and tourists alike. Continuing to create experiences based around cars is the wrong decision, and will only further to push the city's issues with transportation and lack of access in the wrong direction. Thank you, Hannah Coakley	See Comment #5
					Racial Justice	I-35 as it exists today is a testament to the redlining and outright racism that Austin was built upon.	See Comment #3
1317	Hannah Coakley	2/25/2023	VOH	hannahcoakley1@gmail.com	Do not widen/no build	Continuing to create experiences based around cars is the wrong decision, and will only further to push the city's issues with transportation and lack of access in the wrong direction.	See Comment #5
					Racial justice	I-35 as it exists today is a testament to the redlining and outright racism that Austin was built upon. With the city growing at such a rapid pace, now is a great opportunity to look to a future where we can build a united Austin that unifies the entire city, and provides great experiences for PEOPLE, both locals and tourists alike.	See Comment #3
1318	Hannah Hale	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, To whom it may concern: I live on E 11th St a couple of block from the I-35 crossing into downtown. I'm fortunate to still be able to afford to live here, but being so close to the highway, I'm sending this note to share that I strongly oppose expanding I-35. The studies I've looked at show that expanding highways actually worsens the very problems they're trying to correct. 35 has long been a blight on this town, segregating the city and effectively killing our Downtown. Pouring more time and money down a hole to expand the highway will never give us the outcome that most Austinites prefer-- safe, walkable and bikeable streets. I urge lawmakers to think about how these choices create the sort of city that can support the vast population growth we're experiencing. Walkable communities like those in Europe don't just happen but they CAN happen here-- we simply need to have the courage to execute on plans to make our city more human-centric NOT car-centric. The measure of success of a city is how effectively it cares for the people that live there, not how easy it is to drive through it on the way to San Antonio. Do not expand I-35. Listen to the pleas of your community. Yours in solidarity, Hannah Hale Hannah Hale	See Comment #5
					Air Quality/Noise	An expansion would mean more traffic, more pollution, and more danger to Austinites who need to cross this road to get to work Downtown.	See Comment #34
					Community Alternatives	I want community alternatives to expansion, like Reconnect Austin and Rethink35 to be fully studied and actually considered.	See Comment #4
1319	Hannah Hughes	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello I'm Hannah Hughes, a now 5 year resident of District 9 in central Austin, just a 5 minute drive from the proposed I-35 expansion. I oppose TX DOT's expansion for the environmental impacts it'll have on the area and the negative impact it'll have on the businesses in this area. From new residents to folks who've been in Austin for decades we all joke that I-35 is a nightmare (and I'm from San Antonio! So that's saying something.) We must imagine a different future for transit in our rapidly expanding city. Its clear to everyone that I-35 cannot be that future. Thank you for your time. Hannah Hughes	See Comment #5
					Community Alternatives	I implore my elected officials and TXDOT to review and deeply consider the Rethink I-35 Plan that's been proposed by multiple community voices in Austin.	See Comment #4
					Latent/Induced Demand	Expanding the highway will only lead to more traffic congestion down the line and current congestion with the expected 10 year construction time.	See Comment #18
1320	Hannah Khan	1/12/2023	Email	hannahkhan890@gmail.com	General support	I support this.	See Comment #8
1321	Hannah Krieps	3/7/2023	Email	h.ratliff@everyactioncustom.com	Community Alternatives	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region. Sincerely, Hannah Krieps	See Comment #4
1322	Hannah Lloyd	3/6/2023	Email	hannah@moreland.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Hannah	See Comment #8
1323	Hannah Rubio	2/12/2023	VOH	hannaherubio@gmail.com	Do not widen/no build	Don't expand at all or at least north I 35	See Comment #5
1324	Hannah Seely	1/31/2023	MyCapEx Website - Comment Form	seely21@yahoo.com	Regional Connectivity	We need rail transit!!	See comment #1
1325	Hannah Turner	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am writing to express opposition to the proposed expansion of I-35 through downtown Austin. The proposal strikes me (and more importantly, many traffic and city planning experts) as wrongheaded and behind the times. I think we now understand that just expanding lanes does not magically improve traffic flow--the lanes just fill up with more traffic. But expanding the lanes will worsen quality of life in Austin. . I think TxDOT's current proposal needs to be scrapped so that a more thoughtful approach can be implemented. (Hopefully one that people can support and that will actually help with transportation and traffic issues!) Thank you for your consideration,	See Comment #5
					Bury/tunnel	I would support other options, including perhaps burying I-35 through town (just below grade, like in Dallas, or truly in a tunnel, like in Seattle). I realize that would be expensive, but sometimes high-quality public projects are expensive	See Comment #25
1326	Hannes Mandel	3/7/2023	Email	hannes.mandel@gmail.com	Community Alternatives	Dear CapEx Central Project Team, In the name of the Hancock Neighborhood Association, I would like to request considerably more realistic renderings of the Modified Alternative 3 throughout central Austin. The image below, for example, makes it look like there is a maximum of 5-6 lanes under the bridge – with buses, cyclists, pedestrians, and hardly a car, let alone a truck. It takes little imagination (or rather: sense of reality) to know that this is not particularly close to what the intersection would actually look like. We ask TxDOT to provide the public with more realistic renderings, including bird's eye views, showing the actual number of planned highway lanes and a realistic amount of traffic at scale. Thank you and best regards, Hannes Mandel	See Comment #4
1327	Hannes Mandel	3/7/2023	Email	hannes.mandel@gmail.com	Latent/Induced Demand	The PDF is located in the public hearing summary, appendix F. Emal Copy: Dear Mr. Williams, Mr. Abrego, Mr. Ferguson, Ms. Ashley-Nguyen, and I-35 Capital Express Central Project Team, Please accept the attached statement by the Hancock Neighborhood Association (HNA) regarding the I-35 Capital Express Central Project. We submit this statement in consideration of the March 7 deadline for stakeholder feedback on the Draft Environmental Impact Statement. In support of our position, we also include here a concise expert report by the professional travel demand modeler Norman Marshall, which raises serious concerns regarding the need, purpose, and prospect of success of the project in its current form. We kindly ask you to provide answers, in accordance with Transportation Code §201.811(b) and Texas Administrative Code (TAC) Title 43, Part 1, Chapter 2, Subchapter E, Rule 2.107(e)(2), to both our as well as Mr. Marshall's document. Although TxDOT is the primary recipient of our comments, we have CC'ed other local, regional, state, and federal leaders who are decision makers for our community and should be aware of residents' concerns in this matter of great potential, as well as far-reaching and long-lasting consequences. Respectfully, on behalf of the HNA,	See Comment #18

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1328	Hannes Mandel	3/7/2023	MyCapEx Website - Comment Form	hannes.mandel@gmail.com	Do not widen/no build	My name is Hannes Mandel; my wife, our two kids and I live in Hancock. Although Hancock is only a stone's throw away from French Place, Cherrywood, Delwood, and Wilshire Wood – and what should be a short bike ride from Blackland, Chestnut, Rosewood, or Mueller – with kids, these neighborhoods are literally inaccessible to us without a car. Before we had our second child, I was able to bike with my daughter in a seat on top of my handlebar. When daycare first was closed during the pandemic, we did that pretty much every day. Back then, as an experienced cyclist, I was able to fight my way across, actually *through* I-35 and get us to the great parks, pools, and playgrounds in Cherrywood, Mueller, and East Austin. Those were some of the best days of my almost four years of fatherhood so far. Ever since we had our son, however, those rides are no longer possible. With a child seat and a trailer, it is simply not practical, let alone safe, to try to wiggle down the curbs, or heave all of us up and over to the pedestrian signal request button with cars rushing and turning left and right. It depresses me to know that I won't be able to bond with my son in the same way I was able to with my daughter, riding with her between my arms, our faces close enough to talk and babble as we were taking in our city together. One would expect that a 5 billion dollar, 8 year construction project to redo I-35 would result in some significant improvement of this situation, if not in time for us and our kids, then at least in time for them and theirs. However, with the massive, utterly unnecessary and misguided highway expansion, that is simply not the case. No number of stitches is ever going to make a 20+ lane highway through the heart of a city sustainable, equitable, or livable, let alone pleasant. We know about Induced Demand, climate change, and the unsustainability of suburban sprawl. Also, few people of my generation even want to live in suburbs anymore. If they do in the proximity of Austin, it is simply because that is all they can afford with kids on a brutal housing market topped with crushing childcare costs. If we finally stopped massively subsidizing this unsustainable, unhealthy, uneconomical, asocial, and environmentally harmful lifestyle by building more and more free highway lanes, everyone – and especially everyone's children and grandchildren – would be so much better off. The American Dream has turned into a nightmare that way. It is time we wake up and start dreaming anew. I urge TxDOT to reinterpret its mission and reimagine an I-35 that prioritizes people over cars. Instead of building bigger and bigger highways, we need to spend our resources on creating a sustainable, healthy, and affordable city that offers a better quality of life for everyone. We have to stop doubling down on the terrible mistakes of the past. Thank you.	See Comment #5
1329	Hannes Mandel	3/7/2023	MyCapEx Website - Comment Form	hannes.mandel@gmail.com	Do not widen/no build	In addition to the heat maps showing Traffic Volume Changes for each scenario and peak time periods in Appendix T (https://my35capex.com/wp-content/uploads/2022/12/Appendix-T-TTI-Evaluation-of-TxDOT-Build-Alts-and-Community-Concepts.pdf, p. 16ff), could you provide the public with maps that indicate projected traffic *divided by road capacity*? My colleagues and I on the Hancock Neighborhood Association's Transportation Committee believe this would give a much better impression of the actual effects of each scenario on city traffic. Thank you.	See Comment #5
					Air Quality/Noise	The heat maps for the TxDOT Alternative on pages 17 and 20 in Appendix T of the DEIS suggest that none of the neighborhood streets in Hancock, Cherrywood, Delwood, etc. would see *any* change in traffic volume (neither increase nor decrease), despite the considerable increase in traffic volumes on I-35. Especially if "local traffic" on I-35 Central is (currently) 82%, as TxDOT says, how is this possible? Shouldn't we expect *some* changes, at least – whether increases or decreases, here or there?	See Comment #34
					Latent/Induced Demand	Your posting on the "Project Connect Modeling Process" (https://my35capex.com/project-connect-modeling-process) argues that according to your calculations the effect of Project Connect on traffic demand on I-35 is basically going to be negligible. The article does not offer any explanation, however, for this counterintuitive conclusion. How do you make sense of those numbers there? The only possible explanation we see is that the projected latent / induced traffic demand on I-35 is so insatiably high that any offset from Project Connect, no matter how large, is immediately going to be eaten up by it. Of course, this explanation only works under the assumption that even an expanded I-35 will continue to operate at capacity; in other words: that congestion will not be solved. If that is TxDOT's expectation, however, we believe the agency has a political and moral duty to correct its messaging and inform the public transparently and unequivocally. Currently, the project continues to be promoted with slogans such as "fixing traffic," or "fighting congestion," and is listed by TxDOT under the "Texas Clear Lanes" campaign. Austinites and Texans need to know what exactly they can expect in return for the tremendous fiscal, cultural, infrastructural, and environmental costs of the project.	See Comment #18
					Latent/Induced Demand	In 2013, the Center for Transportation Research (CTR) at UT Austin wrote in a report (https://library.ctr.utexas.edu/ctr-publications/0-6657-1.pdf) specifically for TxDOT on the potential of Dynamic Traffic Assignment (as opposed to Static Traffic Assignment) modeling: "According to a recent survey conducted by the FHWA, 42% of respondents (mainly consisting of government agencies and consulting firms) wanted to incorporate DTA into their planning analyses as soon as possible. Seventy percent of respondents planned to implement DTA in the next 2 years, and 90% wanted to incorporate DTA in 3 to 4 years at the latest." (p. 47) How come TxDOT did not – for a project as huge, complex, expensive, and impactful as CapEx Central?	See Comment #18
1330	Hannes Mandel	3/7/2023	MyCapEx Website - Comment Form	hannes.mandel@gmail.com	Latent/Induced Demand	Hello, VMT per capita on I-35 has been stable / going down slightly in the CAMPO area even before the pandemic, arguably indicating a preference among the population to drive less, not more. Do you conduct mode of transportation preference surveys? Also, to what extent does the CapEx Central project include Traffic Demand Management efforts? Thank you.	See Comment #18
						TxDOT warns that without the massive expansion of I-35, afternoon peak-hour travel times would reach over 3.5 hours by 2045. Of course, that is absurd. Not a single person would commute then. Rather, people at large – and especially newcomers to Austin – would either work closer to home, or live closer to work; they would walk, bike, take public transit, or telecommute – all of which are much better and more sustainable solutions than a massively expanded highway. TxDOT needs to stop framing its expansion as the only antidote to a looming horror scenario – a horror scenario, mind you, that would never even materialize if it weren't for the expansion in the first place. Build, and the will come (driving). Don't build, and you'll be fine. The highway is going to congested either way, so the real question that remains is *where* we want Austin's future growth to happen? In the suburbs, turning Austin into another Houston or Dallas? Or via more density in central Austin, increasing the profitability of sustainable public transit, affordability, walkability, bikeability, and livability for all?	See Comment #18
1331	Harish Boini	3/7/2023	MyCapEx Website - Comment Form	Hboini@gmail.com	Wilshire	I recently came to know of a proposed through way from west 41st street connecting to Wilshire Blvd and going through our neighborhood via Schiefer to connect to Airport Blvd. First the easiest way to connect to Airport Blvd would be to turn left onto frontage road before going into Wilshire Blvd and following the existing roadway. There is no additional benefit to going through the Wilshire Woods neighborhood and indeed will cause more harm than good. Children who walk through the neighborhood to get to Maplewood Elementary will be affected by the increased volume and speed of traffic. As will all residents who utilize the neighborhood to walk their pets and themselves. Events at Patterson Park will also be affected by this proposed change. We kindly request support to preserve the safety of this neighborhood and route traffic through a simple solution of the northbound frontage road.	See Comment #9
1332	Harold Garza	1/31/2023	MyCapEx Website - Comment Form	hgarza1991@gmail.com	Regional Connectivity	I would like to submit a request for TxDOT to consider adding passenger railway system(s) between San Antonio and Austin. I35 has been plagued by traffic for decades now and it is no longer feasible to use for passengers to quickly get to between the two (relatively close) metropolitan areas. Adding a passenger railway would likely enable tremendous freedom in the ability commute to work from either city, and potentially expand these metropolitan areas and enrich the surrounding communities even more (by providing additional property tax revenue to those communities). I legitimately would like to be able to visit family quickly up in Austin for a weekend without worrying about hitting rush hour, or being delayed two hours because of an accident. A passenger railway could drastically reduce traffic on I35 as well, thereby helping to alleviate existing traffic conditions.	See comment #1
1333	Harrison Glover	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, This is really dumb, have you ever considered investing in public transportation? Harrison Glover	See Comment #5
1334	Harrison Hudson	1/26/2023	MyCapEx Website - Comment Form	hudson2508@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. This is a public transportation project that is MUCH MUCH overdue. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
1335	Harrison Hudson	2/27/2023	MyCapEx Website - Comment Form	hudson2508@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas	See Comment #8
1336	Harrison Wright	2/9/2023	Verbal Comment	hudson2508@gmail.com	Regional connectivity	And so my thoughts about this are when you look at expanding a highway through a city, and you hold events like this, one of the main things you have to remember is that 99.9 percent of people don't really care. They don't care enough to come to something like this on a Thursday night. They don't care enough to put in their comments to a court hearing, and what most people do is they use the transportation methods that are most convenient for them. So from here – from South Austin to here tonight, I drove here. Not because I wanted to drive so badly, not because I had, you know, no other opportunity but because it was the most convenient. There is parking in my apartment. I knew there would be parking here and it was the quickest and most efficient way to get here. When you build these types of things, you have to understand that people are going to use what you build as the most efficient. So if you spend all this money on a highway, you are building it to be the most efficient and people are going to use it. You're inducing that demand versus if you take that money and put it somewhere else, into improving other infrastructure, people are more likely to use that infrastructure because you're making that the more convenient option. The one example that I can think of is that in Ohio, I think they're – they discovered – they're building like a light rail or a rail line from – not a light rail but a rail line from Cincinnati to Cleveland through Columbus. And they found that the cost of that cost about a fifth of widening, I think, two miles of a highway in downtown Columbus. And when you look at that, you say, okay, well, you widened that highway because people are using are using the highway. People are using the highway because it's already the most convenient option. If you use that money to develop public transportation in the city, then people take that as the most convenient option. So I think that you have to keep in mind that whatever TXDOT does, whatever the city decides to do, is what most people is – are going to do. And either way, whether you build it or don't build it, people are going to use what you build. People are going to use what is most effective to them.	See comment #1
1337	Harrison Wright	3/7/2023	Email	mail@harrisonwright.me	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of east Austin just a couple miles east of I35, and I work right next to I35 as well. I use the highway and the surrounding streets on a regular basis as a pedestrian, cyclist, and a driver. I OPPOSE any expansion of I35. The entire process used for highway expansions is fundamentally flawed. This will not improve congestion at all, it will only induce more demand to use the highways and drive more - eliminating any gains in capacity it a few years. Its a giant waste of tax payer dollars, and really diminishes the every day life of those living around the highway. We should not be subsidizing suburban commuters at the cost of those that actually live near I35. Please do not expand I35. Harrison Wright	See Comment #5
					Community Alternatives	I support rethink35 and their alternative proposal, redesigning another highway as an interstate and making I35 through downtown a boulevard. This still enables us to have a highway connecting interstate, but doesn't diminish living and breathing in the core of our city. We do not need this much capacity through the most valuable land in Austin. Instead we should focus on the community, and create a place where people want to BE not drive through. Create a place where the city can build wealth, build new businesses, collect tax revenues. Not a giant concrete river through the city.	See Comment #4
1338	Harry Swinney	2/22/2023	Email	harryswinney@gmail.com	Do not widen/no build	Mr TxDOT TxDOT, I live on 42nd St near I-35 and I strongly oppose the present I-35 Capital Express Central Project. I cross I-35 every day, walking or on my bike or in my car, and the proposed project will NOT improve the east-west connection. There are far better alternatives to the proposed I-35 Capital Express Central Project that would address the project's terrible impact on our neighborhoods.	See Comment #5
1339	Harsimran Kaur	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of the city of Austin. Expanding I-35 has disastrous consequences: First, Congestion will get worse. TxDOT has expanded highways for years, even though evidence does not support expanding highways decreasing traffic. In fact, congestion is worsened since expanded highways encourage more driving, known as "Induced Demand." Houston's Katy Freeway is an example, it was widened to 23 lanes in 2008 yet commute times increased by 30%. Secondly, deaths and serious injuries will rise. Currently, 25% of all traffic-related fatalities in Austin happen on I-35. Widening I-35 will increase vehicle speeds outside of rush hour, and interfere with Austin's Vision Zero initiative to reduce traffic fatalities. The Cherrywood neighborhood would be brought closer to I-35 with the expansion. Pollution, as you all know, Contributes to climate change. With the Expansion incentivizing driving, this acts as an investment in the fossil fuel industry. Our local environment will also be negatively impacted. Waste such as heavy metals, oils, other toxic substances, and debris that are produced from highway construction will pollute the Lake Travis watershed which is where our drinking water in Austin comes from. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Harsimran Kaur	See Comment #5
					Climate Change	Pollution and carbon emissions will also increase. Air pollution is estimated to cause 7 million deaths annually. It is linked to asthma, cancer, respiratory issues, heart problems, high blood pressure, and other disorders.	See Comment #51
1340	Hattie Lindsley	3/7/2023	VOH	moonfattie@gmail.com	Caps/Deck Plazas	Can you please consider wildlife crossing opportunities in this plan! Snakes, butterflies, birds all need habitat. I support the introduction of more trees & artwork! Capping the highway for a park/pedestrian use is amazing! I'm a Dallas native and Dallas loves their highway park. Great use of public space. Infrastructure as lifestyle!	See Comment #42

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1341	Hayden Bridges	1/29/2023	MyCapEx Website - Comment Form	habridges461@gmail.com	Regional Connectivity	A rail connection between Austin and San Antonio would be a boon to the safety of citizens who commute daily for work, and tourists to either city visiting for night life or other late night events. We all know how dangerous traveling on I-35 during rush hour is, we all know how scary driving home at 3am after a long day out is. In addition, transportation is a barrier for employment for low income individuals or people who can't drive. Car payments, insurance, gas, maintenance, and tires are just some of the expenses, while stress and actual endangerment are realities for the people navigate I-35 everyday. A well funded public transportation network just makes sense for Texans. It's time for high speed rail.	See comment #1
1342	Hayden Humes	2/10/2023	Email	hhumes@garzaemc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1343	Hayden Payne	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin TX. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Hayden Payne	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air Quality/Noise and water quality;	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34 and See Comment #125;
1344	Hayle Ward	3/7/2023	Email	info@email.actionnetwork.org	Bike/ped safety	Mobility35 Program Manager Tommy Abrego, Running the highway through downtown would ruin our beautiful city!! Please make it more walkable. Adding more lanes to a congested highway never fixes the problem. Hayle Ward	See Comment #30
1345	Haziel Calvillo	2/10/2023	MyCapEx Website - Comment Form	Hazi.calv@gmail.com	Public Transit / Multimodal Transportation	Ridiculous that in one of the fastest growing cities in this country we can't get a decent system of transportation that can be regularly relied on	See Comment #13
1346	Heather Barr	1/5/2023	Email	hnbarr94@gmail.com	Do not widen/no build	Hi there, My public comment is to oppose the investment in expanding i35 to shift our complete focus on expanding the rail. With the rising costs of living in Austin, we need more affordable and accessible transportation options as travel via vehicle is both time and cost ineffective. The best investment in Austinites and all future Austinites is to invest in our rail system. Intercity stops throughout different areas of Austin and the surrounding cities is what Austin needs. Please reconsider the i35 expansion to a solution that future proofs our city beyond what a few lanes can do. Best, Heather, Austinite 🐦‍⬛🖤 – Heather Barr 🧼 she/her	See Comment #5
					Business/residential displacement	Only after we add more stops and routes via rail should we revisit an expansion of i35, which still may be moderately needed, but has the potential to eliminate home and business displacement and is a better decision for environmental reasons.	See Comment #21
					Multimodal Transportation	By investing more into our rail system, intercity travel will be more efficient, inclusive, accessible, affordable and environmentally friendly for all.	See Comment #20
1347	Heather Davis	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a life long central Texan and can remember traveling i35 as a child and making the joke that it was always under construction. The current plan to widen and expand the highway does not get at the root cause of congestion and traffic in the Austin area. I35 was purposely designed to segregate austin and keep people from being together. Heather Davis	See Comment #5
					Public Transit / Multimodal Transportation	The time is now to increase public transportation, send traffic around the city and finally reintegrate our city for the future.	See Comment #13
1348	Heather F	3/3/2023	Email	heatherkayfinnegan@gmail.com	Do not widen/no build	Hello, I am a resident of Austin, TX who has lived in Texas my entire life. I was born and raised in Dallas where my family still lives — so I am very familiar with i35 and everything it has been through these past 12 years. I am very AGAINST expanding i35 wider, especially through central Austin. My only car wreck ever was on it from Austin to Dallas a couple years ago in Waco due to the construction to expand it. I actually used to see a car crash on that road every time I drove it during construction - I hate to think about how many damaged cars and people resulted from the first expansion and the chaos it was. I live just off of i35 downtown and crossing under i35 to get to the grocery store via walking is a nightmare. I can't imagine having to do so when it's even wider. We should be increasing infrastructure for people, not cars. We need to divert i35 traffic around Austin instead of encouraging more cars to drive right through it. PLEASE PLEASE PLEASE stop expanding that damn road. Thank you, Heather Finnegan	See Comment #5
					Regional Connectivity	Texas desperately needs a rail system. One that connects Dallas, Waco, Austin, and San Antonio. No amounts of massive roads will ever sustain so much travel between the cities as much as a train. We could reduce car crashes, increase tourism, and prevent the further redlining of central and east Austin.	See comment #1
1349	Heather Finnegan	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a resident of Austin who has lived her entire life in Texas (formerly Dallas), I am extremely opposed to TxDOT's current plan for i35. Not only is it impractical to continually widen and widen a highway but it directly impacts me as a resident. I frequently run around Lady Bird Lake right where you guys plan to begin construction. The current plans will impact my daily running route as it plans to confiscate sections of the Ann and Roy Butler Hike and Bike Trail. I pass an accident almost every time I'm on it and have been in one myself on it (my only one ever). Heather Finnegan	See Comment #5
					Multimodal Transportation	We should be promoting alternate and greener methods of transportation, not actively making it harder to walk and run. I would much rather have the highway be rerouted outside of Austin.	See Comment #20
					Regional Connectivity	In addition, I would love for a train line from Dallas to San Antonio. I know I would be taking that rather frequently to visit my family in Dallas. I hate making that drive on i35 because it is unsafe.	See comment #1
1350	Heather Forrey	3/7/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, TxDOT's process in this project is BAD: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Make the right decision for your community and all users of highways. Expansion doesn't work. 🙄	See Comment #18
1351	Heather Heiss	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin. I oppose TxDOT's plans for I-35 and I oppose expansion. I'm also concerned about how the extra highway pollution would affect the quality of fresh food for residents of East Austin, which is grown at Festival Beach Community Garden and Festival Beach Food Forest. These sites are an important resource. Personally, both rent and car maintenance costs are increasing at such a rate that my family is now down from 2 cars to 1. We are just a 2-person household, with no children, working professional jobs. With many others feeling a similar impact, even projected population growth may directly relate to an increase in the number of personal vehicles. Over the course of 7 years in 3 other cities, I've relied exclusively on public transportation. Some of the commuter routes in Austin have been so helpful, but overall most other bus routes require several transfers. As people become more interested in lessening their environmental impact, demand for express routes will grow. It would be better to redirect efforts for a highway expansion to increase public transportation options.	See Comment #5
					Latent/Induced Demand	A highway expansion through downtown Austin will only make traffic worse during construction (both on I-35 due to bottlenecks, and on additional surface streets due to detours). I don't want to have to deal with interstate traffic to make local trips.	See Comment #18
					Multimodal Transportation	I am for additional commuter transportation routes, and streamlined local routes.	See Comment #20
1352	Heather Hunziker	2/7/2023	Email	heatherlunow@hotmail.com	Do not widen/no build	Expanding the Central Segment of I-35 is not the answer–when TxDOT expands capacity on roadways, more vehicle traffic follows, congestion worsens, and the roadways become more dangerous. The current I-35 expansion proposal is incompatible with creating healthy neighborhoods and represents a potential permanent barrier to accomplishing that goal. Central Austin neighborhoods are currently affected daily by I-35 and will be more-so by this project–facing increased air, water, and noise pollution and health impacts such as asthma, particularly in children. TxDOT should revise its preferred alternative Modified Alternative 3 and commit to the following design elements for the entire Central Segment: (1) INCREASE THE NUMBER AND FREQUENCY OF AT-GRADE CROSSINGS. I-35 severely limits east and west access between neighborhoods and creates unnecessary obstacles to travel. Modified Alternative 3 does not provide badly-needed additional crossing opportunities, maintaining disconnection between neighborhoods. At a minimum, TxDOT should provide a fully accessible crossing at least every half mile on I-35 and pedestrians and bicyclists should never be relegated to tunnels or raised crossings simply to cross the street. (2) . (3) REDUCE THE PHYSICAL IMPACT OF I-35 ON SURROUNDING NEIGHBORHOODS. (a) Surface streets should reflect City of Austin standards, including street trees and designs that are compatible with urban neighborhoods. The current plans do not sufficiently support the safety, comfort, and health of all users. TxDOT has demonstrated the ability to work within areas of limited right of-way in this project; this innovation should be employed more extensively to reduce crossing distances and right-of way needed for the project. (b) Right-of-way areas should be limited to 30 mph speeds or less and limited to no more than two lanes in each direction. I look forward to seeing revisions that better support the needs of travelers and commuters as well as the communities who live with I-35 every day. -Heather Hunziker	See Comment #5
					Caps/Deck Plazas	ENABLE COVERING I-35 IN NORTH CENTRAL AUSTIN AND OTHER LOCATIONS NOT PREVIOUSLY ENABLED BY TXDOT. "Decking" or "capping" over the highway provides clear community benefit by removing noise and air pollution from neighborhoods and creating new shared public spaces. TxDOT should commit to designing for future covering of I-35 through residential neighborhoods along I-35, not just in central business districts as currently proposed. Trade-offs such as removal of ramps should be weighed against other community benefits that can be achieved through additional covering of I-35	See Comment #42
					Business/residential displacement	Expanded highways bring increased pollution, negative financial impacts, and years of construction disruption. TxDOT must minimize the many negative outcomes of this central highway on human health and the vibrancy of central Austin neighborhoods.	See Comment #21
1353	Heidi Dickson	3/7/2023	Email	info@sg.actionnetwork.org	Air Quality/Noise and water quality;	Mr TxDOT TxDOT, Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. Heidi Dickson	See Comment #34 and See Comment #125;
					Business/residential displacement	It will also displace long time Austin businesses and single family homes.	See Comment #21
1354	Helen Jobes	1/31/2023	Email	helen@capellatx.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Helen Jobes, CCIM Partner	See Comment #8
1355	Herber Banda	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose the highway expansion for I-35. Expansions do not address the root causes of traffic and do not offer alternatives to residents in Austin. Herber Banda	See Comment #5
					Multimodal Transportation	The state and city should invest in alternative modes of transportation to lessen traffic and better connect neighborhoods within the city via other routes.	See Comment #20
1356	Hermelinda Zamarripa	3/7/2023	MyCapEx Website - Comment Form	hzamarripa@utexas.edu	Air Quality/Noise	1. Concerned about continuing noise, air and water pollution. 2. Concerned about Austin taxpayers paying for it	See Comment #34
					Business/residential displacement	3. Concerned about losing neighborhood. I live close to the highway, and have NOT received information about the expansion.	See Comment #21
					Construction	4. How will traffic be diverted during construction?.	See Comment #178
					Reroute to 130	5. 18 wheelers and big rigs should be diverted to the toll road. We were assured this would happen and it never did.	See Comment #3

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1357	Hexel Colorado	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Dallas, Texas. I have friends in Austin. I visited Austin twice in 2022, the latter time I started two days longer than needed so I could spend additional time and money at Austin businesses. Both times, I traveled to Austin by intercity bus. Like many people, I do not own a car. I use my feet, an e-bike, public transit, and mass transit to travel beyond my immediate neighborhood. I am not alone in preferring mixed modes of transportation. People with physical impairments, mental conditions, youth, elderly, or limited incomes are not served by expanded highways. There are many who are capable of operating a vehicle but wish not to be dependent on it: survivors of traumatic motor accidents; immigrants from less car-oriented cities, states, and countries; business travelers; and tourists. Expanded highways are not even good for rideshare operators: for more than half of all my trips with Uber and Lyft, the driver expressed frustration, confusion, and/or fear of the sheer amount of cars they must share the road with. Our future is what we make it. Hexel Colorado	See Comment #5
					Multimodal Transportation	We can choose to spend billions of dollars on new, expanded, and rebuilt highways in Texas, thereby entrenching dependence on cars for those who are able and marginalizing those who aren't. OR, we can choose to invest in all other modes of transportation, thereby serving all Texans. I urge TXDOT to choose the latter.	See Comment #20
					Community Alternatives	I OPPOSE plans from TxDOT for I-35 expansion. I OPPOSE any and all forms of highway expansion. I SUPPORT the Rethink35 Proposal. I AM FOR greater investment on sidewalks, bicycle infrastructure, and public transportation.	See Comment #4
1358	Heyden Walker	3/3/2023	Email	heyden@blackvernooy.com	Bike/ped safety	TxDOT I-35 Cap Ex Central Team, Smart Growth America puts out a report on walkable urbanism annual. This year's report Foot Traffic Ahead is attached here and submitted as part of the public record for the DEIS. (The PDF is located in the public hearing summary, appendix F.) The report notes: When we hear state leaders talking about economic development with I-35 Cap Ex Central they typically ignore local economic development and the importance of being able to walk within a city, including along and across the I-35 corridor. For the 21st Century and beyond is increasingly important that people are able to walk comfortably, safely, and able to access the goods are services they need.	See Comment #30
					Air Quality/Noise	Walkable urbanism will provide as fruitful an economic base for the 21st century economy as drivable sub-urbanism did for the late 20th century and will be far more environmentally resilient by enabling lifestyles that use far fewer carbon emissions via less per-capita household energy use and emissions from driving.	See Comment #34
					East/West Connectivity	This is a large part of why the Austin community, along with our elected officials, has repeatedly requested more connections points across I-35, a continuous cap from Holly St. to Airport Blvd, attention to local economic development, compliance with the City of Austin Climate Equity Plan, alignment with the City of Austin Strategic Mobility Plan and Great Streets Master Plan, and safe shared use paths that are protected by trees (between the SUP and any clear zones).	See Comment #20
1359	Heyden Walker	3/6/2023	Email	heyden@blackvernooy.com	Bike/ped safety	TxDOT Cap Ex Team, On February 21, 2023, the City of Austin Bicycle and Pedestrian Advisory Councils (BACPAC) held a joint meeting and approved the attached recommendation regarding I-35 Cap Ex Central. This is in response to the DEIS and is hereby submitted on the record. (The PDF is located in the public hearing summary, appendix F.) Thank you,	See Comment #30
1360	Heyden Walker	3/7/2023	Email	heyden@everyactioncustom.com	Air Quality/Noise	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DEIS. However, I do not believe that the air quality and climate change analysis is sufficient. Specifically, I request that TxDOT address all the following before finishing the Final Environmental Impact Statement: – Air Quality analysis must look at PM 2.5, PM 10, and NOx. TxDOT only analyzed CO which is easy to study and they know they would clear. – Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level. – The fact that we are so close to non-attainment for PM 2.5 is likely why TxDOT did not do the analysis. And likely why they are pushing for an FIES and Record of Decision by August (prior to Texas being required to comply with new standards). – TxDOT needs to do a quantitative analysis and health impact assessment for all pollutants. – Greenhouse gas emissions analysis is incomplete, it only looks at construction, not long term. Also, the models are based on the CAMPO regional growth forecasts, which assume the expected effects on housing and other real estate decisions that widening this freeway will cause. The model must be able to analyze the cumulative climate emissions outcomes of variable alternative investment scenarios, travel behavior assumptions, and regional growth alternatives, or it is somewhat meaningless. Thank you for all that TxDOT is doing to improve the health of all the people of the Austin region and reduce the heavy negative health impacts of our transportation system. Sincerely, Heyden Walker	See Comment #34
					Do not widen/no build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero by 2050. Crashes are measurably more important than congestion and cost the people of the Austin region more – using National Safety Council costs of crashes methodology to compare to Texas A&M Transportation Institute congestion methodology. The Texas Transportation Commission Minute Order 115481 directs TxDOT Austin to "work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. The Commission acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing fatalities. It is further ordered that the divisions and districts of the department shall 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." I am concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Road to Zero goal. While reaching zero traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is on target to meet the 2035 goal to cut deaths in half is completely doable and within TxDOT's grasp, based upon the design of the facility and various choices that would result from unambiguously having this goal as the top purpose and need of this project. No project should move forward without a reasonable expectation that the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. Thank you for all that TxDOT is doing and will do in the further development of this project to end traffic deaths. Sincerely, Heyden Walker	See Comment #5
					Do not widen/no build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region. Sincerely, Heyden Walker	See Comment #5
					Community Alternatives	I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals.	See Comment #4
1361	Heyden Walker	3/7/2023	Email	heyden@blackvernooy.com	Bike/ped safety	TxDOT I-35 Cap Ex Central Team, The attached report from Parkhill, "Highway Impact: Urban Heat Islands" is attached here and submitted as part of the public record for the DEIS. (The PDF is located in the public hearing summary, appendix F). The report notes: In improving the morphology of cities, building compact cities is a solution. This is because greater compactness helps to reduce the proportions of roads and highways. On a similar note, a higher compactness will encourage the reduction of a need for cars and automobiles. There is no heat island analysis in the DEIS, regardless of the fact that I-35 will be even wider, with more concrete and impervious cover, than exists today. Please include a heat island analysis in the DEIS. Heat is a critical issue in Texas and will become more so with climate change. Austin is already experiencing the hottest summers on record. Thank you,	See Comment #30
					Air Quality	TxDOT Folks, Just want to be sure you have this article from Air Alliance Houston (PDF attached). (The PDF is located in the public hearing summary, appendix F) This is well-researched data and should be included in the official record for the DEIS. Thank you,	See Comment #558

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1362	Heyden Walker	3/7/2023	Email	heyden@everyactioncustom.com	Bike/ped safety	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposals. I wish I did not have to drive as much as I have to drive today. Driving is one of the most dangerous way to travel in Texas, with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.. The travel demand models that only seek to optimize this project to slightly speed up long distance single occupant vehicle travel do not represent my needs and desires or the vast majority of the reasons that I need safe, multimodal access in the Austin region. The regional growth forecasts that project a future with the vast majority of residents living in car-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the lifestyle that I want to live. Please build an analytical model to be able to understand how different alternative transportation investment scenarios will provide for safe, multimodal access for each neighborhood in the Austin region. This should analyze how many jobs people from each census tract or transportation analysis zone can reach within a half hour by walking, biking, wheelchair, transit, and personal motorized vehicles in the no build, alternative 2, modified alternative 3, ReThink35, and Reconnect Austin scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable Transit-Oriented Development scenario that was made available to the Texas A&M Transportation Institute when they were developing analysis for this project. Please optimize any scenario to improve safe, multimodal access for people across the Austin region for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant vehicle trips. Thank you for all that TxDOT is doing to improve safe, multimodal access for all. Sincerely, Hayden Walker	See Comment #30
1363	Hilary Haines	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I live in Houston so I've seen first hand how highway expansions don't reduce congestion long term as I live near I-10. Please stop making the same mistakes that waste so much of our taxpayer money. And as someone who travels to Austin, I don't want to drive there. This is what I see when I visit some American and most international cities and it's such a better way to move through life so why can't we have these nice things? It's in your hands! Hilary Haines	See Comment #5
					Regional Connectivity	I'd love an interstate train that connects me to a robust public transit system. Plus it's way safer than driving.	See comment #1
					Reroute to 130	Re-route the interstate around Austin and consider a boulevard in the city to make it a more desirable place to live with less air and noise pollution, and walk and bikability.	See comment #3
1364	Hill Morrison	3/6/2023	Email	hill@hmiatx.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Hill Morrison	See Comment #8
1365	hillary paris	1/26/2023	MyCapEx Website - Comment Form	hillary.m.paris@gmail.com	General support	I'm excited for the improvement. IG35 is a road that many Austinites avoid if at all possible. The improved crossings through Austin will help east and west connectivity. This project will improve pedestrian and vehicular safety. Go TxDOT Go!	See Comment #8
1366	Hiten Bhatpuria	1/19/2023	My35Construction Website - Comment Form	Hit@statewidetx.com	Unrelated comment	Hello, our company was involved in traffic management for the IH35/183/St Johns construction and we performed traffic zoning to remove disabled vehicle and vehicle involved in accidents when the closures were performed. We worked alongside JD Abrams on the project. Who is handling the project for IH35 and Williams Dive where we can offer our services? Thanks in advance.	Unrelated comment
1367	HJ Richard	3/7/2023	Email	richardhj56@gmail.com	Do not widen/no build	Dear TxDot, The Schieffer-Wilshire neighborhood will be negatively impacted by the current Plan 3. With the addition of the 41st bridge, there is no doubt we will have terrible cut-through traffic from 41st at Wilshire Blvd/Schieffer Rd to Airport Blvd. As you know, drivers cutting through a neighborhood drive too fast and recklessly, because they are not thinking, nor do they care about the children, pets, bicyclists and pedestrians who live there. This attitude multiplied by the very sure possibility of hundreds such careless drivers a day, adds up to a very dangerous situation. A large portion of this stretch of road borders a beautiful and well-loved public park. Patterson Park has long been the home of a diverse set of users of all ages, and is in continuous use each day and evening. There are many other negatives to the entire plan. I am appalled at the idea of more I-35 lanes, and the pollution and noise and traffic this will create. But I'm sure my opinion on that subject will have no impact on TxDot's plans. All I can ask of you, in the name of the hundreds of children who play in the neighborhood, the hundreds of students in the Maplewood Elementary School, many of whom walk to school, (the school is only 1 1/2 blocks from Wilshire Blvd and Patterson Park), the many bicyclists who use this route from east of Mueller to west, and the many concerned families, is to consider doing whatever is necessary to insure that the stretch from I-35 frontage road at 41st via Wilshire/Schieffer to Airport Blvd be safe. The many children, pets, bicyclists, users of Patterson Park, and adult pedestrians will not only thank you now but for generations to come. I don't think any of you would like to have the preventable death of a child on your conscience. Thanks for your consideration of this issue. Warmly, June RichardCrow	See Comment #5
					Bike/ped safety	All I can ask of you, in the name of the hundreds of children who play in the neighborhood, the hundreds of students in the Maplewood Elementary School, many of whom walk to school, (the school is only 1 1/2 blocks from Wilshire Blvd and Patterson Park), the many bicyclists who use this route from east of Mueller to west, and the many concerned families, is to consider doing whatever is necessary to insure that the stretch from I-35 frontage road at 41st via Wilshire/Schieffer to Airport Blvd be safe. The many children, pets, bicyclists, users of Patterson Park, and adult pedestrians will not only thank you now but for generations to come.	See Comment #30
1368	Hoan Truong	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am against I35 expansion because I don't believe it will reduce congestion. We need more public transportation to reduce cars on the road and city planning that increases walkability. Hoan Truong	See Comment #5
1369	Holly A.	3/6/2023	MyCapEx Website - Comment Form	hcarthurian@gmail.com	Do not widen/no build	I think it is a bad idea to add more lanes to I35 through the center of Austin. It's been shown in other cities, such as Houston, that it doesn't relieve traffic; it just encourages more people to drive. Right now we should be finding ways to reduce our reliance on fossil fuels, and not make it even harder for people to navigate the city by using public transportation.	See Comment #5
					Business/Residential Displacement	In addition, the expansion will displace many people and businesses that are situated next to the highway and will affect many more like myself who live within a couple of blocks of I35. We should scrapnthis plan and come up with a more forward-thinking plan.	See Comment #21
1370	Holly Herrick	3/6/2023	VOH	Holly.Herrick@gmail.com	Do not widen/no build	I want to add my voice to the question of why we are aiming to expand I-35 through Central Austin. A growing body of research demonstrates that urban highway expansions induce more driving and worsen congestion, which negatively impacts residents' health and well-being. As the Cherrywood Neighborhood Association and NCINC pointed out, the data data in the DEIS does not seem to support a 50% increase in highway capacity, a fundamental assumption of the CapEx Project. The conclusion there will be minimal to no increases in greenhouse gas emissions is highly questionable, and if that is the conclusion with the data that was collected, the study needs another look before a massive, billion dollar project moves forward that will affect all of Central Austin for years to come, and may potentially exacerbate the equity issues that I-35 created in the first place. TX dot should explore beltways or an express route that would keep Interstate traffic out of the heart of the city. I support the following statements by the Cherrywood Neighborhood Association on the current design proposal: 1) The section between Dean Keeton and Airport Boulevards is as vital to future Austinites as both the UT Austin section and the downtown section in terms of urban character and future development potential. The Cherrywood section deserves a similar level of creativity and innovation when it comes to this project and connecting it with the rest of the city. 2. CNA's fundamental concern with the Preferred Alternative is that TxDOT not preclude future capping/decking between Dean Keeton and Airport Boulevards, specifically a North Central Deck. a. Review and modify design and construction of the vertical structure within this section as needed. This modification is also supported by NCINC. b. CNA supports CM Vela's call for no design that precludes future capping/decking north of Airport Boulevard. c. TxDOT has shown potential "deck-plazas" adjacent UT Austin and downtown – if these are explored as modifications to the Preferred Alternative, then so should the North Central Deck. 3. The need for and siting of two specific ramps in the Cherrywood section should be re-evaluated.	See Comment #5
					Caps/Deck Plazas	Finally, I support the removal of the Upper Decks of IH 35 and a stitch from E 41st to Wilshire Blvd. However, Wilshire blvd and the neighborhood should not be turned into a thoroughfare. This is a pedestrian friendly neighborhood and opening it up to exponentially more car traffic will undermine that progress and also create hazardous conditions around an elementary school and popular park.	See Comment #42
					Reroute to 130	Traffic should be diverted at the I-35 opening of Wilshire Boulevard where it would conjoin with the east side of the Interstate with longhorns, so that cut-through traffic could not enter Wilshire from the 41st Street crossover but would be compelled to turn left onto the frontage road instead, where they will have easy access to Airport Boulevard within a matter of seconds, without a stoplight or any other impediment.	See comment #3
1371	Homar Luna	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I know I'm wasting my time typing this letter since this project (like all other TXDOT projects) will move forward regardless of what regular folks want, but I digress. As a resident of Fort Worth, I have seen the impact that years and years and countless years of construction on 35 can lead to: headaches during rush hour while construction is happening, followed by congestion relief for a little while after construction is finished, before once again reaching the capacity of the highway. Homar Luna	See Comment #5
					Multimodal Transportation	TXDOT stands for Texas Department of Transportation, but cars are not the only form of transportation available to people. It is ridiculous how the state refuses to help fund mass transit systems in favor of the automobile. This was one of the key reasons Texas lost the Amazon HQ bid. If we invested the amount of money we currently spend on expanding highways on funding mass transit instead, we could truly make this state much more attractive for others to decide to move here.	See Comment #20
1372	Home	1/31/2023	Email	dgmdjd@sbcglobal.net	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1373	Hope Bass	3/7/2023	Email	hope.bass@gmail.com	Do not widen/no build	I-35 COMMENT TO CAPEXCENTRAL@TXDOT.GOV TO WHOM IT MAY CONCERN, MY NAME IS HOPE BASS, I AM A RESIDENT IN THE RAINEY STREET DISTRICT WHO'S SAFETY AND WELL FARE WILL DIRECTLY BE NEGATIVELY IMPACTED BY THE I-35 CORRIDOR PROJECT UNLESS OUR INSIGHTS AND CONTRIBUTIONS ARE INCORPORATED INTO THE PLAN MOVING FORWARD. PLEASE SEE COMMENTS BELOW. THANK YOU, HOPE BASS A key fault in TxDOT's preferred plan for I-35 is that they eliminate all northbound access to I-35 from south of Riverside Drive up through 8th Street. All drivers seeking northbound I-35 access from (a) Riverside Drive and its surrounding neighborhoods, (b) the forest of new high rises now being constructed in the Rainey District, (c) East Austin below 8th Street and (d) that large portion of Downtown which is south of 8th Street will be simultaneously funneled on to the 3-4 lanes of new I-35 service roads that run from Cesar Chavez through 8th Street. Those service roads will become unworkably overcrowded. Cesar Chavez Street will also be overwhelmed, particularly during the 6 years of I-35 construction starting late 2025. During that time frame, TxDOT will routinely close or partly impede traffic at the intersection of I-35 and Cesar Chavez, as they sink the road there while the highway still operates, build an east-west bridge, and a flyover bridge to move service road traffic from the eastern side of I-35 at Holly Street to the western side of I-35 at Cesar Chavez. At the very same time, the many thousands of new residents arriving in the multitude of new 40-70 story Rainey District buildings will commence with their car trips. The Convention Center will undergoing a doubling in its size, undoubtedly involving the capture of Cesar Chavez lanes for construction staging. Project Connect, which can no longer afford tunnelling through downtown, will be building rail lines on or above Cesar Chavez Street west of Trinity which will likewise take Cesar Chavez lanes out of service. As with the service roads of I-35 north of Cesar Chavez, Cesar Chavez itself will come to a standstill. For years.	See Comment #5
1374	Hosanna c Caraballo	1/31/2023	MyCapEx Website - Comment Form	hosannacaraballo89@gmail.com	Regional Connectivity	We need a commuter railway system that connects the major cities in texas.	See comment #1
1375	Hudson Gaines-Ross	3/7/2023	Email	info@email.actionnetwork.org	Air quality/noise	Mobility35 Program Manager Tommy Abrego, I can hear the traffic already all day and it get smoggy. You're gonna just make it worse by adding more lanes Hudson Gaines-Ross	See Comment #34
1376	Hufsa Husain	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. TxDOT's process in this project is flawed, highway expansion doesn't work & 10 years is an insane amount of time Hufsa Husain	See Comment #5
1377	Hugh Harris	3/7/2023	Email	who@citynet.net	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Please don't continue expansion of the Interstate system through town. Traffic doesn't improve appreciably as more lanes are built. Unfortunately human nature just leads some to expand into the extra space virtually negating the advantage of more room. Hugh Harris	See Comment #5
					Public Transit / Multimodal Transportation	Spending the money required for the project would be much more efficient if it were to go to public transit like light rail, ride sharing, buses. I thank you for the opportunity to share my thoughts.	See Comment #13
1378	Hugh Yasumoto	3/6/2023	VOH	hosannacaraballo89@gmail.com	Public Transit / Multimodal Transportation	Thank you for the opportunity to provide feedback on the Project. As a resident of a neighborhood bordering the Central Project for 25 years, it is important that plans meet the challenge of updating transportation systems while improving the quality of life of nearby neighborhoods. We believe that the Central Project should evenly weigh the impact of changes to both the east and west side of the highway. The current plan places a significantly larger burden on the east side of the highway, especially with respect to right of way and apparent plans to place hubs of construction activity (i.e. equipment, construction administration) on the east side. We are in agreement with the vast majority of comments shared by the Cherrywood Neighborhood Association (CNA). There are two specific comments made by the CNA that we would like to highlight and support: 1. Elimination of the northbound main lane exit ramp to E. 38th ½ Street. We live very close to this location and feel exit ramps at Manor Road/Dean Keeton and Wilshire Boulevard/Airport Boulevard are sufficient. Any small convenience a main lane exit ramp to E. 38th ½ Street may add is outweighed by additional congestion, noise and disruption to Cherrywood. 2. Innovation and funding for Cherrywood frontage road design should match the downtown section. Since the east side of the highway is taking on a greater burden to accommodate the Central Project, we believe innovations such as cantilevered frontage roads should be integrated to limit the overall scale and scope, especially near established neighborhoods.	See Comment #13
1379	Hume Spike	1/20/2023	MyCapEx Website - Comment Form	alexander.hume.spike@gmail.com	Regional Connectivity	I35 needs center running rapid rail transit operated either through LoneStar Rail, Amtrak, or another public agency. This project should not add any lanes and if necessary remove them in favor of mass rail rapid transit.	See comment #1
1380	Hume Spike	3/7/2023	Email	alexander.hume.spike@everyactioncustom.com	Public Transit / Multimodal Transportation	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposals. I wish I did not have to drive as much as I have to drive today. Driving is one of the most dangerous way to travel in Texas, with riding the bus being the most safe method, and walking being the second most safe way to travel. The travel demand models that only seek to optimize this project to slightly speed up long distance single occupant vehicle travel do not represent my needs and desires or the vast majority of the reasons that I need safe, multimodal access in the Austin region. The regional growth forecasts that project a future with the vast majority of residents living in car-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the lifestyle that I want to live. Please optimize any scenario to improve safe, multimodal access for people across the Austin region for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant vehicle trips. Thank you for all that TxDOT is doing to improve safe, multimodal access for all	See Comment #13
					Multimodal Transportation	Please build an analytical model to be able to understand how different alternative transportation investment scenarios will provide for safe, multimodal access for each neighborhood in the Austin region. This should analyze how many jobs people from each census tract or transportation analysis zone can reach within a half hour by walking, biking, wheelchair, transit, and personal motorized vehicles in the no build, alternative 2, modified alternative 3, ReThink35, and Reconnect Austin scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable Transit-Oriented Development scenario that was made available to the Texas A&M Transportation Institute when they were developing analysis for this project.	See Comment #20
					Bike/ped safety	I wish that I had the freedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't..	See Comment #30
1381	Hume Spike	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I don't want urban freeway expansion. It will ruin our lungs, doom our climate, encourage more driving, bulldoze homes and businesses, and won't resolve traffic. Build us high capacity high speed high comfort transit. I take local buses to school. Give your project's money to making our bus systems rock instead of putting interstates down downtowns.	See Comment #5
1382	Hunt Wood	2/8/2023	Email	Hunt.Wood@jll.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Hunt Wood Analyst . a licensed real estate brokerage company. *& One of the 2022 World's Most Ethical Companies® Jones Lang LaSalle For more information about how JLL processes your personal data, please click here This email is for the use of the intended recipient(s) only. If you have received this email in error, please notify the sender immediately and then delete it. If you are not the intended recipient, you must not keep, use, disclose, copy or distribute this email without the author's prior permission. We have taken precautions to minimize the risk of transmitting software viruses, but we advise you to carry out your own virus checks on any attachment to this message. We cannot accept liability for any loss or damage caused by software viruses. The information contained in this communication may be confidential and may be subject to the attorney-client privilege. If you are the intended recipient and you do not wish to receive similar electronic messages from us in the future then please respond to the sender to this effect.	See Comment #8
1383	Hunter Alexander	1/23/2023	Email	halexander@endeavor-re.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Hunter Alexander Endeavor Real Estate Group D: 512-532-2195 C: 314-330-9320	See Comment #8
1384	Hunter Alexander	2/7/2023	Email	halexander@endeavor-re.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Hunter Alexander Endeavor Real Estate Group D: 512-532-2195 C: 314-330-9320	See Comment #8
1385	Hunter Alexander	3/6/2023	Email	hunter.alexander@streamrealty.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Hunter Alexander Senior Vice President, Tenant Representation	See Comment #8
1386	Hunter Couch	1/31/2023	MyCapEx Website - Comment Form	huntercouch@gmail.com	Regional Connectivity	Please look into investing in passenger rail along the Texas Triangle (DFW-San Antonio-Houston). I-35 has been, is, and always will be a nightmare unless alternate forms of transportation are readily available. San Antonio remains the largest city in the United States without any form or rail transport that makes not using a car a viable option. High speed rail to interconnect these cities will greatly increase the ease with which people can go between them.	See comment #1
1387	Hunter Holder	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm a resident of Dallas, and moved out of that city because of how unlivable it became. From the angry drivers to increased crime, car dependency made the city worse and worse to the point where living there seemed more like a living hell than anything. Austin has the chance to be better, and it has the chance to not make the same mistakes as Dallas and Houston. We have the opportunity to make Austin a walkable city with suitable transportation and a safe environment for our children. Even walking my dog in the streets within my suburban neighbourhood, I'm afraid of being run over by a car. When the freeze happened a few weeks ago, I couldn't leave my home to get groceries because the nearest store is 10 miles away and can only be reached by car. Texas has the opportunity to have the best transportation system in the world, and instead people are stuck in their cars and stuck in traffic for over an hour at times for a simple commute.	See Comment #5
					Multimodal Transportation	I would appreciate if TxDOT would widen its scope to focus on all modes of transportation, including walking, biking, rail, and air, and to make our state a safer place for my children to grow up in. I shouldn't have to worry about whether my kids are going to get run over by a car on their way to school or simply leaving the house. We can do so much better.	See Comment #20
1388	Hunter Kirkland	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I-35, more specifically the path it cuts through Austin, is: * Dangerous * Congested * Unhealthy It brings unnecessary traffic through what is already the most congested & unhealthy part of our great city: downtown Austin (East). I do not believe that any expansion of the highway is going to resolve public concerns about our city's growth. I do believe that best future for I-35 is to redirect traffic around the most dense, sorrowly-developing area of town. When visiting other big cities, I can't help but notice that they've laid waste to historic, residential, & public areas by densifying them with highway-adjacent concrete structures using ugly, state-sponsored designs. I'd like to see Austin do something much different, for the better. Please consider a more robust development plan that is authentically-Austin, and not brought to you by outside money or sleazy transportation interests!	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1389	Hunter Oatman-Stanford	1/20/2023	Email	hoatmanstanford@gmail.com	Do not widen/no build	Hi TXDOT representatives, As a born-and-raised Austinite and now a transportation planner, I find TXDOT's plan to widen I35 through central Austin a completely embarrassing project using outdated methods and ignoring the real costs of highway expansion. " While this is likely true, the report ignores the thousands of daily trips that it will induce by creating additional roadway and (initially) faster travel times. The benefits of potential mode-shift by providing managed lanes could be reached without expanding the existing capacity—simply replace mixed lanes with restricted HOV lanes now and encourage their use by deploying express bus routes to/from downtown on these managed lanes. However, expanding the lane count is completely backwards and will not solve any issues. Providing ped/bike paths over 16+ lanes(!) of highway does not encourage anyone to bike or walk; instead it creates a barrier between those neighborhoods that only the poorest residents will use because of the horrible inconvenience/noise/air pollution one is exposed to just to cross the street. This plan, while less terrible than several TXDOT alternatives, will clearly not increase both congestion and air pollution, and we will be stuck with it for another 50 years. Austin deserves a project that improves transportation options and health equity for residents now. best, Hunter Oatman-Stanford	See Comment #5
					Latent/Induced Demand	Decades of study have shown us that expanding highways without investing in equal alternatives for walking/biking/transit means that MORE people fill those new lanes (aka "Induced Demand") and traffic congestion quickly becomes worse than before. The phrase "Induced Demand," a common concept in transportation planning, appears nowhere in your GHG & Climate Change report. The report says, "The VMT estimated for both build alternatives are slightly higher than that for the No Build Alternative because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network.	See Comment #18
					East/West Connectivity	I agree that the elevated portion of I35 should be removed and TXDOT should look at reconnecting downtown and East Austin via highway caps with active community uses overhead.	See Comment #20
1390	Hyde Park Neighborhood Association	3/6/2023	Email	hydeparkna@gmail.com	Do not widen/no build	HPNA recognizes that TxDOT possesses the directive and funding to expand the physical footprint of I-35 as part of its Capital Express Central project. Moreover, despite growing concerns that previous community comments are not sufficiently reflected in current design alternatives, we accept the need to work with TxDOT in this current project to minimize the many potential negative outcomes for human health and vibrancy in central Austin neighborhoods. For almost 50 years, HPNA has fostered a closer, more genuine community of neighbors and worked to preserve and improve the historic and unique character, amenities, and ecology of our neighborhood. The current I-35 expansion proposal is incompatible with our goals of creating a healthy neighborhood. In fact, it represents a potential permanent barrier to accomplishing them in the future. Therefore, HPNA calls for revisions to TxDOT's Preferred Alternative "Modified Alternative 3". In addition, HPNA conditions any future support for TxDOT's expansion of I-35 upon TxDOT and the City of Austin committing to the following design elements for the entire Central Segment: ☐ Enable covering I-35 in north central Austin and other locations not provided in the current plan. "Decking" or "capping" over the highway provides a clear community benefit by reducing noise and air pollution from neighborhoods and creating new shared public spaces. TxDOT should also commit to designing for future covering of I-35 through residential neighborhoods along I-35, not just in central business districts as currently proposed. Trade-offs such as a reduction in the number of planned ramps should be weighed against community benefits that will be achieved through additional covering of I-35.	See Comment #5
					Business/residential displacement	☐ Reduce the physical impact of I-35 on surrounding neighborhoods. Surface streets should reflect City of Austin standards, including street trees and designs that are compatible with urban neighborhoods. The current plan does not sufficiently promote the safety, comfort, and health of all users. TxDOT has demonstrated the ability to work within areas of limited right-of-way width in this project; this innovation should be employed more extensively to reduce crossing distances.	See Comment #21
					Lower Speed Limits	Frontage roads should be designed for 30 mph or less and limited to no more than two lanes in each direction.	See Comment #395
					East/west connectivity	The complete PDF is located in the public hearing summary, appendix F. Email Copy: Dear Mr. Williams, Mr. Abrego, Mr. Ferguson, and Ms. Ashley-Nguyen: Please find attached the Hyde Park Neighborhood Association's (HPNA) letter providing requested feedback on the I-35 Capital Express Central Project DEIS. I have also included the body of HPNA's letter in this email. Sincerely, Kevin Heyburn President, HPNA Decades of uncertainty over the future of Interregional Highway 35 (I-35) have blighted and disconnected neighborhoods along it; impeded east-west travel; imperiled the safety of people traveling on foot, by bicycle, and in vehicles; and left residents concerned for the long-term health of their families and communities. A renovation is long overdue. But expanding the Central Segment of I-35 is not the answer. We can agree that improvements to I-35 are badly needed. However, we also recognize that when TxDOT expands capacity on our roadways, more vehicle traffic follows, congestion worsens, and the roadways become more dangerous. Neighborhoods through which TxDOT has chosen to expand highways disproportionately bear the brunt of increased pollution, negative financial impacts, and years of construction-related disruption. ☐ Increase the total number and frequency of at-grade crossings. I-35 severely limits east and west access between neighborhoods and creates unnecessary obstacles to travel. Modified Alternative 3 does not provide badly needed additional crossing opportunities, thus maintaining disconnection between neighborhoods. At a minimum, TxDOT should provide a fully accessible crossing at least every half mile on I-35. Furthermore, pedestrians and bicyclists should never be relegated to tunnels or raised crossings simply to cross the street.	See Comment #20
					Reroute to 130	☐ Reduce through-traffic in the city center. Incentives to direct through-traffic to SH130, especially freight traffic, should be prioritized over an expansion of I-35, which will in fact encourage increased traffic through the center of Austin. Expanded capacity of I-35 will compound environmental and human health damage to nearby residents. Encouraging traffic to shift to SH130 may also reduce overall project costs. TxDOT's I-35 expansion plan should include means to reduce the traffic volume in central Austin, not encourage more traffic. Our neighborhood is affected daily by I-35. Over the proposed decade of planned I-35 construction, there will be increased air, water and noise pollution that will impact our neighbors' health, especially the health of our children. We therefore call on the City of Austin and Travis County to support the health of residents and neighborhoods by continuing to identify and support revisions to Modified Alternative 3 that further common goals of health, access, and community strength. Each time TxDOT has acted on community input on I-35, it has produced a better version of the project. The current design will benefit from greater, deliberate engagement with HPNA and its allied neighborhood associations. We look forward to seeing revisions that will put this project on a path toward better supporting the needs of travelers and commuters as well as the communities who live with I-35 every day. Respectfully submitted, Kevin Heyburn	See comment #3
1391	Ian Bogue	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello Mobility35 Program Manager Tommy Abrego, I am writing to you today to express my opposition to TxDOT's planned expansion of Interstate 35 through Austin. While I reside in Killeen, my family makes periodical trips to Austin via I-35. I've witnessed firsthand the excessive levels of traffic present on the interstate, which passes right through the heart of the city. Most of the vehicles traveling through Austin on the current I-35 do not need to be routed through the city, and could be served better with a redirected Interstate that avoids the city center. Our interstate highways should be for just that: traveling between states. They have no business in the center of our cities, where boulevards or spur routes would suffice for most local or semi-local trips. Expanding the highway to solve traffic problems only works for a short time; after that time has passed, the rule of Induced Demand comes into effect and traffic begins backing up again as more drivers take that route.	See Comment #5
					Multimodal Transportation	I support TxDOT reallocating those funds to invest in, and complete, public transportation and alternative transportation projects, such as light rail, commuter rail, and bicycle routes that will get cars off the road instead of invite them, plus bring in more revenue than any freeway. Interstate 35 through Austin could be redesigned as a multimodal, transit- and human-friendly corridor that serves the community instead of dividing it. It's time for Austin's city council to stand up for their constituents and give them a better quality of life. It's time that TxDot and our representatives listen to what we want, to create a better future for all Texans. You have the choice to do the right thing for us. Please choose logically and wisely.	See Comment #20
					Reroute to 130	State Highway 130 is a prime example of an alternative route for I-35, as it avoids the city while still efficiently transporting vehicles where they need to go.	See comment #3
					Business/Residential Displacement	Not only does expanding the highway do nothing to solve traffic long-term, it's a waste of money and time for an extremely temporary reward. The negatives vastly outweigh the benefits here. Displacing residents and businesses; attracting more drivers to a concentrated, congested corridor; and generating more noise, air, and water pollution are not worth the short-lived impact that adding more lanes will have.	See Comment #21
1392	Ian Chamberlain	1/31/2023	MyCapEx Website - Comment Form	iancctx@gmail.com	Regional Connectivity	I think including passenger rail links between Dallas, Austin, San Antonio, And Houston (and the smaller towns along the way) along the Interstate Routes would be a more beneficial alternative than expanding the existing highway structure. This would cut down on commuter traffic on the highways as well as encourage ecological and financial beneficial alternatives for the citizens of Texas. Fares from riders would help supplant the costs, and the business that will grow, both in providing metro links such as busses and trams, and private businesses that will grow around new stations and route linkages. It would also make out of state tourism and business interest more attractive as you now have options of travel besides driving.	See comment #1
1393	Ian Marcotte	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, It is a wasteful and damaging maneuver that will only temporarily heighten convenience for the citizens, while lining the pockets of a precious few. This is a bad idea. You know it is. Please continue to propose credible light rail options until we have one that is not sabotaged. Ian Marcotte	See Comment #5
1394	Ian Mitchell	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a fiscal conservative. We need to stop throwing good money after bad on projects with no practical value. Ian Mitchell	See Comment #5
1395	Ian Quandt	1/19/2023	MyCapEx Website - Comment Form	i_quandt@yahoo.com	Regional Connectivity	I am a San Antonio resident, and am greatly concerned about plans for I-35 expansion, that do not include plans to institute regular commuter rail. Expanding public transit via rail is the only viable system for reducing traffic and increasing ease of commute between these two cities. As such, I would like to see a plan the revisits the Lone Star Rail Proposal.	See comment #1
1396	Ibte Beg	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. We do not need another broken system of expanding highways for cars when we know that it will not solve traffic jams. If we cant build subways than we can build trams! If we cant fit more cars on a highway than we need busses! Lets make cities walkable and SAFE, more cars on the road with more road to operate on is ineffective, costly, and frankly straight up stupid. Did you see the highway in Katy? 26 god damn lanes and they STILL HAVE TRAFFIC JAMS. Dont bother wasting money on more highways when major cities across America are tearing highways down in favor of BUSSES AND TRAINS AND PUBLIC TRANSPORTATION. More people can fit on a single bus than can fit across a 50 lane highway and yall still will build this pos. Ibte Beg	See Comment #5
					Public Transit / Multimodal Transportation	We need to invest in transportation that has the research backing it and that works everywhere else in the world, PUBLIC TRANSPORTATION. WE NEED TO INVEST IN BUSSES AND TRAINS.	See Comment #13
1397	Ilianna Garza	3/7/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, It doesn't solve traffic problems. Studies across the nation of highway expansion show that more lanes actually brings more drivers not lessens congestion. It will further complicate downtown mobility and add traffic and pile up in neighborhoods and discourage foot, bike, scooter, etc traffic from easily moving between downtown and east. More drivers = more gasoline use, supported by big business on TX Big business (oil, construction) in TX lobby + possible collusion with TXDOT....people know people Pollution Money diverted from public transit or fixing current roads	See Comment #18
1398	Ilse Frank	3/6/2023	MyCapEx Website - Comment Form	ilse.l.frank@gmail.com	Bike/ped safety	I would like to see the I35 project improved to include: -More prioritization of non-motorized pedestrian and bicycle infrastructure especially around major intersections, -Water quality protections that meet City of Austin and federal standards for waters of the U.S. including the Colorado River and Ladybird Lake	See Comment #30
					Caps/Deck Plazas	-Capping major portions of the highway, akin to Klyde Warren Park in Dallas,	See Comment #42
					Air Quality/Noise	-More shade and trees, better mitigation for environmental impacts including reduced air quality and increased noise along the entire corridor,	See Comment #34
1399	Ines "Chai" Capable	2/11/2023	VOH	inescapableone@gmail.com	Do not widen/no build	DO NOT EXPAND AT ALL IF YOU MUST, DO NOT EXPAND NORTH OF I35	See Comment #5
1400	Inga Overstreet	2/9/2023	MyCapEx Website - Comment Form	ioverstreet@yahoo.com	General information request	Will we be given a chance to vote yes or no on the final proposal?	General information request
1401	Ingrid	3/7/2023	MyCapEx Website - Comment Form	ingrid.spencer@gmail.com	Racial Justice	You need to mitigate displacement of communities of color and low-income families by minimizing the proposed ROW.	See Comment #3
					Business/Residential Displacement	The preferred scheme proposes to increase the ROW to an extent which places a possible 107 commercial and residential properties at risk of displacement, some of which would displace non-white and lower-income populations.	See Comment #21
1402	Iris Baughman	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, More road = more congestion. That is what other cities have shown. Please don't encroach on already vulnerable neighborhoods with a bunch of lanes of traffic! Iris Baughman	See Comment #5
1403	Irvin Beltran	2/9/2023	Physical Comment	irvinbeltran02@gmail.com	Do not widen/no build	I oppose any and all expansions of I-35 and this proposition serves no purpose other than to worsen congestion and destroy communities, all the while circulating money away from projects that will have a positive impact without ever needing to touch I-35. (Public transportation to draw local commutes off the highways). I understand that your agency only gets funding specifically for highway and I truly pity the state in which it is. So... rather than spend billions destroying a city further, buy out the tolled interstate 183 and have it serve as the arterie for traffic passing through the city and please leave I-35 alone outside of maintenance.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1404	Irvin Beltran	2/9/2023	Verbal Comment	info@email.actionnetwork.org	Do not widen/no build	I live at 1812 Mearns Meadow Boulevard, Duplex A. My comment on this is that I oppose any and all expansion of I 35. A I understand that your agency only gets funding specifically for highways, and I truly pity the state at which it is in. So rather than spend billions destroying a city further, buy out Interstate 183 and have it serve as the artery for traffic passing through the city. And please leave I-35 alone outside of maintenance.	See Comment #5
					Public Transit / Multimodal Transportation	This proposition serves no purpose other than to worsen congestion and destroy communities, all the while, circulating money away from projects that will – that will actually have a positive impact without even needing to touch I-35, such as public transportation to draw local commutes off the highways.	See Comment #13
1405	Irvin Beltran	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Goodevening, my name is Irvin Beltran, a life-long resident of Travis County, and I write this letter to voice my opposition to any and all highway expansion of I-35. I'll be straight to the point. Highway expansions have never and will never be the solution to solving congestion or 'improving' the lives of those around. The Katy Freeway is a prime testament to how ineffective and destructive this obsession to mindlessly expand a highway is. Many supporters of the expansion will presch that it will somehow bolster our economy and ease congestion but that is just a complete farce and a failing of critical thinking. Does over a billion dollars being funneled away for 8 years of even more congested traffic for the construction of more lanes that will shortly fall prey to Induced Demand and put us back to square 1 sound like a good use of OUR tax revenue? Because rest assured it is the biggest infrastructure money pit you can conceive of today. The only ones who benefit from such a waste of money and destruction of communities are the oil and gas industries as more people are forced and funneled into car dependency. This expansion is inane and everybody with a shred of decency knows it. If you truly did want to solve congestion there are many solutions that do not involve stabbing yourself with a bigger knife. If the TxDot is so allergic to funding any form of transportation not involving cars, then buy out one of the toll highways that goes around our city and have intrastate traffic redirected through there. Now if the Texas Department of TRANSPORTATION somehow realizes that the last word of their title means then it is imperative that they use the highway expansion money to bolster our public transportation and city's walkability to give people more VIABLE avenues to commute across the city. Also, TxDoTs preachy goal to #StoptheStreak all the while shoving money into road expansions that will only make them more dangerous for our youth who are already forced to operate 3ton machines if they want to visit family across the city, is just so blatantly negligent that 'hypocritical' wouldn't even begin to describe you. All of this and I haven't even touched on the redline effect this expansion will worsen along with the countless socioeconomic impacts highways have as a wall that blocks class mobility. As someone who's money is going to your agency I expect better and hope you do better and rethink I-35. You're welcome for your time and I hope you have a good day. Irvin Beltran	See Comment #5
					Latent/Induced Demand	The Induced Demand that has brought us to this point works the other way around too and I-35's congestion will ease without even having to touch it. Easing congestion is a matter of redirection of commute load, either by literally redirecting interstate traffic around the city or by redirecting intercity commutes away from the INTER STATE highway through viable public transit and mobility options that do not force us into pods to go anywhere.	See Comment #18
1406	Irvin Castellanos	3/7/2023	MyCapEx Website - Comment Form	lcastellanosalvarez@gmail.com	Reroute to 130	Please Consider re routing outside traffic away from 35 and look to Enact a klyde warren park like solution for 35 in downtown Austin/ . Widening 35 is not the solution	See comment #3
1407	Isa Jones	3/7/2023	MyCapEx Website - Comment Form	isser09@gmail.com	Reroute to 130	Please consider any alternatives to this project! I love Austin and want to spend the rest of my life here, in my hometown, but worry projects like this will force me out. In addition, I drive i-35 regularly and experience the majority of the traffic from 18-wheelers trying to navigate hilly areas. Why are they allowed on i-35? Move them to 183 and thats a major problem solved. There are SO MANY alternatives that don't involve ripping apart a road through the middle of this wonderful city. Please don't destroy Austin!	See comment #3
1408	Isaac Blackmore	2/9/2023	Verbal Comment	isser09@gmail.com	General support	And yeah – okay. And I just want to make a comment. Native Austinite, grew up in Austin. Left to serve in the Army for 10 years and came back. The traffic's way worse, so definitely a big fan of this project. I just hope you guys can knock it out quickly because I-35 between 183 and the river has been a headache since the '90s. So it'd be great to see it cleaned up, especially right there at 45th Street, between 45th and 39th. It's gotten significantly worse in terms of, like, trash, people hanging out there. It definitely looks, you know, way worse than anything I ever saw when I was a kid. And it's definitely a shame. So looking forward to seeing all of that get cleaned up. Thanks.	See Comment #8
1409	isaac franklin	3/1/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, We do not need more roads for more traffic, please make a better bus system for people instead isaac franklin	See Comment #13
1410	Isaac Levy-Rubinett	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm an austin resident who opposes expansion of I-35. We need more public transport, not bigger highways. I want to live in a city that prioritizes green space and increased housing, not one that prioritizes sprawl with a plan that doesn't even guarantee to limit traffic. Thank you. Isaac Levy-Rubinett	See Comment #5
1411	Isaac Marcus	1/31/2023	MyCapEx Website - Comment Form	isaac.marcus@aol.com	Regional Connectivity	Rail transit (particularly high speed rail) between major Texas cities would be a big boon. Providing an alternative to driving between San Antonio and Austin seems especially viable	See comment #1
1412	Isabel Webb Carey	3/7/2023	Email	isabelwebbcarey@utexas.edu	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Texas. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR the Rethink35 proposal and a public transit-first project! 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Isabel Webb Carey	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
1413	Isabella Cisneros	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am writing this letter because I oppose TxDOT's plans and expansion. The process to build this is also far too long! 10 years! Is simply not worth it for a slight relief that will not last. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Isabella Cisneros	See Comment #5
					Community Alternatives	I am for the Rethink35 proposal. As a student who is majoring in Environmental Science and is also a commuter, this expansion will only lead to particulate matter pollution from the tire wear along with far more congestion as seen by the Katy freeway.	See Comment #4
1414	Isabella Spangher	1/20/2023	MyCapEx Website - Comment Form	isabellaspangher@gmail.com	Regional connectivity	I would like to see an expansion in rail travel between San Antonio and Austin and a cessation of highway lane expansion on I35. Many civil engineers have proven that adding lanes to highways only worsens traffic. Trains would increase connectivity between the cities, cut down on traffic between the cities, and cut down on accidents on I35.	See Comment 31
1415	Isabella Vick	1/20/2023	MyCapEx Website - Comment Form	Isabella.vick@gmail.com	Do not widen/no build	I vehemently oppose the current preferred alternative to I-35 in Central Austin. I live next to I-35, in the Amli apartment complex, and the proposed changes will only make it more difficult to cross this dangerous gash that divides central Austin. You are better off doing nothing to I-35 than spending 10+ years and billions of dollars to make it worse. . I use I-35 frequently to get across town in my car. Turning this section in a boulevard will not add much time to car journeys, and will make it safer and friendlier for everyone who lives in Austin. If I-35 was not there, more people would cycle or walk to get around, therefore removing cars from the road. Project Connect, once completed, will also help get people around without using their cars. I know you cannot predict that in your numbers for why you can justify such a horrendous expansion, but it will. It is ridiculous to have a 20 lane highway cut through the downtown of one of the fastest growing cities in the country. It is shameful. You need to get rid of it and come up with a vision that properly suits the city, thinking to the future of mobility and not the past. Do not do this to Austin. We do not want this plan. Reconnect Austin! Thank you.	See Comment #5
					Bike/ped safety	I-35 in central Austin needs to be turned into a city-friendly boulevard, with space for pedestrians, cyclists, scooters, and public transit.	See Comment #30
					Reroute to 130	Re-route any traffic that needs to go around Austin to the big toll road. Use some of the billions earmarked for this project to get rid of the toll	See comment #3
1416	Isabelle G	3/6/2023	Email	info@email.actionnetwork.org	Bike/ped safety	Mobility35 Program Manager Tommy Abrego, I need to bike to work and I don't want a highway expansion Isabelle G	See Comment #30
1417	Isabelle Gillespie	3/6/2023	Email	info@sg.actionnetwork.org	Air Quality/Noise	Mr TxDOT TxDOT, There are much better environmentally conscious options for alleviating traffic rather then making more lanes on an already huge and dangerous freeway. Large polluting highways is not what I want for Austin. Isabelle Gillespie	See Comment #34
1418	Isabelle Headrick	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Dear Mr. Abrego, I am a resident of the Cherrywood, and I OPPOSE the expansion of IH-35 as proposed by TXDOT. The current I-35 should either become a toll road or a public, transit-first boulevard. Ten years of construction for just a few years of congestion relief is NOT worth it. The state should conceptualize a more forward-thinking use of the space that reduces pollution and greenhouse gas emissions while moving non-local traffic to a more appropriate location. Thank you for your time. -Isabelle Headrick	See Comment #5
					Reroute to 130	This expansion would destroy properties in my neighborhood and add to the noise and pollution. Furthermore, its traffic modeling is flawed and ignores the fact that expanding highways actually adds to congestion in the long run rather than relieving it. Instead, TXDOT should incentivize non-local traffic to take SH-130, designating that as the interstate highway.	See comment #3
1419	Isabelle Headrick	3/7/2023	V0H	mizahh29@gmail.com	Do not widen/no build	I am a resident of the Cherrywood, and I OPPOSE the expansion of IH-35 as proposed by TXDOT. This expansion would destroy properties in my neighborhood and add to the noise and pollution. Furthermore, its traffic modeling is flawed and ignores the fact that expanding highways actually adds to congestion in the long run rather than relieving it.Ten years of construction for just a few years of congestion relief is NOT worth it. The state should conceptualize a more forward-thinking use of the space that reduces pollution and greenhouse gas emissions while moving non-local traffic to a more appropriate location.	See Comment #5
					Reroute to 130	Instead, TXDOT should incentivize non-local traffic to take SH-130, designating that as the interstate highway. The current I-35 should either become a toll road or a public, transit-first boulevard.	See comment #3
1420	Isak Speer	1/20/2023	MyCapEx Website - Comment Form	Isak.speer99@gmail.com	Regional Connectivity	I am a San Antonio resident who frequently visits Austin, adding lanes and flyovers to I-35 only kicks our problem down the road. I and many others demand a rail service between the two cities! High speed rail is safer and faster. Every developed country in the world has this except for us. Let's not get left behind!	See comment #1
1421	Issac Blackmore	2/9/2023	Physical Comment	ikebmore14@gmail.com	General support	Currently, I-35 is a massive eyesore. Between 38th street and 45th street there are mounds of garbarge and unsafe conditions for casual pedestrians. Any improvement should be designed to prevent squatting in those areas. Also, the proposed lowered section of I-35 is a great idea to reduce noise. If it is going to take years to dig and construct that, think of the future noise reduction for the temporary noise increase at construction. Overall this looks like a good project. Just knock it out quickly. For welll done "right of ways" check out Buffalo Bayou in the heights in Houston.	See Comment #8
1422	Ivey Kaiser	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Dear TXDoT, Please consider the negative impacts of the current plan. I oppose expanding I-35. I and Austinites like me want to see East-west crossings at least every 1/4 mile. . I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets. I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #5
					Lower Speed Limits	All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users.	See Comment #395
					Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes	See Comment #34
1423	Ivey Kaiser	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Dear TXDOT, I do not believe this design is going to be healthy for our community in the long term. Austinites want to be more connected, not more divided. Thank you, Ivey Kaiser Ivey Kaiser	See Comment #5
					Public Transit / Multimodal Transportation	We need to focus on reducing the number of cars on the road and making it safer for folks to walk, bike, take public transportation AND access our city on both side of I-35.	See Comment #13
					Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #4

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1424	J Emil Hunziker	1/25/2023	MyCapEx Website - Comment Form	emil@cibolo-bend.com	Air Quality/Noise	Thank you for the opportunity to comment the Draft Environmental Impact Statement for the I-35 Capital Express Central Project. TxDoT have done an excellent job doing what it was told to do; unfortunately that task precludes the capture of the real impacts to the environment by ignoring consequences of induced traffic, impacts to air quality beyond CO2, and permanent destruction of community cohesion and habitability in central Austin. The CE Central Project will perpetuate and expand east-west division in Central Austin and continue the Sisyphean effort to reduce traffic impacts by increasing concrete. The basic concept - increasing throughput of I-35 through expansion - is antithetical to the development of practical, safe, and efficient multi-modal transportation solutions within central Austin.	See Comment #34
1425	J Emil Hunziker	3/7/2023	Email	emil@cibolo-bend.com	Do not widen/no build	Re: I-35 Capital Express Central Project Draft Environmental Impact Statement I oppose the current proposal for the I-35 Capital Express Central Project to expand of I-35. Further, I oppose any project proposal that expands the foot-print of the highway in urban areas. I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied. In particular, I want to cap all of I-35 AS PART OF THIS PROJECT and to constrain the project within the current right of way. Eliminating new multi-lane service lanes would allow remaining within the current right of way and free funding for the extended cap. The capped area should include vehicle and pedestrian east-west crossings at grade at least every quarter mile. Roadways within the scope of this project that are not intended as high-speed highways should be designed for 25 mph and be safe for all road users. The objective of the "National System of Interstate and Defense Highways" was to enhance national security and commerce by providing safe and efficient roads between cities and defense installations — not within them! The system was a massive success. Implementation of the highway system, however, often ignored that distinction, severing sections of cities and destroying thriving communities. The impact of interstate highways can be seen in multiple Texas cities, including Austin. This project provides an rare opportunity either to repair some of that impact or to make the impact worse for another generation.	See Comment #5
					East/West Connectivity	The proposal would perpetuate and exasperate obstructions to east-west communication. It would preempt and inhibit intelligent multi-modal transportation system planning.	See Comment #20
					Air Quality/Noise	The proposed expansion of I-35 would worsen traffic density; air, water, and noise pollution; health impacts; heat island impacts; and vehicle crashes and would come with unwarranted costs to the communities communities on both sides of the highway.	See Comment #34
1426	J m	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I would just like to note my disapproval of the proposed expansion of 1-35. In this day and age, with climate change a pertinent issue and the realities of Induced Demand made clear, it is irresponsible and wasteful to expand a highway, much less one whose construction will require the demolition of buildings along the corridor within a city. I urge all involved to reconsider the expansion, perhaps by relocating the highway outside the city core and turning it into a boulevard instead. - A concerned teenager J m - -, New York -	See Comment #5
1427	Jack Deats	3/3/2023	Email	justjack4859@gmail.com	Bury/tunnel	It will be long and expensive, but in the long run it will be worth it to bury I-35 from south of downtown Austin to north of Hyde Park. It's what will be best for the future of Austin and for transportation from San Antonio to DFW. Listen to the people that pay your salaries. Please. For once. Jack Deats	See Comment #25
1428	Jack Deats	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, The best solution for Austin and the rest of Texas is to bury I-35 through Austin. Boston had their big dig and they are happy with the results. Seattle just opened a new highway tunnel near downtown that buried a highway running along the water. Now they have more open space and commercial development. Dallas put Woodall Rodgers Fwy below grade and added a park on top that keeps winning awards. Jack Deats	See Comment #5
					Bury/tunnel	Bury I-35. The future is worth all the trouble it will be in the present. Expanding the footprint of 35 through Austin is the worst possible option.	See Comment #25
1429	Jack Esberg	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Holly neighborhood, near 1-35, and I oppose this expansion project. Highway expansions are proven not to work, and the years of construction and congestion as a result will make matters worse. 10 years of construction and $5 billion investment for a small relief is NOT worth it. I don't want to use an interstate highway for my local trips, and would prefer public transportation or incentives (like a toll) to reduce traffic. Ideally vehicles traveling from cities like Dallas to San Antonio would not need to pass through Austin downtown AT ALL. We also do not need more frontage roads, which ruin walkability, and are proven in cities like Dallas and Houston to make things awful for pedestrians and ruin local culture. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Please take action and find another solution for this issue. Thank you,	See Comment #5
					Public Transit / Multimodal Transportation	I would like the city to consider designating another highway, ideally outside of the city center, as a main traffic through route. I also would like the city to invest more in public transportation near downtown, specifically train travel, as well as bike lanes and infrastructure.	See Comment #13
1430	Jack Gallagher	1/11/2023	Email	jack.a.gallagher@gmail.com	Latent/Induced Demand	Hello, I'm an Austin resident and have the following questions about the I-35 expansion project. 1. Do you expect the updates to improve congestion? If so, please explain how you expect the expanded I-35 to not simply induce more demand and leave Austin residents with similar or even worse congestion. 2. What would be the cost of adding caps to cover the highway from downtown to 51st street? Regards, Jack	See Comment #18
1431	Jack Laumer	1/31/2023	Email	jacklaumer@icloud.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jack Laumer Sent from my iPhone	See Comment #8
1432	Jack McDonald	2/7/2023	Email	jmcdonald@uplandsoftware.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Jack McDonald	See Comment #8
1433	Jack Pankow	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I-35 should not be widened, simple as that. It's already a deadly highway and making it larger won't help. Additionally, according to the Braess paradox, adding another lane will make traffic WORSE in both the short and long run! Jack Pankow	See Comment #5
					Public Transit / Multimodal Transportation	That money could be spent instead on a non-automotive public transit alternative which would get more cars off the road. That in turn would actually reduce traffic. It'll also cost less (road maintenance is much more expensive and unpredictable than rail maintenance). Reconsider this egregious and foolish expansion.	See Comment #13
1434	Jack S	3/2/2023	Email	info@email.actionnetwork.org	Air Quality/Noise	Mobility35 Program Manager Tommy Abrego, Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. We have several examples that show that moving people and moving vehicles are not the same. Moving people with scalable infra has to be the goal, and not making ugly highways that change the city in unfavorable ways.	See Comment #34
1435	Jack Simmons	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am for rethink 35's proposal, turning the I-35 into a boulevard. The I-35 greatly impacts racial segregation in austin texas, and enlarging it would forever enforce segregation in Atx. Segregation was deemed illegal on May 18 1896, during the case of Plessy vs. Ferguson. I highly encourage you to follow the law and not make elongate the I-35. So what if there is traffic, there will always be traffic, no matter where. I think that you should take out the I-35 completely, as it all damages all of austin's community, make austin a better place and please don't do this. I am currently enrolled in 8th grade at St. Andrews episcopal school and am currently running a school project on how without the I-35 being enlarged it still heavily impacts austin in so many ways. Please don't ruin all my hard work and research I have done in the past few months, and please stop this. Kind Regards, Jack Simmons Jack Simmons	See Comment #5
1436	Jack Spence	2/9/2023	Physical Comment	jack-spence95@gmail.com	Do not widen/no build	TxDOT states that the problem they are trying to solve is the long travel time from US 290 E to US 290 W. Why would expanding I-35 between the two highways reduce travel time? Has there ever been a highway expansion anywhere ever that has led to shorter travel times? The answer is no. TxDOT really needs to do more research into traffic flows and Induced Demand. Also TxDOT states that 80% of trips are in this section of I-35. Then why worry about connecting 290 ? Hwy 130 already exists for that purpose. TxDOT is either completely uneducated about induce demand or simply lying .	See Comment #5
					Public Transit / Multimodal Transportation	Either way this plan to expand I-35 is a complete embarrassment and will be a disaster for climate change, air quality, noise, and the epidemic of traffic deaths. Do better TxDOT. Build things that fix traffic, like public transit and safe bike lanes.	See Comment #13
1437	Jack Turek	1/19/2023	MyCapEx Website - Comment Form	johnturek2013@gmail.com	Latent/Induced Demand	Instead of adding lanes to the I-35, add more frequent rail service between San Antonio and Austin! Have you heard of Induced Demand? Adding lanes to highways only reduces congestion for a short while until everyone hears that congestion has been reduced and before you know it, traffic and congestion is back to pre-expansion levels or higher.	See Comment #18
					Regional connectivity	Austin is roughly the same distance from San Antonio as Milwaukee is to Chicago. There's at least 6 daily trains, to and from, those cities. Why can't we have the same thing here? More people would take the train for concerts, sporting events, or even day trips or maybe possibly commute back and forth if they so choose. Stop adding lanes and start adding rail.	See comment #1
1438	Jack&Deanna King	1/30/2023	Email	kingcorner@gmail.com	General support	Dear Chairman Bugg and Commissioners: I am a resident in Austin, and I live approximately five blocks off the I 35 corridor area that is slated for improvements. It is a fundamental requirement for our neighborhood to have access to AC 535, and I am convinced that now is the time for this landmark investment in infrastructure. I believe that the connections across Texas, and from Mexico through Texas to the rest of the United States, will prove to be a commercial corridor of great importance to our future. Please act now, a large contingent of I 35 users and Austin residence is clear that this is the time and this is the way. Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. DEK	See Comment #8
1439	Jackie Ahmad	3/7/2023	Email	info@sg.actionnetwork.org	Community Alternatives	Mr TxDOT TxDOT, Having a massive freeway divide the city in half is already a waste of space and worsens walkability, air pollution and safety for residents of the city. Expanding this freeway especially through the downtown area is one of the worst ideas I've ever heard and I'm actually amazed that anyone would think it would be a good idea. The expansion would remove housing something that is already scarce in the city and make all of the issues I discussed worse. This would absolutely decrease the living standard of residents and do nothing to reduce traffic congestion. This would also be a massive waste of money and I truly question the motivations of TXDOT in pursuing this project at all. Austin is a fast growing city and it's clear that people want to live and work in the city itself. The only solution to traffic congestion is to invest in transit. I ask that Reconnect Austin and Rethink35 plans be considered and that TXDOT listens to the people who live in this city about what we want our city to look like. It would a tragedy to continue to build and expand something that should never have been built in that location in the first place. Do not double down on your predecessors' mistakes. This freeway has no place in the middle of our city. Do not destroy more of our city to expand this mistake even further. Jackie Ahmad	See Comment #4

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1440	Jackie Burniske	2/26/2023	Email	jburniske@yahoo.com	Do not widen/no build	I oppose the current TXDOT Plans for I-35 through Austin. I live in the Hancock Neighborhood. • I oppose expanding I-35. • East-west crossings should be at least every 1/4 mile. • • Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. • I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets. • • A) I have grave concerns about the data used to justify such a large expansion of I-35 B) I am including the Hancock Neighborhood Association's draft remarks below and I fully support this statement. B. A more livable freeway environment We recognize the necessity of upgrading I-35 to current design standards in order to enhance safety. We support TxDOT's efforts to solve problems such as narrow lanes, the absence of shoulders, insufficient overhead clearance and inadequate drainage. We would applaud a remaking of I-35 that does not expand the freeway but reduces crashes and increases neighborhood connectivity. As some of I-35's closest neighbors, those most affected by its noise and air pollution, and those who will be most immediately affected by construction, we request the following modifications to the Preferred Alternative. We believe these will turn I-35 into an asset for our community. B1. Build for the future option of placing large caps or decks between Dean Keaton and Airport. The Cherrywood and Hancock neighborhoods and others in NCINC strongly support the concept we refer to as the North Central Deck. This deck would fully cap a long stretch of road, such as from 32nd to 38th ½, and would support amenities for recreational and civic use atop the cap (similar to Klyde Warren Park in Dallas). As important, the deck would increase connectivity between the Cherrywood and Hancock neighborhoods and make the process of moving between them a pleasant prospect. We support TxDOT's responsiveness to requests from Downtown and UT stakeholders and the current design that enables the later construction of significant caps in those areas. We encourage TxDOT to apply the same flexibility and creativity to this stretch of the freeway, which is flanked on both sides by residences and is likely to grow more dense in the coming years. We believe there is a clear and compelling case for a North Central Deck: it would further reduce noise pollution, increase East/West Connectivity, improve the viewshed for residents closest to I-35, and provide open space for recreation	See Comment #5
					Reroute to 130	Texas Department of Transportation should remove all tolls from State Highway 130 to make it the alternative route to I-35 it was meant to be.	See comment #3
					Caps/Deck Plazas	I support a rebuilding of I-35 to remove the upper decks and address safety concerns, and have specific asks to make that project better for Hancock neighborhood.	See Comment #42
					Lower Speed Limits	All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users.	See Comment #395
					Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
1441	Jackson Finch	2/7/2023	Email	Jackson.Finch@jll.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. For more information about how JLL processes your personal data, please click here This email is for the use of the intended recipient(s) only. If you have received this email in error, please notify the sender immediately and then delete it. If you are not the intended recipient, you must not keep, use, disclose, copy or distribute this email without the author's prior permission. We have taken precautions to minimize the risk of transmitting software viruses, but we advise you to carry out your own virus checks on any attachment to this message. We cannot accept liability for any loss or damage caused by software viruses. The information contained in this communication may be confidential and may be subject to the attorney-client privilege. If you are the intended recipient and you do not wish to receive similar electronic messages from us in the future then please respond to the sender to this effect.	See Comment #8
1442	Jackson Hotaling	3/6/2023	Email	jackson@movingmissouri.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am not a resident of Austin, however I pass through and stop in Austin regularly with Amtrak and various buses. Interstate highway expansion is the wrong way to go, and it will make it a less pleasant place to visit. Please oppose I-35 expansion and consider alternatives that make our communities thriving and beautiful.	See Comment #5
					Public Transit / Multimodal Transportation	Investing in options such as public transportation and intercity rail service will be a better alternative for Austin in the long term.	See Comment #13
1443	Jackson Macleod Finch	3/6/2023	MyCapEx Website - Comment Form	jackson.finch@am.jll.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
1444	Jackson Mosqueda	1/31/2023	MyCapEx Website - Comment Form	Jacksoncmosqueda@gmail.com	Regional Connectivity	A passenger rail between Austin and San Antonio would be great for everyone, easier and quicker access would benefit those who don't want to drive and would actually benefit those who would want to drive by reducing overall traffic	See comment #1
1445	Jaclyn Williams	1/20/2023	MyCapEx Website - Comment Form	Xojackieox@gmail.com	Do not widen/no build	I would like more options for public transportation such as high-speed railways rather than expanding highways. Access to public transportation improves traffic, is better for the environment, and increases value of the community.	See Comment #5
1446	Jacob Barcelona	3/6/2023	Email	jcbarcelona@utexas.edu	Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, I am a resident of Clarksville in Austin. It is a lovely little neighborhood with so many friendly faces because there is a lot of good local businesses within walking distance of so many people. It seems these types of neighborhoods are few and far between in Austin. Expanding I-35 would make it even harder to build neighborhoods like this in Austin. Prioritizing cars, which a lot of residents in our city cannot afford seems short-sighted , and in the long-run will not bolster Austin's economy. Half the reason so many tech jobs have moved to Austin is because it is unaffordable and impossible to live in SF now. People have to take buses from suburbs 2 hours out, just to commute to work, and have to sit in so much traffic. Contrast this with NYC, where they have reliable public transit options to commute into the city from the suburbs, and ways to drive, and you can see that the more options people have to commute to and around any city, the better for everyone. The amount of cost it takes to maintain a highway, which will partially be used by people passing through our great city seems so high, when the cost of making the city more bike able, walkable, and giving it great transit will be cheaper in the long-run. If we repeat the mistakes of other sprawling cities like SF, Dallas, Houston, Los Angeles, etc... we will limit the amount our great city will be able to grow. This is the time for Austin to use all the momentum and investment to build a city of the future, and becoming a sprawling traffic congested city like so many other American cities is a horrible plan, and will hamper our future economic potential. Jacob Barcelona	See Comment #20
1447	Jacob Barrett	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, I live in Central South Austin off of Menchaca and Redd streets and regularly use I-35 to get to and through Downtown Austin and points north. This road is awful for the Austin community it runs through. It does not help us reach our community goals and statewide safety goals of zero deaths on our roadways and expanding it will not help. It will not help "expand" capacity and "improve" mobility for people in Austin. It does not help reach worldwide climate goals. The numbers don't add up. The only thing that improves safety and mobility in communities are fewer cars, going slower. If y'all actually wanted to "improve" I-35, then you wouldn't be talking about more lanes. You'd be talking about fewer lanes, more transit and slower speeds. Having three "feeder" lanes on each side is like having a highway beside a highway. Not having crossings for miles along a roadway is asking for desperate crossings and deaths for community members. Having "HOV" lanes instead of demand-based pricing is not actively deterring use of the facility and doesn't provide funds for continued maintenance or future improvement. If y'all really wanted to make a difference for the Austin community, reduce the number of lanes on the feeder roads from three to two and design them as local roads. Increase the number of crossings so there is not more than a 1/4 mile distance between them. Just those four things would make the project better and more palatable to the community, and it would make a dent in safety and mobility improvements for the community. Thanks for the consideration.	See Comment #5
					Caps/Deck Plazas	Not providing community benefits like funding the caps on top of the highway as has been done in Dallas and Houston is anti-Austin and hurts taxpayers as we'll have to fund it without state assistance. Pay for the cap parks and toll the new through lanes and use that to fund the caps. Lower the design speed of I-35 to 55mph and the feeders to 25mph.	See Comment #42
1448	Jacob Bowar	3/6/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, Highway expansion DOES NOT WORK as a permanent solution to reduce congestion. It only incentivizes more people to travel via car, an incredibly inefficient mode of transporting people compared to other transit options. I35 will just get as congested as it was in the first place if this expansion is made. Use this money instead to invest in public transit Jacob Bowar	See Comment #18
1449	Jacob Childress	3/7/2023	MyCapEx Website - Comment Form	jacobc@gmail.com	Reroute to 130	I'm a longtime Austin resident. I fundamentally question the need to expand the I-35 corridor in Austin and would prefer solutions that focus on routing passthrough traffic around the city center.	See comment #3
					Latent/Induced Demand	Similarly, I oppose major lane expansions; much evidence shows that increasing lanes simply increases traffic, and I am greatly concerned about displacing residents and businesses around I-35.	See Comment #18
					Caps/Deck Plazas	Finally, since I realize that we're going to do this highway expansion anyway, I support cap-and-stitch projects that mitigate the noise and walkability issues that come with a highway expansion. These cap-and-stitch projects should be placed not just downtown, but further north and south so that as much of Austin as possible benefits from them.	See Comment #42
1450	Jacob Cleveland	3/7/2023	Email	jaclevelandl@utexas.edu	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, Adding more lanes won't fix the problem. More lanes will lead to Induced Demand, meaning more traffic (see: Katy Freeway). Not to mention how long this construction will take, and we both know that it's going to run over schedule. Please, I sincerely urge you to reconsider this plan. Invest in public transit and abandon this flawed plan. Jacob Cleveland	See Comment #18
					Public Transit / Multimodal Transportation	The only way we can meaningfully reduce highway congestion is by providing robust alternatives to car transit. We need more light rail systems, better bus and bike lanes, and more walkable cities!	See Comment #13
1451	Jacob Cunningham	2/14/2023	MyCapEx Website - Comment Form	shoeboy782@gmail.com	Do not widen/no build	Don't expand I 35 north of 45th street!	See Comment #5
1452	Jacob Eickstead	3/7/2023	MyCapEx Website - Comment Form	eicksteadj@gmail.com	Public transit/Multimodal Transportation	I think this expansion is poorly planned and will be poorly executed. The city doesn't need more highway to divide it. I-35 has been used to separate this city for decades. TXDOT itself has said we need more variation on traffic options. Providing few crossovers separates the city and forces people to utilize one form of transportation, the personal car. There needs to be more options for bicyclist, for bus passengers and other mass transit. This means more crossovers, and more pedestrian options. It's shouldn't be scary to walk across I35, but it's a barrier. I also don't understand why we need so much access roads. If you're on I35 your probably driving through town, let's keep them moving and maybe we could have more lanes if we just had exits to streets instead of access roads with speeds that are unsafe for pedestrians and bicyclists. This isn't just about accessiblity for Austin. This should be a priority in all of Texas.	See Comment #13
1453	Jacob Enis	1/30/2023	Email	jacobenis6@gmail.com	General support	Dear Chairman Bugg and Commissioners, As a long time resident of Austin, I am writing today to strongly support the I-35 Capital Express Central design proposed by TxDOT. Thank you for your time, Jacob Enis	See Comment #8
1454	Jacob Hartwell	3/2/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, Dear TxDOT, We Americans have seen time and again that the continued focus on car-based infrastructure harms our health, our communities, and out pocketbooks. 100 years ago Austin made a huge mistake and chose the car over public transportation, as part of a mass campaign by auto manufacturers to disenfranchise citizens of their public spaces and freedom to move. Explain to me how having to pay a $800/mo subscription fee (costs associated with my car) is a 'free' act? I can't have a job without a car, I can't get food, and I can't participate in my community. We have the chance to start undoing that century of harm by prioritizing public spaces and making smart investments in public transportation. Instead of expanding the highway, we should be closing down more roads for pedestrian traffic. We should be adding train and bus lines, and changing zoning laws to encourage denser urban areas. The current proposal slaps a bandaid on a century-old problem and solves nothing – we know from a thousand cases in our city and others that adding lanes just encourages more people to drive. You'll be asking for money and 2 lanes again in 10 years – best to get ahead of it now and use the money you're asking for to disincentivize driving. Jacob Hartwell	See Comment #13

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1455	Jacob Hendrickson	3/6/2023	Email	jahend@gmail.com	Do not widen/no build	As a life long Austinite I feel strongly that expanding I35 is not the answer to Austin's traffic/transportation problems, and would like to see it No Higher No Wider - don't expand to 20 lanes. Thank you, Jacob Hendrickson	See Comment #5
					Caps/Deck Plazas	Rather I believe Austin would benefit from a full cap from Lady Bird Lake to Airport Blvd. And as Austin grows I think capping capping Airport Blvd to 290 as well, and routing trucks to SH 130.	See Comment #42
1456	Jacob Ostrowski	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, We don't need more cars. DO NOT TOUCH 35 Jacob Ostrowski	See Comment #5
1457	Jacob Stutts	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Hello, I am writing to you today to express my opposition to the I-35 expansion. Empirical evidence suggests that adding more highway lanes only attracts more cars and leads to more congestion. This increased use leads to more air and noise pollution creates heat islands (in an already hot enough city), and has adverse health impacts in the community. These issues should be top of mind for TXDOT planners. Yet, road expansion is the only solution that has been proposed despite proven failures across the state. Thank you, Jacob Stutts Jacob Stutts	See Comment #5
					Multimodal Transportation	As an Austin resident, I don't want to travel around town on crowded, congested highways. We need investment in other forms of transportation such as public buses, trains, biking paths, or sidewalks, all of which reduce our carbon footprints, pollution, and congestion. While these projects are long-term, capital intensive, and necessitate a transformation of our infrastructure, these circumstances are not much different from the proposed expansion.	See Comment #20
					community alternatives	I implore you to invest in a reimagined future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied and invested in.	See Comment #4
1458	Jacob Westfall	2/23/2023	Email	info@sg.actionnetwork.org	Latent/Induced Demand	Mr TxDOT TxDOT, I urge you NOT to widen I-35. It will not help traffic, it will only encourage even more car travel. This is a step in the WRONG direction for Austin. Jacob Westfall	See Comment #18
1459	Jacqueline Galvan	3/7/2023	Email	jacgalvan@gmail.com	Business/residential displacement	Good morning, I'm writing to express my extreme opposition to the current plan for expanding I-35. I am a parent whose children have been attending Escuelita del Alma since 2019. Escuelita del Alma is a Spanish immersion pre-school located at 3109 N interstate 35. The current plan would bulldoze our beloved little school. The school is located in an area that is easily accesible by both parents and teachers. Our teachers, who are mainly native-Spanish speaking women, rely on public transit to be able to access our school. If we move, not only would it negatively impact our children, it would also potentially reduce the amount of teachers who are able to reach the school. Our childcare centers are already facing so many barriers to be able to operate effectively, and this would create an even deeper divide. Please consider this opposition as just one of the many ways this plan is not the best plan to move forward. Thank you,	See Comment #21
1460	Jacqueline Gross	3/7/2023	Email	info@sg.actionnetwork.org	Community Alternatives	Mr TxDOT TxDOT, I don't think widening I-35 is a good idea. We did that with Mopac and it was useless. I oppose expanding I-35. Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. This project will discourage walking and bicycling and transit use. Wide polluting highways through town are not what I want for Austin. I want safe, pleasant, and walkable and bikeable streets. I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied Jacqueline Gross	See Comment #4
1461	Jacqueline Hunt Bradley	2/8/2023	Email	jacqueline@urbanspaceinteriors.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1462	Jacqueline Thomas	2/25/2023	VOH	jkthomas@utexas.edu	Do not widen/no build	I oppose this project because it's a sign of how out of step TXDOT is with the real needs of the community and the country.	See Comment #5
					Racial justice	Now is not the time to double down on roadway infrastructure; rather, it is time to look toward public transportation and to bring the two sides of Austin together after so many decay of roadway-enforced apartheid. Your proposed disruption of the neighborhoods on the east side is shameful. Wake up and join the 21st century!	See Comment #3
1463	Jacquie Frazier	3/6/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, I lived in Houston, Texas for 20 years and have seen firsthand how widening freeways does it reduce traffic. It in fact has the exact opposite impact and increases traffic! Jacquie Frazier	See Comment #18
					Public Transit / Multimodal Transportation	Please show the US how to lean into public transportation and begin the process of weaning off our dependence on cars. Local trips should be able to be EASILY made via bus, bike, rail or walking.	See Comment #13
1464	Jade Shafer	2/8/2023	Email	jade@urbanspacelifestyle.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1465	Jaelene Fayhee	3/7/2023	MyCapEx Website - Comment Form	jaelenefayhee@yahoo.com	Bike/ped safety	We have lived on Wrightwood Rd since the late 1970s. We are one of many families that live in the blocks surrounding Wilshire Boulevard and Schieffer Avenue, and we wish to ask for support from the City of Au-stin and the Texas Department of Transportation to preserve and defend the safe pedestrian,bicycling, and traffic-limited thoughways that these two streets provide, in the face of the design for the new I-35 project. We ask that the City and TxDOT support efforts to mitigate the increased motor vehicle traffic anticipated in the proposed thoroughfare that will meet the goals of the I-35 project to connect east and west Austin, while still ensuring the safety of children and pedestrians in our neighborhood and leveraging the investments already made in our neighborhood to encourage safe and walkable streets and increase bicycle traffic. We believe that our recommendations will encourage connectivity--while preserving the safety of two 100% residential streets. It is our understanding that TxDOT has proposed a possible design for its expansion of I-35 through our city area that would convert Wilshire Boulevard from its current status as a quiet residential street into a busy and potentially dangerous cut-through thoroughfare. Our understanding is that this would be achieved by extending 41st Street from the west side of I-35 across the Interstate to the east side to join Wilshire Boulevard and Schieffer Avenue in a continuing connective line to Airport Boulevard. The neighbors most affected by this proposal are the residents of the Schieffer/Willowbrook neighborhood. Our neighborhoods are filled with a large population of young children, and will continue to be so through the upcoming years. The local elementary school, Maplewood Elementary, is home to grades Pre-K through 5. Our children daily walk with their parents through our streets, some of them coming all the way from the Mueller development across Airport Blvd., on their ways to and from their school. The safety of these and future children depends upon their being able to navigate easier traffic flows and slow-speed vehicles. These two factors comprise current conditions, with the occasional exception of a speeding vehicle using the two streets as a cut-through in a misdirected Google-mapped way to avoid extra stoplights. Such traffic already poses a danger to our residents; to increase it exponentially, which this conversion plan would do, is a daunting prospect for all of our citizens.	See Comment #30
					Wilshire	In addition, Wilshire Boulevard and Schieffer Avenue both border sides of a widely-used city facility, Patterson Park, which for generations has served as a haven for diverse peoples all over East Austin. Patterson Park epitomizes the connectivity that is central to the I-35 project by offering people from everywhere in East Austin a collective gathering spot. It provides a much-enjoyed destination for family picnics, barbecues, family reunions, Mardi Gras celebrations, birthday parties, soccer games, softball games, musical performances and rehearsals, neighborhood festivals, Easter Egg hunts, and many other outdoor activities, and acts as a great meeting point unifying many neighborhoods in addition to our own, adding richness and a strong sense of community to us all. The park contains a community garden, a swimming pool, a playground with swings and other equipment, a field for kite-flying and dog-play, tennis courts, and tracks and trails used by pedestrians for exercise and to walk their dogs. These pedestrians--mothers with strollers, dog-owners, entire teams of soccerplaying kids, elderly amblers--have also walked from their neighboring homes to reach the park. To jeopardize their safety and render the park more inaccessible would be worse than a mistake; it would mean discounting their well-being by a measurement we're sure the City of Austin does not intend to endorse. These streets, in which we have invested time, money, energy, and dedication in developing and maintaining bicycle lanes, pedestrian-friendly walkways, and controlled speed limits, must not be sacrificed to motorists' convenience. We request that you mitigate these dangers by diverting traffic at the I-35 opening of Wilshire Boulevard where it would conjoin with the east side of the Interstate with longhorns, so that cut-through traffic could not enter Wilshire from the 41st Street crossover but would be compelled to turn left onto the frontage road instead, where they will have easy access to Airport Boulevard within a matter of seconds, without a stoplight or any other impediment. In this way, connectivity is accomplished. But the residents who walk in our neighborhood daily, the children walking home from Maplewood Elementary, the bicyclers who take advantage of our streets, can continue their activities safely. It seems a small price to ensure the safety of children, pedestrians, and the public events at Patterson Park. Thank you for considering our request for support.	See Comment #9
1466	Jake Spidle	3/7/2023	Email	jake.spidle@gmail.com	Do not widen/no build	•I oppose this plan for expanding I-35. •East-west crossings should be at least every 1/4 mile. •This expansion plan will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. •I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets. •I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied. Thanks	See Comment #5

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1467	Jake Tubesing	3/5/2023	Email	info@email.actionnetwork.org	Community alternatives	Mobility35 Program Manager Tommy Abrego, I oppose TxDOT's Alternative 3 Design for I-35 expansion through Austin. In an age when cities are moving to either remove, downsize, or cap freeways (I-75/I-85 cap in downtown Atlanta, Alaskan Way Viaduct in Seattle, I-70 capping through Denver, etc) it is embarrassing that TxDOT is considering expanding a freeway that will displace families and local businesses. This plan unfairly favors people with the privilege of owning a car and does not increase mobility options for pedestrians, cyclists, or transit users. Considering proximity to the Colorado River and other environmental features, without extensive water quality improvement measures, the project would increase impervious area and vehicle miles traveled, further polluting the air and water of Austin. If this project were to unfortunately come to fruition, more time should be taken to draft a design that decreases the footprint of improvements. Using a double decker approach, capping the freeway, or reducing the number of managed lanes would allow for freeway improvements while remaining within existing ROW or even decreasing ROW. More thought should be taken to the aesthetics of the project and connections east-west across I-35. The highway already divides Austin and creates serious safety issues for people crossing on foot or bike. This isn't just unhoused or mentally ill people running across the freeway - near University of Texas at MLK and 15th Street, huge crowds frequently park east of I-35 and cross west for football gamedays, concerts, at Moody Center, etc. Are we still stuck in the 1950s where more lanes = better? This project will easily take years to design and permit and upward of five years to construct. By then, projected traffic will surpass what this has been designed to and I-35 will be a congested mess once again. Not to mention the nightmare that traffic control will be during construction for several years. More thought should be put into proposed transportation improvements in the region, especially if billions of taxpayer dollars are on the line. Please consider alternative design options and improvements in other areas to relieve traffic (improvements to other arterials, alternative routing options such as SH130 converted to freeway, commuter rail, etc) before I-35 is expanded. Thank you. Jake Tubesing	See Comment #4
1468	Jake Wegmann	3/6/2023	Email	info@email.actionnetwork.org	Community alternatives	Mobility35 Program Manager Tommy Abrego, I am an Austin resident. Widening I-35 through Central is a misguided decision. It will result in the waste of billions of dollars and cause untold disruptions during years of construction, and for what? There will be no long-term improvement in drive times–TXDOT claims there will be but the evidence from countless other projects around the country, such as TXDOT's own Katy Freeway (I-10) expansion west of Houston, show otherwise. The widened highway will allow even more air pollution to be spewed into downtown and large swathes of Central Austin than is already the case now. The most valuable real estate in the entire state, downtown Austin, will be blighted even more by doubling down on the original tragic mistake of ramming I-35 right through it. Why are we doing this? I-35 traffic today is basically the same as it was in 2000. If congestion really is a major problem that needs to be addressed, then why not consider other, much cheaper alternatives, such as congestion tolls on I-35, or rerouting semi trucks around the city on Highway 130? These cheaper alternatives have the compelling advantage that they, unlike widening I-35 with untolled lanes, would actually accomplish the stated objectives of reducing congestion or increasing safety or both. The I-35 expansion project represents the latest in cutting edge thinking circa 1965. It is quite frankly maddening and embarrassing that such a bloated, wasteful, and downright harmful project is even being considered. Jake Wegmann	See Comment #4
1469	Jakin Cordova	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, my name is Jakin and I am an Austin resident. I oppose TxDOT's expansion plan as it would destroy our neighborhood and likely create even more problems, as most highway expansions do. I would support rerouting I-35 as well as increased public transportation. Jakin Cordova	See Comment #5
1470	Jakob silva	1/20/2023	MyCapEx Website - Comment Form	J2daakob@gmail.com	Regional Connectivity	We need rail! Its cheaper than car infrastructure and more efficient!	See comment #1
1471	James Brady	2/20/2023	VOH	jimbrtadyaia@aol.com	General support	Please continue and implement the proposed plan. This is exciting to finally rejoin the east side with the west side of I-35 into the same urban fabric. We are all negatively impacted by the current situation. Thank you for listening to all concerns and working thru to find a solution that best benefits the Greater Austin community. I trust that those that will be misplaced by this revised plan will be well compensated and assisted in moving their businesses forward. Thank you for the opportunity to respond.	See Comment #8
1472	James Burnside	3/7/2023	Email	jeb9007@everyactioncustom.com	Air Quality/Noise	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DEIS. However, I do not believe that the air quality and climate change analysis is sufficient. Specifically, I request that TxDOT address all the following before finishing the Final Environmental Impact Statement: – Air Quality analysis must look at PM 2.5, PM 10, and NOx. TxDOT only analyzed CO which is easy to study and they know they would clear. – Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level. – The fact that we are so close to non-attainment for PM 2.5 is likely why TxDOT did not do the analysis. And likely why they are pushing for an FIES and Record of Decision by August (prior to Texas being required to comply with new standards). – TxDOT needs to do a quantitative analysis and health impact assessment for all pollutants. – Greenhouse gas emissions analysis is incomplete, it only looks at construction, not long term. Also, the models are based on the CAMPO regional growth forecasts, which assume the expected effects on housing and other real estate decisions that widening this freeway will cause. The model must be able to analyze the cumulative climate emissions outcomes of variable alternative investment scenarios, travel behavior assumptions, and regional growth alternatives, or it is somewhat meaningless. Thank you for all that TxDOT is doing to improve the health of all the people of the Austin region and reduce the heavy negative health impacts of our transportation system. Sincerely, James Burnside	See Comment #34
					Community alternatives	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region. Sincerely, James Burnside	See Comment #4
1473	James Cassell	1/31/2023	MyCapEx Website - Comment Form	james.cassell1995@gmail.com	Regional Connectivity	Please include/look into rail options along I-35 to move people/freight between San Antonio/Austin and Dallas. Studies show Induced Demand from new lanes doesn't reduce traffic congestion. The best way is to take people/freight off the road. Having a rail line for people to take a train to Austin or Dallas or having a line for freight would reduce the amount of people on the road.	See comment #1
1474	James Dullea	2/7/2023	Email	jdullea@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. James Dullea Abstractor Heritage Title Company of Austin, Inc. p: (512) 505-5029 jdullea@heritage-title.com2600 Via Fortuna | Suite 500 Austin,TX 78746 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
1475	James Dyess	2/7/2023	Email	James.Dyess@horizon.bank	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. James Dyess Horizon Bank Austin, Texas CONFIDENTIALITY / PRIVILEGE NOTE: This communication is confidential and privileged, as stipulated by the Electronics Communications Act, 18 U.S.C. 2510-2522. This legally privileged communication is intended only for the personal and confidential use of the recipient(s) named above. Unauthorized review, use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please cease any further review of the message and any attachments, contact me and destroy all copies of the original message. Thank you.	See Comment #8
1476	James Gavin	2/23/2023	Email	info@sg.actionnetwork.org	Bike/ped safety	Mr TxDOT TxDOT, I oppose your plans to expand I35 as the pla does not meet the needs of the community that walks and bikes. James Gavin	See Comment #30

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1477	James Grau	1/8/2023	MyCapEx Website - Comment Form	j-grau@tamu.edu	General support	It has been brought to our attention that many residents in the S Austin area oppose the Woodland exit closure. My wife and I have lived in central Travis Heights since 2010 and frequently use this exit. Nonetheless, we favor its closure to traffic for two reasons. One is that it will reduce congestions on I-35. The other is that it will re-direct travelers to the main roads (Riverside and Oltorf) and away from secondary neighborhood roads (e.g., Annie, Monroe). Traffic on these roads has steadily increased over the years and has become a safety concern. James Grau 506 E. Annie Travis Heights	See Comment #8
1478	James Gray	3/6/2023	VOH	graywj@gmail.com	Caps/Deck Plazas	As a Cherrywood resident, I'm extremely concerned that the expansion proposal doesn't include any ability for a cap to be added to the section between Manor/Dean Keaton and 38th 1/2 street. This is one of the main sections of the highway that has neighborhoods on either side, so it would benefit the most from increased connectivity. We also stand to suffer disproportionally from noise pollution and emissions from increased daily traffic. Please revise the plan for this section of I35 so that a cap could eventually be added (if funded). The "stitches" don't offer any benefit to residents (who wants to hang out right above the highway?) so feel free to remove the stitch plan in lieu of enabling a cap. Additionally, many Cherrywood residents have expressed that it would be preferable to remove the highway exits between Manor and 38th street so that the impact and footprint of the access road could be made significantly smaller. This would also reduce the amount of increased air pollution that the neighborhood will suffer as a result of the current plan. Please revise the plan to have fewer exits along the Cherrywood neighborhood and compress (or remove) the proposed access road. That would help reduce the negative impact on thousands of families nearby.	See Comment #42
1479	James Hallamek	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Expansion of I-35 near downtown Austin would displace businesses, pollute central Austin, and perpetuate the racist origins of the highway. Additionally more lanes would not reduce traffic in the long term James Hallamek	See Comment #5
1480	James Helfrich	3/7/2023	VOH	james.helfrich@gmail.com	Racial justice	Widening I-35 will only exacerbate the existing racial divide in the city, worsen noise and air pollution, increase crashes, and hasten climate change. Instead, we should transform I-35 into an urban boulevard and divert long-haul trucks away from the city center I-35 has a racist legacy that we should work to remediate rather than reinforce: - I-35's construction in Austin resulted in the displacement of many residents, particularly in historically Black neighborhoods. - The highway runs through the city's east side, a predominantly low-income and minority area, exacerbating systemic racism and inequality. - Widening the highway literally widens the divide that already exists. - Interstate highways were originally designed to connect cities and suburban areas, often at the expense of urban neighborhoods, prioritizing mobility and commerce over the needs of residents. - Highways through city centers are often loud, polluted, and unsafe, creating physical and psychological barriers that separate communities and reduce social cohesion. There are many reasons why diverting long haul truck traffic away from the city is a good idea: - Large trucks also create more wear and tear on roads, causing the need for more frequent repairs. - Heavy trucks are often the cause of fatal accidents on highways, putting both truck drivers and other motorists at risk.	See Comment #3
					Do not widen/no build	There are several reasons why widening highways does not necessarily ease congestion: - Limited land availability: In many urban areas, there is limited space to widen highways, and acquiring the necessary land can be expensive and time-consuming. - Cost: Widening highways is extremely expensive, and the cost is not justified by the amount of congestion relief that it provides. The money may be better spent on alternative transportation options, such as public transit, which can be more cost-effective in reducing traffic congestion. - Environmental impacts: Widening highways can have negative environmental impacts, including increased air pollution and habitat destruction. This can make the cost of widening highways even higher, as the environmental damage may need to be mitigated or offset.	See Comment #5
					Reroute to 130	- Diverting long haul trucks away from the city can improve safety and reduce the number of accidents on highways in the area. '- Moving truck traffic to alternative routes can reduce noise and air pollution in urban areas, improving the quality of life for residents. - Diverting truck traffic to alternative routes can also reduce the cost of road maintenance and repairs, as heavy trucks cause more damage to roads and bridges than other vehicles.	See comment #3
					Community alternatives	-Converting I-35 into a boulevard would create more transportation choices, shorter commutes, and affordable housing.	See Comment #4
					Latent/Induced Demand	- Induced Demand: When roads are widened or new highways are built, it often leads to increased demand for driving, known as Induced Demand. This means that more people choose to drive because the roads are less congested, and this increase in traffic can quickly fill up the extra capacity created by widening the highways. 'Bottlenecks: Widening highways may alleviate congestion in one area, but it can create new bottlenecks in others. For example, if a highway is widened in one section but not in another, the extra traffic may simply shift to the narrower section, causing congestion there - Long haul trucks contribute significantly to traffic congestion, especially during peak hours. .- Diverting truck traffic can also free up space on highways for other types of vehicles, reducing congestion and improving overall traffic flow. - Removing central freeways has improved quality of life and reduced congestion in other cities, making I-35's expansion an unnecessary and costly mistake. '- Widening highways has been shown to increase traffic and congestion, as seen in Houston's Katy Freeway. - Removing central freeways has been shown to improve quality of life and even reduce congestion in cities like San Francisco, Portland, and Rochester.	See Comment #18
1481	James Hilty	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, I am writing to oppose the I35 expansion plans. Expanding I35 is a really bad idea. James Hilty	See Comment #5
					Latent/Induced Demand	All it will do is cause more traffic ,more accidents and more harm. Not to mention the 10 year of construction will make I35 unusable even as it is now.	See Comment #18
					Public Transit / Multimodal Transportation	I honestly believe that investing the money into public transportation, or at the very least expand a road that goes around Austin and not right through it.	See Comment #13
1482	James Houston McNabb	3/7/2023	MyCapEx Website - Comment Form	newsmcnabb@gmail.com	Bury/tunnel	This idea of burying Interstate 35 through Austin is crazy. Doesn't TX Dot remember when they started digging an underpass near Mopac? There is solid rock down there. This is just one reason to forget this plan, not to mention tunneling under Lady Bird Lake. Yes, I 35 through downtown is a problem, but burying it is not the answer. Add to that the fact the homes and businesses will be wiped out. It's wrong on a personal level too. Do we simply live it? Perhaps.	See Comment #25
					Reroute to 130	Alternative routes should be encouraged, US 183 for one. US 183 has seen some improvements recently. Drivers need to be encouraged to use other routes like 183 and the one east of town.	See comment #3
1483	James Howison	3/7/2023	Email	james@howison.name	Delwood	I am resident in Delwood 2, together with my family including my daughter who attends Maplewood Elementary. I have six specific comments regarding the environmental impact of the I-35 that should be addressed by TXDOT: 1. What engineering analysis has been conducted regarding the usability of pedestrian access at the Airport Blvd intersection? On the map the routes are convoluted, with multiple switchbacks and tunnels. What data has been used to estimate whether pedestrians will actually use these routes? I do not refer to ADA compatibility requirements, but data on whether these designs will encourage pedestrians to walk through the intersection. For example, there is substantial data on car travel times through the intersection (including animations) but nothing on pedestrian and bike transport. Why? How is that consistent with the design requirements of the project (which include East/West Connectivity). Cars are engineered for, but bikes and pedestrians appear to be mere hopes. For example, there appears to be zero data on the radius turnings of the "bike paths" but it is well known that tight turns (especially on uphill ramps) cause bike accidents and negative interactions with pedestrians. See for example (from a most cursory search): - Mehrara Molan, A., Hummer, J. E., & Ksaibati, K. (2019). Modeling safety performance of the new super DDI design in terms of vehicular traffic and pedestrian. Accident Analysis & Prevention, 127, 198–209. https://doi.org/10.1016/j.aap.2019.03.008 - Benz, R. J., Turnbull, K. F., Turner, S., Hauser, D. S., & Hurtado, P. S. (1997). Guidelines for Bicycle and Pedestrian Facilities in Texas. https://static.tti.tamu.edu/tti.tamu.edu/documents/1449-3F.pdf - AASHTO "Guide for the Development of Bicycle Facilities" as published by the American Association of State Highway and Transportation Officials These data and simulation engineering tools are available and should have been incorporated into the design. This is a failure of engineering work and the project cannot claim to meet its design requirements without data that shows impact of the design on pedestrian and bike east west connectivity. The baseline for comparison should be the SPUI (and convoluted pathways for peds/bikes) against intersections with at grade crossings, such as that proposed for the E. Riverside Drive design in Alternative 2.	See Comment #184
						2. How will TXDOT prevent the occupation of pedestrian tunnels by those seeking shelter due to lack of affordable housing? That the community looking at the maps during the consultation in East Austin immediately called these "murder tunnels" should communicate that TXDOT has not provided sufficient information, consultation, or engineering on these options.	
						3. TXDOT should present a design that prioritizes pedestrian and bike connections through the Airport Blvd intersection. In particular, the draft impact statement says that bike and pedestrian access will "allow for planned future trails as shown on the City of Austin (COA) Bike Plan." Accordingly the document should address the City of Austin's plans for the Airport Blvd shared use bike and pedestrian pathways. Why, then, is there zero mention or integration with the City of Austin's Corridors plans for Airport Blvd?	
						4. The effort expended for improved designs south of 38 1/2 has not been matched by efforts north of there. In particular, the environmental impact statement should address the changes in wealth and demographic makeup in the areas in which claims of addressing historical inequity are made. In particular, the St John's neighborhood remains cut in half, with zero at grade crossings in the current proposal. It is disingenuous at best to improve connectivity for the University and gentrifying central neighborhoods, while doing nothing to improve connectivity further north, where wealth and demographics have not changed as quickly. Any claims to address historical inequities caused by the I35 must address where the affected communities have been displaced to, and address the continuing impacts of the I35 in those neighborhoods. Specifically, increased efforts should be made to provide at grade connectivity for the St John's neighborhood. At present the proposal contains a pedestrian bridge which has ridiculous switchbacks to access it; one need only look at the ped bridge over Airport Blvd between 12th and Springdale to know that the proposed connection (at Capital Plaza) will simply not be used. Again, this is an engineering failure to provide the claimed pedestrian and bike East/West Connectivity: simply drawing lines on a plan is not engineering to serve pedestrians and cyclists.	
						5. TXDOT should explore a pedestrian and bike connection that utilizes the Northwest Greenway in Mueller for a gently sloping pathway to an overhead connection. This should be done without creating open space underneath any ramp (e.g., by using earth filled ramping), in order to avoid creating covered areas for occupation by those seeking shelter due to lack of affordable housing. This provides an opportunity for pedestrian/bike east west connectivity. Ideally that ramp could gently slope back down on the eastern side of the freeway, creating usable connections to 45th street and Airport Blvd.	

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						6. TXDOT should work with the City of Austin to address access to the Delwood 2 neighborhood. All entrances/exits to our neighborhood are affected by the project. We are located immediately north of Airport Blvd and traffic caused by the freeway often makes access into our neighborhood from Airport (east and westbound) very difficult. A proper traffic light could improve this situation, ideally at the Parkwood entrance, although Rowood should also be explored. Similarly the Bentwood Road exit/entrance to Delwood 2 is problematic to use due to traffic switching lanes; the current designs do not provide any protection for traffic into/out of our neighborhood, but also close the Fernwood entrance which is much safer to use (especially if towing any trailer). TXDOT should produce alternatives which address impacts on access to and from our neighborhood, including commitments during the construction period. If a full traffic light at Parkwood or Rowood improved access, the neighborhood may revisit its opposition to closing the Fernwood connection and even consider closing the Bentwood frontage road connection (which would reduce dangerous speeding cut-through traffic that spills into our residential streets as an impact of the I35 intersection). I take my daughter to and from school at Maplewood (south of Airport); I35 traffic and the lack of traffic signals at Parkwood or Rowood make this a challenging situation. Effort should be made to consider these impacts. Finally, I reiterate my support for the letter produced by our neighborhood association (Delwood 2) and the NCINC letter.	
1484	James MacKay	3/7/2023	Email	info@sg.actionnetwork.org	Reroute to 130	Mr TxDOT TxDOT, Please assure the I-35 re-do through Austin enhances pedestrian and biking mobility in the city. I like that the plans include sinking below grade, but I would like to see the cap expanded northward up to 38 /12 Street. I don't think additional lanes though the center of our city is the solution. Encourage routing through traffic to SH-130. I have lived in central east Austin for over 31 years and this is a once in a generation opportunity to help right past mistakes dividing our city.	See Comment #4
1485	James Magness	1/31/2023	Email	hdmojo@icloud.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1486	James Mendoza Moreno	3/7/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, As a Texan, I oppose the I-35 expansion plans. Instead of building more inefficient and ugly car-centric infrastructure, we need public transportation that is effective. How can Texas be great if we can not even bus our people like they do in Europe and Asia? Put people first.	See Comment #13
1487	James Meyers	3/7/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, Expanding I-35 in Downtown Austin will result in more traffic, less mobility overall, and an even bigger divider between downtown and east Austin. What the city needs to break the gridlock is not more cars and the space for them all, but alternative means of transport for common uses. Trains, busses, more and better bike paths, and incentives to carpool if a vehicle is needed. There are better ways to handle the traffic than by incentivizing more people to hop on I-35 downtown. I should not have to use any kind of interstate highway to get across town. Period. State highways are one thing, but the interstate system is mainly for commercial vehicles, not passenger vehicles. As an Austin citizen and taxpayer, I expect the city and state to do what's in the best interest for the people, not big business. The 1% do not need any more money, not when the vast majority of people in this city are struggling to make ends meet.	See Comment 13
					Latent/Induced Demand	It has been proven time and time again that highway expansions do precisely nothing for traffic congestion. What has been proven to work is providing people with alternative methods of getting to where they need to be. Moving more than one or two people at a time via train or light rail is a known way to reduce traffic congestion.	See Comment #18
1488	James Miertschin	3/7/2023	Email	jm@jmaenv.com	General support	TXDOT must increase the capacity of IH35. It is THE major transportation route in Austin and it has to have more lanes than it presently has. Houston figured this out many years ago when they expanded the Katy Freeway to five lanes on each side. There is no reasonable alternative. James Miertschin	See Comment #8
1489	James Montagna	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, While I am not a resident of Texas I oppose the plan to expand I35. Time and time again highway expansions are hailed as "improving flow" when in reality they do not reduce congestion. Instead they destroy neighborhoods and cost billions of dollars that are better spent elsewhere. Please do not expand I35	See Comment #5
1490	James Morgan	3/7/2023	MyCapEx Website - Comment Form	jamesowenmorgan@gmail.com	Do not widen/no build	No. This proposal won't solve any traffic problems. Let me ask - when we are born are we drivers? Or do we learn to Walk or Ride a bike first? This proposal only cares about drivers and mostly prioritizes those going straight through the city.	See Comment #5
1491	James O'Leary	1/18/2023	Email	jpoleary16@gmail.com	Do not widen/no build	Hello, I am an Austin resident writing to express my strong opposition to the expansion of I-35 through downtown Austin. This will displace neighborhoods and in the long term serve only to make traffic worse. . Thank you, James O'Leary	See Comment #5
					Public Transit / Multimodal Transportation	I am advocating instead for increased spending on public transportation options such as bus routes and light rail to reduce traffic on Austin roads	See Comment #13
1492	James Peacock	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, My fiance and I have lived in both Austin and Houston for a number of years. As current residents of Austin we are deeply opposed to the expansion of I-35, especially right through the middle of our quaint city!! Obviously trains would be amazing, but I'm not sure we're there yet as a transportation organization (regrettably). James Peacock	See Comment #5
					Reroute to 130	We love it here and I don't want to see Austin become another highway hell Houston. Please please please at least reroute around the city, it's gotta be marginally similar costs! And if not very worth the expense in my opinion. I'm opposed to TxDOT's plans for I-35 and I OPPOSE expansion in general. But for the love of God/science/money, please please think of your citizens and at the very bare minimum I'd accept a rerouted expansion plan.	See comment #3
1493	James Poynter	3/7/2023	Email	james.poynter@mail.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, The process will be miserable and the end result will be lacking. The city deserves better. James Poynter	See Comment #5
1494	James Robertson	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose expanding I-35. Please send through traffic to 1-I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied James Robertson	See Comment #5
1495	James Robertson	2/24/2023	Email	jrobatx@gmail.com	Do not widen/no build	Dear Sirs: I am writing to provide feedback on TxDOT's Draft Environmental Impact Statement (DEIS) to be included in the official record for the project. The preferred alternative (Modified Alternative 3) is unacceptable as described in the DEIS. While I commend TxDOT for its commitment to removing the upper decks and lowering main lanes through much of the project area, I have grave concerns over TxDOT's process and the agency's preferred design as reflected in TxDOT's Modified Alternative 3. As described in greater detail below, my concerns are as follows: 1.Induced Growth 2.Hurts Too Much, Does Too Little 3.Austin's Original Sin – Perpetuated 4.How to Make a Bad Project Better While my general comments apply to the I-35 Central project as a whole, my specific comments tend to focus on the north-central portion of the project, as that is where I live and where I mostly move about the central city. 1.Induced Growth The DEIS examines the important issue of Induced Growth wearing inappropriate blinders. The DEIS looks at Induced Growth only in the 38,162 acre Area of Impact (AOI). TxDOT concludes that the project will induce minimal growth because the AOI (about 60 square miles) is already largely urbanized. That's like telling a new smoker that her new habit is likely to give her bad breath, while ignoring the fact that this new habit has a good chance of killing her. Of course the project will have minimal induced growth in the already urbanized core of Austin. The true induced growth – and all the ill effects that will come with it (increased congestion, loss of open space and habitat, air pollution, increased greenhouse gasses, etc.) – will occur in the areas made more attractive to development directly because of this project. Does TxDOT seriously think that the suburban sprawl of Austin towards Dripping Springs, Spicewood, Elgin, and Bastrop would have occurred without the creation of highways 290 West, 71 West, 290 East, and 71 East? 2.Hurts Too Much, Does Too Little	See Comment #5
1496	James Seppi	2/21/2023	MyCapEx Website -	james.seppi@gmail.com	Do not widen/no build	I am strongly opposed to the expansion of I-35 through Austin.	See Comment #5
					Latent/Induced Demand	An expansion will do irreparable harm to the people and businesses of Austin, and – as with every other interstate expansion – will not alleviate traffic (due to Induced Demand).	See Comment #18
1497	James Simmons	1/5/2023	MyCapEx Website - Comment Form	jamesalexandersimmons@msn.com	Bury/tunnel	The Modified-Build Alternative 3 plan seems to be so deeply entrenched in an anachronistic view of the purpose of public transit works as to be utterly unacceptable to anybody who lives in Austin. This is a once-in-a-lifetime opportunity to reshape the divided nature of the city, and to enable higher quality of life for those living downtown and anybody driving anywhere near it. It seems unfathomable that those involved would be so unaware of the benefits of trying to banish the eyesore of I-35 downtown without affecting those who need to use it for commercial reasons. Bury the highway and cap and stitch as necessary to enable free access across the I-35 for those who live, work or merely have to get across it. There is no place for such a highway to be visible in the downtown area in the modern or indeed future world. Please, please, please reassess what can be achieved by this project. Adding lanes is not a modern or effective solution.	See Comment #25
1498	James Van Shellenbeck	2/24/2023	Email	james@vanshellenbeck.com	General support	It is way past time for this project to get started. All of the fools that are against it want everyone to ride a bicycle through Austin. This project should have been done 20 years ago. I do think it's a terrible idea to put the freeway underground. The construction costs have got to be dramatically higher than going above ground. Not to mention the difficulty of any future expansion. And I certainly don't want to be trapped underground when an 18 wheeler catches fire like what happened several years ago on the stretch that is being proposed to be lowered & covered with a park. I can't even conceive the number of deaths that would occur when this happens. Not if, but when. It's impossible to make the majority of the Austin population happy about this project but it is necessary & way past due. There is NO reason to bury it. The argument for years was it was a cultural dividing line in Austin. Those days are long gone. Just look at property values in east Austin & that will prove it. James	See Comment #8
1499	Jami Sims	3/3/2023	Email	jami.sims@reca.org	General Support	The PDF is located in the public hearing summary, appendix F. Email Copy: Dear Chairman Bugg and Commissioners: The Real Estate Council of Austin (RECA) is writing on behalf of over 1,900 members of the commercial real estate industry, to express our full support for the IH 35 Capital Central Express proposal as shared by the Texas Department of Transportation (TxDOT) in January 2023. Attached is RECA's letter of support. Thank you for your dedication to serving the citizens of Texas. Jami Sims Director of Policy and Government Affairs	See Comment #8
1500	jamie allnutt	2/3/2023	Email	jallnutt1212@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jamie Allnutt	See Comment #8
1501	Jamie Cantrell	2/8/2023	Email	jcantrell@stonelake.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jamie Cantrell Jamie Cantrell Investment Analyst Stonelake Capital Partners	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1502	Jamie Merendino Chandlee	2/8/2023	Email	jamie.merendino@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1503	Jan Wesson	3/7/2023	MyCapEx Website - Comment Form	Janwesson@gmail.com	Do not widen/no build	Please stop the crazy plan for I 35 expansion. It will be an environmental disaster and it will destroy neighborhoods.	See Comment #5
1504	Jana Birchum	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I am opposed to the current proposal for IH 35 expansion through downtown Austin. The road was built with the division of our beautiful city in mind, the this proposal furthers that goal, sadly bringing it into the current day. It is completely unnecessary to tear down even more of the central city for ugly and pollution-filled highways. For several years I drove between Austin and DFW, and have experienced on a day-to-day basis the horrors of TxDOT construction projects, which seem to never end. Please, we'll have a beautiful city here. Your project is I'll-concurred and extremely divisive, in the most concrete (haha) of ways. Jana Birchum Jana Birchum	See Comment #5
					Reroute to 130	With 130 available as an option, we have to opportunity to heal the scar of IH 35, putting local traffic below ground and highway traffic around the city.	See comment #3
1505	Jane	2/26/2023	MyCapEx Website - Comment Form	Jks@sbcglobal.net	Racial Justice	Please reconsider your plan to add 2 lanes at street level to the East side of 35 near Airport Rd. You are destroying part of our historic neighborhood and doing more damage to East Austin which is always the first part of Austin to be harmed when there's a change. A tunnel is a terrible idea too—it will be unsafe and will become a hub of crime. In addition if you follow your plan you will have to eliminate a newly built low income housing project. This is very unwise.	See Comment #3
1506	Jane Lundquist	1/4/2023	Email	jane_lundquist@yahoo.com	General support	I attach comments on Alt 2. Alt 3 is similar but better access for peds bikes with ped bridges at "attractors" (food/homes/entertainment). Elevated roadway structures will be closed during cold moist weather. This will limit capacity.	See Comment #8
1507	Jane Montecillo	1/31/2023	Email	jane.montecillo@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
1508	Jane Peart	2/7/2023	Email	janepeart@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Jane Peart	See Comment #8
1509	Janet	1/23/2023	Email	jkrybiski@gmail.com	Parks	My question and has always been my question, What is TxDot going to do with the bottle neck at Lady Bird Lake bridge. I haven't seen anything addressing this narrow bridge compared to the expansion North and South. Please advise. Janet Evans Cherrywood Neighborhood Sent from Mail for Windows	See Comment #150
1510	Janet Dunn	2/21/2023	VOH	janetedunn@hotmail.com	General support	Good on-line presentation with maps and documents. Initally opposed to the entire process - this presentation has changed my mind. The alternative 3 proposal with the additional open spaces from the city of Austin now seems to be the best options for the citizens and visitors to Central and Downtown Austin. The only thing I am not sure about is how long this plan will actually last with the current growth rate in this area. It seems to me that an additional option is needed for those drivers who are just driving through the Austin area and continuing north on I-35. The 2 inside lanes do not seem to be the full answer to the congestion problems whereas a dedicated over-pass or underground path might solve that issue. In my opinion, the drop-off at Hwy290 past Airport Blvd. continues the same and current problems of traffic congestion all the way to Williamson County which was started in the 1970's when the overpass was not continued further north.	See Comment #8
1511	Janet Evans	2/10/2023	VOH	jkrybiski@gmail.com	Bike/ped safety	Opening up traffic thru the Schieffer neighborhood would increase traffic that would be dangerous to children who walk to and for m school, or, folks walking their dogs. There would also decrease the air quality due to increased traffic. Please reconsider opening up our neighborhood to the negative	See Comment #30
1512	Janet Walkow	1/12/2023	Email	janet.walkow@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1513	Janet Zeitler	2/25/2023	MyCapEx Website - Comment Form	avenue.d@toast.net	Do not widen/no build	I oppose expanding I-35. I oppose displacing 107 businesses/homes for widening I-35. I oppose having 20 lanes of I-35. I oppose having high-speed access roads alongside I-35 - too many traffic deaths related to I-35 already. I oppose the expansion for environmental impact and safety reasons. I oppose expanding I-35 - instead route non-Austin traffic to alternate route (SH130). East-west crossings should be at least every 1/4 mile. All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users. Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets. I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #5
1514	Janette Bibby	3/7/2023	MyCapEx Website - Comment Form	Dreamon412@gmail.com	Public Transit / Multimodal Transportation	The proposed Highway should include bus lanes, And TXDOT should pay for it all, as first proposed.	See Comment #13
					Water Quality	There should be adequate environmental studies to ensure the health of our waterways.	See Comment #125
1515	Janine Willoughby	1/13/2023	Email	jwilloughby@mlrpc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Janine Willoughby	See Comment #8
1516	Jannet Macias	2/7/2023	Email	jannetmacias@yahoo.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our state. So, I am writing today to let you know that I am fully supporting the I-35 Capital Express Central design proposed by TxDOT. However without public transportation throughout the city from the airport to Cedar Park the expansion of this highway will be a bandaid and will not help the city over the next fifty years. Furthermore, without a high-speed rail linking our major cities: Dallas, Houston, San Antonio, Austin, El Paso this state is doomed to the dark ages as it experiences global warming and climate catastrophes. I appreciate your consideration of this Sent from Yahoo Mail on Android	See Comment #8
1517	Jaqueline Gallegos	3/7/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, I am originally from Houston, where they recently made 8 lanes going each way on the Katy highway, and the problem has only gotten worse. If you don't want to look at the rest of the country and see how more lanes is not the answer, at least look within your own state. Jaqueline Gallegos	See Comment #18
1518	Jared Lindsay	2/1/2023	MyCapEx Website - Comment Form	jared.lindsay455@gmail.com	Regional connectivity	Commuter Rail is sorely needed in Central Texas. Elevate a line along I-35, between Austin & San Antonio to start. Stop expanding roads, by the time y'all finish you have to start again.	See comment #1
1519	Jared Nations	3/2/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin and I'd like to make it known that I strongly oppose i35 expansion. Got to many other major cities and you'll see highways that are 5, 6, 8, 10 lanes wide. Not one of those cities is known to manage traffic well. LA, Atlanta, Houston, the list goes on. Austin has a chance to be a beacon of positive change where the inhabitants of the city get to prioritize the well-being and long term health of the city. Do not expand i35. It will not be a long term solution. Build another highway like proposed SH130 for commuter traffic. Keep Austin weird Jared Nations	See Comment #3
1520	Jared Thomas	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident and homeowner of East Austin and wanted to share that I am against the current TxDOT's plan I-35. Specifically the plans for expansion do not make sense for either travelers or the community. Instead I hope you consider a few other alternatives that comprehensively look at the issue. Great downtowns don't have highway running right through the middle of them. We've seen many other cities fix this issue, some better than others, and I suggest we borrow from those projects that have gone well and learn from other cities' mistakes - freeway removal is the best plan. Expanding I-35 without fully capping or burying it would be one of those mistakes. I appreciate your consideration and thank TxDOT, Austin City Council, and other representatives to stand up for our community as a state and city. We take pride in texas of being a wonderful place to live and travel and TxDOT has those values - I hope they make their way into this project and we route the traffic around the city center completely. Jared Thomas	See Comment #5
					Reroute to 130	Ideally, we direct most of the traffic around the downtown area completely and get rid of the stretch of I-35 that runs through downtown in lieu of a boulevard that supports walking, transit, businesses, and enjoyment of the city. Traffic will go where you put the road and expansion doesn't fix traffic.	See comment #3
					Caps/Deck Plazas	If we have to keep the current footprint of I-35 we should have plans and funding in place to fully cap it (not partially) to reduce noise, pollution, and enhance east/west travel to connect our austin community.	See Comment #42
1521	Jarred Dunn	2/7/2023	Email	jdunn@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jarred Dunn Commercial Examiner Heritage Title Company of Austin, Inc. p: (512) 505-5000 jdunn@heritage-title.com2600 Via Fortuna | Suite 500 Austin, TX 78746 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1522	Jarrod Baniqued	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am an independent researcher in the Philippines with an interest in urbanism. I grew up in California, undeniably a haven of car culture, and, having spent a sheltered existence in a car-dependent suburb, I can tell you that there is an incredible amount of harm to be done with expansion of Interstate 35. Jarrod Baniqued	See Comment #5
					Community alternatives	The downtown area does not need to have its walkability undermined by a huge asphalt canyon, nor its denizens suffering from asthma. The downtown area deserves a fitting watercourse, linear park, and tram line down its center. State Highway 130 should be redesignated as Interstate 35. The current TxDOT plans also do not take into account Induced Demand. Please be open to the current alternatives that many Austin denizens have offered.	See Comment #4
1523	Jaseynth d'Colton	2/16/2023	VOH	jaseynthdcolton@gmail.com	Do not widen/no build	Please don't expend I-35 above 45th st. It is unnecessary and will destroy many local and important businesses.	See Comment #5
1524	Jasmin Astorga	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. Jasmin Astorga	See Comment #5
1525	Jasmine	2/11/2023	MyCapEx Website - Comment Form	brooks.jasmine.n@gmail.com	Regional Connectivity	Light rail connecting San Antonio and Austin	See comment #1
1526	Jason Ballard	1/30/2023	Email	jballard@hill-wilkinson.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jason Ballard Project Executive jballard@hill-wilkinson.com Hill & Wilkinson Dallas ☐ Austin ☐ Fort Worth 512.922.1347 C www.hill-wilkinson.com	See Comment #8
1527	Jason Beers	3/6/2023	MyCapEx Website - Comment Form	jbeers@harveycleary.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
1528	Jason Briggeman	3/7/2023	Email	jason@everyactioncustom.com	Lower Speed Limits	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Driving at high speeds is more dangerous than we feel it to be. We have to close ourselves off to seeing and feeling the danger in order to be calm enough to get the driving done, because we have little choice, because we do need to get where we need to be. So we seal ourselves in from the wind, from feeling the fast-moving heavy vehicles just feet away from us. But of course they are there, and of course sometimes the danger breaks through to us. That's why I write to thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero by 2050. Crashes are measurably more important than congestion and cost the people of the Austin region more – using National Safety Council costs of crashes methodology to compare to Texas A&M Transportation Institute congestion methodology. The Texas Transportation Commission Minute Order 115481 directs TxDOT Austin to "work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. The Commission acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing fatalities. It is further ordered that the divisions and districts of the department shall 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." I am concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Road to Zero goal. While reaching zero traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is on target to meet the 2035 goal to cut deaths in half is completely doable and within TxDOT's grasp, based upon the design of the facility and various choices that would result from unambiguously having this goal as the top purpose and need of this project. No project should move forward without a reasonable expectation that the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. Thank you for all that TxDOT is doing and will do in the further development of this project to end traffic deaths. Sincerely, Jason Briggeman	See Comment #395
1529	Jason Burroughs	3/1/2023	Email	burjoes@gmail.com	Do not widen/no build	As a resident of the North Loop neighborhood in Austin, I appreciate the opportunity to provide comments on the draft Environmental Impact Statement for the Capital Express Central Project. Having carefully considered the alternatives presented in the DEIS, I urge TxDOT to choose the No Build Alternative because the benefits of Modified Build Alternative 3 would not justify the costs and impacts on the community. As noted by many well-informed members of our community: • TxDOT's projected traffic growth and commuting times are exaggerated because commuters will change their driving patterns as alternatives become more available or favorable. • TxDOT can improve highway safety immediately by reducing the speed limits on the highway and access roads. • The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. • The project would encourage the use of single-occupancy vehicles, promote urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan. • Widening the highway with the limited connectivity currently in Modified Build Alternative 3,would perpetuate, expand and worsen the demographic divide that began with the city 1928 master plan. If, however, TxDOT continues to pursue Modified Build Alternative 3, then I urge TxDOT to work with the City of Austin to ensure that the expanded highway includes adequate east-west crossings, as outlined by the Austin City Council Resolution on 2/23/2023, including: • Ensure that all crossings between 51st and U.S. 290 are at grade. • Work with the North Loop, Ridgetop, and Windsor Park neighborhood associations to evaluate adding another full crossing (automobiles, bikes, and pedestrian lanes) between 51st and U.S. 290. Revising the project to more closely align with the needs of Austin and its communities who live along I-35 will result in better outcomes over the decades to come. Thank you for your consideration.	See Comment #5
					Latent/induced demand	• Expanding the highway would not eliminate congestion due to Induced Demand.	See Comment #18;
					Caps/Deck Plazas	• Cap I-35 all the way north to 290	See Comment #42
					Business/residential displacement	• In order to expand the highway, the project would confiscate land from businesses and residents near the right of way, disproportionately impacting small businesses and minority communities.	See Comment #21
1530	Jason D. Becker	2/7/2023	Email	jbecker@cnbaustin.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jason Becker	See Comment #8
1531	Jason Diaz	1/31/2023	MyCapEx Website - Comment Form	thediazfamily@gmail.com	Regional Connectivity	I support commuter rail in San Antonio, Bexar and Comal county!	See comment #1
1532	Jason F	3/3/2023	Email	snorlaxgb@gmail.com	Noise	I live right next to I-35, it's already noisy enough near Rainey street I cannot sleep in my unit because the cars outside are REALLY loud. I think this is a horrible idea.	See Comment #69
1533	Jason Faludi	2/7/2023	Email	faludi@aquilacommercial.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. This message contains confidential information and is intended only for the individual named. Do not distribute or copy this email if received by mistake. Please delete the message and notify the sender immediately if you have received this email by mistake. Email is not guaranteed to be secure and could be corrupted, lost, destroyed, incomplete, or contain viruses. AQUILA Commercial, LLC does not accept liability for any errors or omissions.	See Comment #8
1534	Jason Grant	3/6/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, Hi, as a former Austinite and somebody who still lives only a few blocks from I-35—in Dallas—I oppose your plans to widen it through central Austin. Expanding it to "relieve congestion" is like treating obesity by loosening your belt. We have a half century of experience showing that building more and wider roads encourages/compels people to drive more, creating a vicious cycle. Not to mention projects like this are incredibly expensive and cause years of traffic delays while they're under construction. For people who live in Austin, or even for the Dallasite trying to go south on I-35: not worth it. Expanding I-35 simply makes all this worse, while not actually addressing the problem. Let's find a better way to move people around, instead of more of the same. Jason Grant	See Comment #18
					Reroute to 130	You've already built a nice loop—130—around Austin. People traveling north or south on I-35 should be encouraged to use this instead. Sending them right through the middle of downtown Austin is dumb. Being anywhere near a freeway is unpleasant; they're loud, polluted, and nearly untraversable outside a car. Even in a car, they're not a place you want to be, only a place you have to be.	See comment #3
1535	Jason Hinson	3/7/2023	MyCapEx Website - Comment Form	Jasonlukehinson@gmail.com	Caps/Deck Plazas	We should have more caps (bury the freeway in longer segments so we truly create connections between east and west) Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	See Comment #42
1536	Jason Hoffman	3/7/2023	MyCapEx Website - Comment Form	jasonandrewhoffman@gmail.com	Do not widen/no build	The highway expansion is an insane idea that has nothing to do with moving people or goods. It's a third world solution.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1537	Jason K	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I-35 through Austin should not be expanded at all. As a resident of Austin, I see our increasing congestion every day, and I understand it's a problem we want to solve. To this end, we either need a way to move more people longer distances faster, or we need to reduce the total distance everyone needs to move. The latter is a difficult problem, but one that Austin is working on, by allowing denser developments that increase the number of people who can live close to employment, shopping, and entertainment. The former is the one TXDOT claims to want to solve, but unfortunately we've seen the outcome when similar attempts have been made elsewhere. We need look no farther than Houston to see a massive failure on a billion-dollar scale: the Katy Freeway. We were promised that traffic would be solved if the freeway was expanded. And a decade later, there's more congestion than there's ever been, and the number of vehicle miles traveled per person has grown too. So everyone is spending even more time in traffic than before. What was acc omplished here? Nothing for the people, that's for sure. I understand that the Upper Deck is crumbling and needs to be either heavily renovated or removed entirely. Given that it is a gigantic eyesore and major source of pollution, and that its support columns create a dangerous layout of the lower deck's merge areas, it seems like the obvious choice to tear it down. So props to this proposal for getting one thing right. The section of I-35 between Manor Rd and 41st St is narrow enough that caps and stitches over the existing lower deck would be enough to re-stitch the neighborhood back together and provide a safe crossing for those inside and outside of motor vehicles. This would be a great solution for this neighborhood. The downtown section (Cesar Chavez to MLK Boulevard) is a bit different. To fully undo the damage that I-35 has done to East Austin, the appropriate solution here would be to remove I-35 and replace it with a boulevard, harkening back to the days of East Avenue being a major commercial hub for the city. A small tunneled section of highway (perhaps two lanes each way) could exist under this boulevard if necessary, so long as it doesn't interfere with the cityscape above it (meaning, fully covered with no highway visible or traffic noise audible from above). This is prime city-center land that could be developed or retained as park space. Either would provide a huge economic benefit, unlike a highway that only guzzles our tax dollars and offers primarily cancer in return. Of the over $5B planned for this project, most will go to destroying homes and businesses, directly opposing Austin's climate goals, increasing commute times, increasing pollution, and worsening the planet's climate. Despite these negative outcomes for locals, and pending lawsuits regarding the impropriety of skirting environmental regulations, TXDOT intends to ruin our city for the propagation of the car industry and the construction industry. That cannot be allowed. TXDOT needs to not only listen to the wishes of local residents who would be affected, but take active steps to minimize the negative impacts of this unwise boondoggle, including the possibility of canceling the project entirely and going back to the drawing board to devise a replacement that will improve quality of life for Austinites, not rip a new wider chasm through the heart of the city. Jason K	See Comment #5
					Air Quality/Noise	As a customer of our local businesses near downtown and elsewhere along the I-35 corridor, the experience of simply existing near such a polluting thoroughfare is dismal at best. It's noticeably harder to breathe and the ambient noise is deafening and makes it impossible to stay outside for more than a few minutes. This is not a good environment for anyone, but worst of all children who will grow up with predictable health problems (respiratory and developmental) from the proximity to such an environmental disaster of a roadway. Countless studies have shown these correlations exist worldwide, and TXDOT should take this into consideration and cite our collective health as a motivating factor in cancelling this highway expansion. As a citizen of the earth that plans to be here for a few more decades, I also see the destruction our indifference toward fossil fuels and climate change has caused. Obviously most cars consume gasoline (though a shrinking percentage, thankfully), but this is just one way that dependence on cars negatively affects the world. Pavement absorbs more sunlight and shares the heat to the air above. Summers in Texas are already dreadfully hot, and every additional square inch of pavement adds to that temperature.	See Comment #34
					Racial Justice	TXDOT has a long history of racial injustice when it comes to highway location selection, construction, and plans for expansion. Again, I can point to Houston: the recent decision to expand I-45 through minority neighborhoods, destroying homes, schools, and businesses. But at some point this has to stop, we have to join the 21st century and recognize that harming the same groups of Americans over and over is completely reprehensible and should be avoided at all costs. It should surprise nobody that this planned I-35 expansion will further destroy primarily minority-owned homes and businesses, and create a wider physical barrier between historically-redlined areas and a growing, increasingly vibrant downtown. Even with occasional caps and stitches, every highway through a city remains a scar on our landscape and a painful reminder of the destructive history of 20th-century "progress".	See Comment #3
1538	Jason Kennedy	3/6/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, I'm a longtime Austin resident living in 78701. The city and the highway will not be better if expanded. Traffic will remain and likely get worse. Please focus on improving other mobilities, like bus travel, light rail and bike lanes. Jason Kennedy	See Comment #13
1539	Jason Krahl	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I strongly oppose the 35 expansion. I have lived in Dallas and seen that building endless highways benefits no one but the construction companies, decreases quality of life and disrupts the fabric of the community. It boggles my mind how we allocate so much funding to projects that become obsolete after years of disruption as soon as it's built. We should dismiss the old way of thinking that has proven time after time and come up with new innovations to improve our quality of life and mobility. Building a new utilitarian monstrosity rather than a balanced approach of public transportation, pedestrian considerations and quality of life is the only way to improve the city of Austin. Highways serve a purpose but endless building is not a solution. We should look at other countries and cities that work rather than continuously feeding the highway industrial complex. Jason Krahl	See Comment #5
1540	Jason Kupka	3/2/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Please stop building roads that do nothing to ease congestion and further segregate communities. Jason Kupka	See Comment #5
1541	Jason Kupka	3/7/2023	Email	info@sg.actionnetwork.org	Bike/ped safety	Mr TxDOT TxDOT, My cycling/walking/jogging commutes are constantly interrupted by callous expansions by TX DOT to vehicular infrastructure. Despite paying at least my fair share for transportation infrastructure, my safety is treated as little more than a nuisance during these projects. Imagine taking out a highway bridge with no notice, leaving hundreds of motorists stunned, stuck, and frustrated. That's my daily life as highway projects destroy existing paths, exposing me (and my family) to increasingly dangerous situations. Highways are one of the deadliest thing citizens interact with in their daily lives, yet we continue to expand them through densely populated areas. Jason Kupka	See Comment #30
					Public Transit / Multimodal Transportation	Please stop the insanity. Building roads DOES NOT decrease traffic – removing cars is the only proven way. Incentivize non-vehicular traffic, mass transit, and walkable cities. And please, stop forcing me into highway traffic by closing shoulders and bike paths for construction.	See Comment #13
1542	Jason Qunell	3/7/2023	MyCapEx Website - Comment Form	jasonqunell@gmail.com	General support	I support the plan and it's time to move forward.	See Comment #8
1543	Jason Roth	2/25/2023	Email	jason.roth@me.com	Reroute to 130	3b. More immediately, please significantly incentivize 3+ axle trucks to use 130 instead of i35. This could be done Right Now with an immediate impact on traffic congestion. Please, let's plan for 50-100 years out - not to address what should have been done decades ago! Ultimately, as new driverless options reach market, more lanes and non-lighted connections + ways to bypass busy areas will help as we double in size. Future generations will be glad that you/we did this, making up for the burden to date. This is an investment! Put more money into this please!!!	See comment #3
1544	Jason Roth	2/25/2023	VOH	jason.roth@me.com	General support	1. Love the decks / caps. Please consider entertainment / nightlife friendly caps between 3rd and 8th, which includes permanent street vendor / night market engagement (like a permanent pecan street fest meets LA farmers market and Barcelona la rambla). The rest of the caps (as many as possible should be parks including permanent spaces for rotating local art installations. We need more art / museums / etc. for a city this size! 2. Are there plans to redo the 35 bridge over townlake? Seems like a missed opportunity for an iconic bridge if not considered yet! 3. Please consider burying two layers of road (all below ground) instead of one layer; including tolls + 3+ axle lanes on the lowest level to bypass main lanes and HOV from airport to holly; with the managed / main lanes as planned above that (all still lowered). Yes, this would create a bottle necks south of holly where both sets of layered lanes re-merge, that could be addressed by a new bridge, and then a similar strategy south of the river. 4. Please consider continuing the cap strategy as far south of the river as possible including buried lanes - ideally all the way to Ben White - or at least through to riverside where so much development is projected. What a beautiful park cap that would make!	See Comment #8
1545	Jason Samonds	3/7/2023	MyCapEx Website - Comment Form	samondjm@gmail.com	Parks	The trail under I-35 on both sides of Ladybird Lake are important for commuting, as well as recreation. It is critical to all foot and bicycle traffic to be able to pass under the bridge unencumbered. There also needs to be kayak access under the bridge as well as, since a widely used launch access is under and east of the bridge. The bridge also provides important structure for birds and aquatic life.	See Comment #150
1546	Jason Svatek	2/10/2023	Email	jasonsvatek@gmail.com	Reroute to 130	Hi there!!! A major source of congestion is the 35 traffic is the trucking industry. Instead of two HOV lanes, has the program considered dedicated express lanes, specifically for 18-wheeler trucks? I'd love to see them all together in a lane transiting the city when they're just passing through. That seems it would promote efficiency and safety all at once. Thank you for your consideration.	See comment #3
1547	Javier Palomares	3/7/2023	Email	javier@javierpalomares.net	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, Hello, I am a resident of south Austin, and wanted to express my concerns with TxDOT's current plans for I 35 expansion. TxDOT's process is very flawed, and purely adding more lanes is a very naive solution for solving traffic. The process failed to model bottlenecks, which often are the source of traffic, rather than overcapacity because of too few lanes, as well as the additional conflicts introduced when drivers change lanes as more lanes are added. I 35 does need to be rebuilt, not as an wide interstate through the city center, but as an inter regional 2 lane road. Javier Palomares	See Comment #18
					Reroute to 130	The state should instead eminent domain SH-130 and make this the interstate. Doing this would save considerable costs to the state, as well as avoid the pain and quality of life costs to those living near the highway that the current plan will have.	See comment #3
1548	Javier Tijerina	1/22/2023	MyCapEx Website - Comment Form	tijejavi1005@gmail.com	Latent/Induced Demand	An expansion of I-35 is a huge waste of taxpayer money. We have seen countless examples of expanding highways and roads and building lanes in order to 'alleviate' traffic congestion. While traffic congestion is reduced in the short term, in the long term traffic congestion reappears and we arrive at the same issue we tried to solve. This is not mentioning the maintenance cost it takes to upkeep expansion of the highway as repairs are expensive and disrupt traffic flow when repairs are needed. Of all the examples we've seen of highway expansion not working, then why would we keep going towards the same solution towards a problem that we know doesn't work. We need other alternative solutions to reduce highway congestion such as expanded rail options and public transit options so that we can get people out of cars to reduce traffic	See Comment #18
1549	Jaxter	3/6/2023	MyCapEx Website - Comment Form	jaxter184@gmail.com	Multimodal Transportation	I live in north Austin (near Lakeline Station) and I oppose TxDOT's plans for I-35 and I oppose expansion. The red line (light rail) has drastically improved the quality, consistency, and ease of my travel. In particular, the place I get my hair cut and my favorite fried chicken restaurant (Gus's) are within walking distance of stations, and taking the red line to get to them has always been a joy. Of course, $7 round trip seems like a lot to pay, but when I factor in the time I spend in traffic, the cost of gas and car insurance, and the additional productive work I get done during my trip, it's an easy choice every time. Plus, I derive a bit of schadenfreude zooming by all the cars stuck in traffic. I mention the red line to help support my preference for the future of I-35: a tram line. The streetcars in Austin (which I was unfortunately not alive to experience) were torn up due to pressure from auto manufacturers, and I see in I-35 an opportunity to fix those past mistakes. By rerouting I-35 to go around Austin instead of through it (because I see no reason why an "interstate" highway should go through the heart of a city), and replacing it with a tram system (or bus or light rail), the strip of land that the highway goes though would be transformed from an ugly drain on resources that divides the city to a economically vibrant glue that pulls the city together. Not only would it be allow for more productive use of the land, but it would also have significantly higher throughput in terms of transportation. Of course, this is a best case scenario, and seeing the recent history of Texas (freezes cutting off power leaving HEB as the most reliable entity in the state), I don't expect this to come to pass.	See Comment #20
					Latent/Induced Demand	However, I expect that you will at least recognize how terrible of a decision it would be to widen I-35. All the precedent you need to understand the situation is already there. The widening of the Katy Freeway has been an abject failure that has done nothing but increase congestion, and we as a society now understand the concept of "Induced Demand" and how that explains the tendency of increasing lane widths to also increase commute times. As a lifelong resident of Austin, Texas, I urge you to reconsider your decision, and I expect my city council and state representatives to back me up.	See Comment #18
1550	Jay Crossley	3/7/2023	Email	jay@farmandcity.org	Do not widen/no build	Email Copy: Please see attached comments.) Thank you for your service to the people of Texas. In case this didn't go through with the large pdf, I am sending again by posting it here: https://drive.google.com/file/d/1wNHGs6LTkaHYWj05_0_3zUGY8vfc6Ew5/view?usp=sharing I'm sorry, my comments were supposed to include these attachments. Please amend them to my comments. The PDF is located in the public hearing summary, appendix F:	See Comment #5;

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1551	Jay Crossley	3/7/2023	Email	jcrossley@everyactioncustom.com	Lower Speed Limits	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero by 2050. Crashes are measurably more important than congestion and cost the people of the Austin region more – using National Safety Council costs of crashes methodology to compare to Texas A&M Transportation Institute congestion methodology. The Texas Transportation Commission Minute Order 115481 directs TxDOT Austin to "work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. The Commission acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing fatalities. It is further ordered that the divisions and districts of the department shall 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." I am concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Road to Zero goal. While reaching zero traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is on target to meet the 2035 goal to cut deaths in half is completely doable and within TxDOT's grasp, based upon the design of the facility and various choices that would result from unambiguously having this goal as the top purpose and need of this project. No project should move forward without a reasonable expectation that the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. Thank you for all that TxDOT is doing and will do in the further development of this project to end traffic deaths. Sincerely, Jay Crossley	See Comment #395
					Lower Speed Limits	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region. Sincerely,	See Comment #395
					Air Quality/Climate Change	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DEIS. However, I do not believe that the air quality and climate change analysis is sufficient. Specifically, I request that TxDOT address all the following before finishing the Final Environmental Impact Statement: – Air Quality analysis must look at PM 2.5, PM 10, and NOx. TxDOT only analyzed CO which is easy to study and they know they would clear. – Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level. – The fact that we are so close to non-attainment for PM 2.5 is likely why TxDOT did not do the analysis. And likely why they are pushing for an FIES and Record of Decision by August (prior to Texas being required to comply with new standards). – TxDOT needs to do a quantitative analysis and health impact assessment for all pollutants. – Greenhouse gas emissions analysis is incomplete, it only looks at construction, not long term. Also, the models are based on the CAMPO regional growth forecasts, which assume the expected effects on housing and other real estate decisions that widening this freeway will cause. The model must be able to analyze the cumulative climate emissions outcomes of variable alternative investment scenarios, travel behavior assumptions, and regional growth alternatives, or it is somewhat meaningless. Thank you for all that TxDOT is doing to improve the health of all the people of the Austin region and reduce the heavy negative health impacts of our transportation system. Sincerely, Jay Crossley	See Comment #18
					Community Alternatives	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposals. I wish I did not have to drive as much as I have to drive today. Driving is one of the most dangerous way to travel in Texas, with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.. The travel demand models that only seek to optimize this project to slightly speed up long distance single occupant vehicle travel do not represent my needs and desires or the vast majority of the reasons that I need safe, multimodal access in the Austin region. The regional growth forecasts that project a future with the vast majority of residents living in car-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the lifestyle that I want to live. Please build an analytical model to be able to understand how different alternative transportation investment scenarios will provide for safe, multimodal access for each neighborhood in the Austin region. This should analyze how many jobs people from each census tract or transportation analysis zone can reach within a half hour by walking, biking, wheelchair, transit, and personal motorized vehicles in the no build, alternative 2, modified alternative 3, ReThink35, and Reconnect Austin scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable Transit-Oriented Development scenario that was made available to the Texas A&M Transportation Institute when they were developing analysis for this project. Please optimize any scenario to improve safe, multimodal access for people across the Austin region for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant vehicle trips. Thank you for all that TxDOT is doing to improve safe, multimodal access for all. Sincerely,	See Comment #4
1552	Jay Lamy	1/23/2023	Email	jayplamy@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1553	Jay Rowland	2/23/2023	Email	jrows09@gmail.com	Do not widen/no build	• I oppose expanding I-35. • East-west crossings should be at least every 1/4 mile. • All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users. • Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes.	See Comment #5
					Public Transit / Multimodal Transportation	• I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets.	See Comment #13
					Community alternatives	• I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
1554	Jay Southworth	2/7/2023	Email	jsouthworth@independencetitle.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jay and Nancy Southworth BE CAUTIOUS IF YOU CHOOSE TO WIRE FUNDS Wiring funds creates a risk of loss by fraud. If you elect to wire funds, please call your Independence Title team to obtain wiring instructions, using a phone number from our website. CONFIDENTIALITY NOTICE This email transmission is covered by the Electronic Communications Privacy Act, 18 U.S.C. 2510 et seq., and the information contained in this message and documents accompanying same are legally privileged and confidential information intended only for the use of the individual or entity named above. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copy of this message is strictly prohibited. If you received this message in error, please immediately notify us by telephone and purge all copies of this message from your system. Thank you. This Message sent via Proofpoint.	See Comment #8
1555	Jay Van Daley	2/9/2023	Physical Comment	jvandaley@centralsouthcarpenters.org	Unrelated comment	A project of size needs to go to qualified union contractors. $4.5 billion is not a lot of money to be lost to tax fraud and wage theft. Do the right thing and use only union labor.	Unrelated comment

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1556	Jayne Nussbaum	3/1/2023	MyCapEx Website - Comment Form	jaynenussbaum@gmail.com	Reroute to 130	I live at 1312 Norwood Road and have owned property in the Delwood 2 neighborhood since 1997, which is majorly impacted by the proposed I-35 interstate highway redesign. I strongly oppose TxDOT's current plans for I-35 expansion. Through interstate traffic should be routed off of I-35 and onto SH-130. Instead of I-35 expansion, I support proposals like those from Rethink35 and Reconnect Austin. Let's replace I-35 with a transit and pedestrian friendly Great Streets boulevard, similar to the original East Avenue that it replaced. The current I-35 is a concrete embodiment of the racial and economic divides of 1930s Austin, and nearly 100 years later, this is a long overdue opportunity to reduce rather than expand those divides.	See comment #3
					Public Transit / Multimodal Transportation	Or if I-35 cannot be removed, let's depress ALL lanes through the entire CapEx Central corridor, so it can be capped and stitched. The Airport Blvd. vehicle, pedestrian and bicycle intersections should be at grade normal urban intersections. This will make it safe, logical and easy for pedestrians and cyclists to cross that intersection and will minimize noise to our neighborhood. A pedestrian and cycling tunnel crossing under Airport Blvd. is not a safe, viable option because people who are experiencing homelessness will likely choose to live there. Pedestrians and cyclists are unlikely to use the proposed elevated stairways and switchbacks ramps as designed to cross the Airport Blvd. – I-35 intersection. To increase connectivity across I-35, I also recommend building a gradual elevated ramp starting in the Mueller Northwest Greenway pedestrian/cycling path paralleling Philomena west across I-35 into the neighborhood just west of Dellwood 2 and I-35.	See Comment #13
1557	Jbfatx	2/21/2023	Email	jbfatx@gmail.com	Do not widen/no build	Extent upper decker to Oltorf. Through traffic stays on upper decks, local traffic stays on existing lower lanes. Same footprint. No business displaced. Easy-peasy!	See Comment #5
1558	JC Garcia	3/5/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of District 9 in Austin and I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am for redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project, or any other idea that avoids expanding I-35. The TxDOT's process in this project is flawed: It ignores Induced Demand. Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. Ten (10) years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. JC Garcia	See Comment #5
1559	Jean Ooi	3/7/2023	MyCapEx Website - Comment Form	jeanchiao@gmail.com	Do not widen/no build	1. No Higher No Wider - don't expand to 20 lanes	See Comment #5
					Caps/Deck Plazas	2. A full cap from Lady Bird Lake to Airport Blvd 3. Don't preclude future capping Airport Blvd to 290	See Comment #42
					Reroute to 130	4. Route trucks to SH 130	See comment #3
1560	Jeanette Swenson	2/9/2023	Physical Comment	jeanetteswenson64@gmail.com	Do not widen/no build	I do not even know where to start... So, I'll start with the obvious. This very expensive, disruptive project wil not: a). Reduce congestion now or in the future on I-35 or parallel neighborhood streets, which are also already over burdened. b). Provide safer, closer east west access for automobiles pedestrians or bicycles. c). provide far better air quality in my neighborhood or for Northeast HS @ 290. d). noise from 17 lanes of traffic will not be abated e). will not interface adequately with City of Austin Transportation Department f). without effective mass transit and connector paid buses available traffic will not be reduced for even the current Austin population. g). with higher density in neighborhoods, traffic will not be reduced with 17 lanes. And, neighborhood traffic will increase with density and a growing population. h). address the fact that I-35 and formerly E. Austin boulevard divided this city into 2 separated and unequal parts. So, how will bigger barriers reduce inequalities? Bottom line: Has anyone at TxDOT ever considered removing I-35 to unite a city?	See Comment #5
1561	Jeanette Swenson	2/28/2023	Email	drive-shares-dm-noreply@google.com	Do not widen/no build	Jeanette Swenson shared a document Jeanette Swenson (jeanetteswenson64@gmail.com) added you as an editor. Verify your email to securely make edits to this document. You will need to verify your email every 7 days. Learn more. Letter of opposition from Windsor Park NA to be included in publice comment prior to Mar. 7 deadline Resolution for TXDot https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdocs.google.com%2Fdocument%2Fd%2F1aoKYTyCf-tNvwOozKyNGdy8CZujBplej70Z3bipwuls%2Fedit%3Fusp%3Dsharing_eil_m%26ts%3D6400ebf1%26sh%3Dqocn4FAyRn7UC6sZ%26ca%3D1&data=05%7C01%7Ccapexcentral%40txdot.gov%7Cfb60456ad59b4e6410b708db1b4c9a54%7C39dba4765c094c6391dace7a3ab5224d%7C0%7C0%7C638133788775800468%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=9wMsXBwDFqPmt59lhjyCom4daQagsH%2BsZ8cAgzds%2BIE%3D&reserved=0	See Comment #5
1562	Jeanine Henry	3/7/2023	MyCapEx Website - Comment Form	jeanine.henry@gmail.com	Community Engagement	I am adamantly against the proposed changes to merge E. 41st with Wilshire Blvd. I moved into and built a home because of the safety and amazing community that exists in Wilshire Woods. My best friend is a single mom and also lives on Wilshire Blvd. Her son and his friends often come to my home to play in the front yard or do their homework. We, as a community, deserve to feel safe that our children can move about the neighborhood without concern of dangerous traffic. Wilshire does not have allies or sidewalks to make sure people can walk dogs or children safely. Many of the children in this neighborhood walk to school every day, and we cannot afford to put their lives in danger. We pay a tremendous of money in taxes to live in this neighborhood, and we deserve to be safe. In a rapidly changing, growing and gentrifying metro, it is nice to know that I invested in a community that remains committed to Austin's values and unique culture. Many of my friends come to visit and immediately understand the amazing community vibe of our neighborhood, which this change will put in tremendous jeopardy. Thank you for listening to our voices.	See comment #320
1563	Jeanne R Palermo	3/7/2023	MyCapEx Website - Comment Form	jeanne.palermo@gmail.com	Public Transit / Multimodal Transportation	Mass transit should be a priority over one person in one vehicle so anything to make bus travel quicker such as bus only on and off ramps. More people will choose bus service if it is faster and more reliable. Austin taxpayers should not have to pay for these improvements for the region and the state! Outrageous that we are paying for infrastructure the State should be supplying. And where they are behind most of the country!	See Comment #13
					Regional connectivity	If we can't have trains immediately, we should have bus only lanes so that it becomes more advantageous to ride a bus between San Antonio, San Marcos, Austin, Waco, Dallas. Also, Senior citizens can't manage the drive on I-35 when speeding tractor trailers, and pickup trucks are the norm.	See comment #1
					Bury/tunnel	We should have more buried freeway sections in the city in longer segments so east and west aren't cut off from each other.	See Comment #25
1564	Jeb Boyt	3/7/2023	Email	jeboyt@hotmail.com	Do not widen/no build	Dear Doug Booher, Following are my comments on the Draft Environmental Impact Statement for the I-35 Capital Express Central Project (US 290 East to US 290 West/SH 71) (DEIS). I have lived in Austin for almost 30 years and visited the city frequently as a driver in the 15 years prior to moving here. I frequently drive on I-35 and cross it as a cyclist. I occasionally cross it as a pedestrian. I previously served on the City of Austin's Downtown Commission, Parks Board, and Waller Creek Commission, all of which have interests in the I-35 project area. Cummulative Effects The summary of cumulative effects (S 4.1.20, p. 18-19) and subsequent discussion under 3.16 has two defects: • The multidecade planning effort for the reconstruction of I-35 in Travis County into divided the work into three segments: North, Central, and South. This DEIS fails to consider the cumulative effects of the entire project. Failure to consider the cumulative effects of the Central project without regard to the North and South projects is improper segmentation. • As discussed later in these comments, the DEIS insufficiently evaluated the stormwater runoff impacts for this project on water resources, particularly with regard to contamination from tire and brake particles. These deficiencies were then consequently overlooked in the cumulative effects analysis. Thank you for this opportunity to comment on the project. Please contact me if you have any questions regarding these comments. Sincerely, Fn 1. See, e.g., World Economic Forum, Tire Particle Pollution may be Harming Freshwater and Estuary Ecosystems (Mar. 11, 2022), available at https://www.weforum.org/agenda/2022/03/tire-particle-pollution-may-be-harming-freshwater-and-estuary-ecosystems/; Jason Bittel Tires: An Emerging Threat to Our Waterways, Our Seafood, and Ourselves, Nat'l Res. Def. Council (Mar. 29, 2018), available at https://www.nrdc.org/onearth/tires-emerging-threat-our-waterways-our-seafood-and-ourselves; J.J. Evans, Rubber Tire Leachates in the Aquatic Environments, Nat'l Lib. of Medicine (1997), available at https://pubmed.ncbi.nlm.nih.gov/9216257/	See Comment #5
					Reroute to 130	SH 130 Alternative As noted in my prior scope comments, the analysis used to evaluate the alternative of shifting traffic to a toll-free SH 130 was insufficient and lacking in rigor (See 2.1.1 Redesignation of SH 130). As noted in the DEIS, redesignation of SH 130 has the potential to shift 19 to 26 percent of trucks from I-35 to SH 130 (2.1.1, p. 18-19). The opportunity to shift even a portion of the traffic from I-35 to SH 130 warranted a detailed evaluation as part of this DEIS. Thus, the Summary of Alternatives Considered on p. S-3 through S-6 and in Section 2.0 is deficient for having failed to analyze the SH-130 alternative.	See comment #3
					Water quality	Stormwater and Water Resource Impacts The stormwater plan does not provide for any detention (2.2.4, p. 35-36). The additional roadways constructed under Modified Alternative 3 would increase the volume and velocity of stormwater entering into Lady Bird Lake, particularly from the north. Lady Bird Lake is a contact recreation waterway. The increase in stormwater discharge velocity and quantity into Lady Bird Lake would adversely affect the water quality of the lake. The discussion of drainage outfalls does not describe pollutants likely to be discharged into the Colorado River nor how the stormwater discharge may change from the existing conditions (p. 287). The DEIS notes that the discharge will be subject to a later permitting process by the Texas Commission on Environmental Quality. However, the objectives and requirements for this environmental impact process cannot and should not be deferred to a later permitting process. In order for the public to be fully informed of the environmental impacts of this proposed project, the DEIS must include a description of existing stormwater discharges (both volume and pollutants) and how those discharges will likely change under the build alternatives. The pro forma description of a stormwater pollution prevention plan to be provided later is insufficient to provide the public with information on the stormwater pollution associated with this project so that they might provide informed comment on the DEIS (3.10.6, p. 290). As noted in the DEIS, part of the purpose for this project is to meet an expected increase in employment demand in Travis County of 99.7 percent compared to a population increase of 46 percent (p. 8-9). The employment growth in excess of population increase, 53.7 percent, will need to be addressed by commuting, and this project is designed to facilitate additional commuting into Travis County by automobiles and buses, in addition to commercial trucks. The DEIS notes that the project is designed to increase the per hour person carrying capacity by 149 percent (p. 43). The increase in vehicle traffic will result in a foreseeable increase in particles resulting from the wear of tires and brakes that will be discharged into the Colorado River along with stormwater. Numerous studies have noted the danger tire particles pose to aquatic life.(fn 1, see below).	See Comment #125
					Bike/ped safety	Bicycle and Pedestrian Facilities Regarding the proposed bicycle and pedestrian facilities (3.5, p. 62-68). I support the project's goal of improving East/West Connectivity and emergency response times across I-35 all along the project corridor. The DEIS notes that "Generally, walkability decreases as one moves away from downtown" (p. 64). The DEIS does not, however, note I-35's role in that decrease. North of the river, I-35 replaced East Avenue, which had existed for more than a century. The segment of East Avenue from the University of Texas (MLK/19th Street) to the river had a long history of use by cyclists and pedestrians. Areas further away from downtown were built later and built with cars and I-35 in mind. This project should affirmatively work to improve walkability along the entire length of the project corridor, particularly in the neighborhoods where I-35's earlier construction impaired walkability. In particular, I support the construction of a bridge at Holly Street. Currently, Holly Street is, for cyclists, one of the best crossings of I-35 in all of Central Texas. I also support the creation of bicycle/pedestrian bridges at 55th Street, north of MLK, 15th Street, 4th Street, and Woodland Avenue. If the City of Austin goes forward with its plan to install a cap over I-35 from Cesar Chavez to 4th Street for an expansion of Palm Park, there will be no need for a bicycle/pedestrian bridge at 3d street. Consequently, I urge that the project funds for that bridge be used for the installation of a cap in that area.	See Comment #30

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Racial justice	Community Impacts While the background information in 3.6.1 notes the history of I-35 and East Avenue as a racial divide, it omits the specific de jure segregation imposed by Austin's 1928 master plan which used East Avenue as a dividing line (p. 68-69). The DEIS should be amended to provide a more complete discussion of this divide. The historical background did not discuss the previously industrial neighborhood along the railroad tracks (3.6.1.2, p. 70). I recommend adding a paragraph before line 15, such as: "In the 1870s, railroads came to Austin from the coastal counties. The railroad tracks generally ran along 4th Street. Over the following century, the blocks adjacent to the railroad were the site of industrial and commercial facilities. More recently, many of these sites have been redeveloped for multifamily housing, retail, restaurant, and other modern commercial uses." The statement that "Currently there is a desire to move back into downtown areas, which has caused increased housing prices, gentrification, and loss of minority and low-income communities along the I-35 corridor in Austin" (p. 71) is overly simplistic. I recommend that it be replaced with the following sentences: "From the mid-1960s through the 1990s, the historically minority neighborhoods east of I-35 suffered from a lack of public and private investment. In the 21st Century, as people across the county began moving back into downtown areas and as housing prices increased throughout Austin, the historically minority neighborhoods east of I-35 became seen as desirable sites for new housing and commercial ventures. This has contributed to gentrification of the neighborhoods east of I-35." The section on homelessness does not discuss the impacts and displacement of homeless people during reconstruction of I-35 (3.6.2.2.8, p. 75). The description of TxDOT's Mobility 35 IAH (3.6.4.3, p. 81) does not discuss how this program might be implemented during this project. These impacts need to be fully analyzed along with opportunities to reduce, minimize, and mitigate impacts to homeless people during the project construction. Why does the table on population growth use forecast data for 2020 instead of the results of the 2020 census (3.6.3, p. 75)? Race and Ethnicity As indicated by 3.6.8, Travis County does not have a majority population group. We are a pluralistic county. The use of minority population and percent majority are outdated and inappropriate frames for describing the people of Travis County.	See Comment #3
1565	Jedd Tate	1/31/2023	MyCapEx Website - Comment Form	jeddtanner@yahoo.com	Regional Connectivity	Build a rail between i35	See comment #1
1566	Jeff Coddington	2/8/2023	Email	Jeff.Coddington@jll.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jeff Coddington Managing Director Jones Lang LaSalle Americas, Inc. a licensed real estate brokerage company. One of the 2022 World's Most Ethical Companies® Jones Lang LaSalle For more information about how JLL processes your personal data, please click here This email is for the use of the intended recipient(s) only. If you have received this email in error, please notify the sender immediately and then delete it. If you are not the intended recipient, you must not keep, use, disclose, copy or distribute this email without the author's prior permission. We have taken precautions to minimize the risk of transmitting software viruses, but we advise you to carry out your own virus checks on any attachment to this message. We cannot accept liability for any loss or damage caused by software viruses. The information contained in this communication may be confidential and may be subject to the attorney-client privilege. If you are the intended recipient and you do not wish to receive similar electronic messages from us in the future then please respond to the sender to this effect.	See Comment #8
1567	Jeff Crow	2/14/2023	VOH	jeff@jeffreycrow.com	Do not widen/no build	No higher no wider, and cap the entire stretch through central Austin. I cross 35 every day. I have to cross an access road with no walk signal with my four year old. It's not safe.	See Comment #5
1568	Jeff D Holland	1/30/2023	Email	jholland4@austin.rr.com	General support	I support the TxDot changes to I-35 suggested. Sent from my iPhone	See Comment #8
1569	Jeff Diltz	2/7/2023	Email	jeff.diltz@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jeff Diltz	See Comment #8
1570	Jeff Frelack	3/7/2023	MyCapEx Website - Comment Form	jfrelack@me.com	Reroute to 130	I oppose expansion of 35 through central Austin. We don't need more lanes. We need solutions to route through commercial traffic around the city. Do not expand. Do not fires businesses to relocate due to your short sighted plan.	See comment #3
1571	Jeff Garrett	2/10/2023	Email	Jeff.Garrett@dell.com	General support	My Suggestion to Alleviate Congestion on IH-35 Simply put, make TOLL Road 130 "FREE" for Truckers from outside Georgetown down to San Antonio. I would say 80% or more of the traffic on IH-35 in and around Austin is "thru-traffic", ie., they are not going to Austin but rather thru Austin. As IH-35 runs from Canada to Mexico, it is a main artery/throughfare for truckers and other vehicles going North or South of Austin. Austin is the largest city in TX that does not have a "loop" around the city. Look at Dallas, Houston, San Antonio, all have major loops around the city, so travelers can avoid going thru the city, thereby alleviating traffic congestion inside the city proper. If TXDOT or whomever owns/regulates the Toll Roads, would make it FREE or heavily discounted for "Truckers", it would take a very significant amount of traffic off IH-35. Also, lowering toll road fees would incent more drivers to take toll road route vs IH-35. Currently, Austin area toll roads are some of the highest rates in the state, thus the reason many drivers avoid the toll road, even though route is quicker. Building more lanes is not the answer, because you will never be able to keep up/accommodate the population growth. By the time you can build more lanes, it is already outdated/ineffective because population will exceed your rate of growth estimates.	See Comment #8
1572	Jeff Horvath	2/14/2023	Email	jeffreyhorv28@yahoo.com	Do not widen/no build	I oppose expansion of I 35 . I believe that would result in the continued destruction of the city to benefit road contractors and few others.	See Comment #5
					Reroute to 130	First, take thru traffic around the city. It would be better to buy 130 and institute a toll on I 35 and make 130 free. The expansion of I 35 is a boondoggle that will be the beginning of useless road construction that will last for decades. That is why road contractors are in favor of it.	See comment #3
1573	Jeff McLaren	3/3/2023	Email	info@sg.actionnetwork.org	Public Transit/Multimodal Transportation	Mr TxDOT TxDOT, Hello – I oppose expanding I-35. Highway expansion is a "band-aid" solution. Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. Massive highways are unsightly and ruin the beauty of cities. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. This project will discourage walking and bicycling and transit use. Wide polluting highways through town are not what I want for Austin. I want safe, pleasant, and walkable and bikeable streets. I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied and implemented. Thank you, Jeff McLaren Jeff McLaren	See Comment #13
1574	Jeff Meador	2/7/2023	Email	jeff@austinaccountants.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jeff Meador, CPA Meador & Jones, LLP PRIVILEGED AND CONFIDENTIAL This communication and any accompanying documents are confidential and privileged. They are intended for the sole use of the addressee. If you receive this transmission in error, you are advised that any disclosure, copying, distribution, or the taking of any action in reliance upon this communication is strictly prohibited. Moreover, any such disclosure shall not compromise or waive the attorney-client, accountant-client, or other privileges as to this communication or otherwise. If you have received this communication in error, please contact me at the above email address. Thank you.	See Comment #8
1575	Jeff Nash	2/7/2023	Email	jnash@cumbygroup.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jeffrey L Nash President & COO	See Comment #8
1576	Jeff Riesenmy	3/7/2023	MyCapEx Website - Comment Form	riesenmy@gmail.com	Do not widen/no build	I'm a resident of Austin, in District 6. I strongly oppose TxDOT's plans for an expanded I-35. The state should be working with the city to create a more accessible, human-focused infrastructure for its residents rather than expanding an already massive car-centric passageway that bisects the entire city. Highway expansions never work - they worsen congestion, worsen pollution, and worsen the safety of everyone on & around it. I don't want to use an interstate for local trips, and I don't want my city to continue to be dominated by cars. We should continue moving toward the better examples of vibrant human-focused city design around the world, rather than prioritizing the needs & scale of cars.	See Comment #5
					Reroute to 130	There's no doubt we need freeways connecting Austin to the other major Texas cities – we just don't need one running right through the heart of the city. Please consider redesignating another highway such as SH-130 as an interstate, and redesign I-35 as a vibrant human-first boulevard through the city, with multiple modes of transportation available and prioritized at least as highly as cars.	See comment #3
1577	Jeff Winesult	2/9/2023	Physical Comment	jefftulsa@gmail.com	Latent/Induced Demand	There are so many reasons why the expansion of I-35 should not be done , but the main one is that it won't work to decrease traffic. In fact the basic tenets of queuing theory tell us it will make things worse. So why are we going to throw expertise, past experience, and billions of dollars in the trash? The worst idea to help improve traffic along I-35 in Austin is to widen the lanes.	See Comment #18
1578	Jeffrey Campos	2/10/2023	Email	Jeffrey.Campos@eec-tx.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1579	Jeffrey Handel	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Cities are places where people live. Cities should be designed for human beings to exist and move around, and we have decades of evidence showing that personal automobiles are a terrible solution for moving humans around cities. Children can't go out and play in the place they live because you have chosen cars over people. Jeffrey Handel	See Comment #5
					Reroute to 130	Expanding this highway to pull more cars through the heart of the city of Austin will make it harder to get around and will literally kill people. We already have the little-used route 130 that directs traffic around the city, so we can absolutely tear down I35 through Austin entirely.	See comment #3
1580	Jeffrey Horvath	3/7/2023	Email	info@sg.actionnetwork.org	Reroute to 130	Mr TxDOT TxDOT, I oppose expanding I 35 because it will not solve the problem and will destroy (further) the city. Either a loop needs to be built around the city or the first thing that needs to be done is to divert through traffic around the city. Jeffrey Horvath	See comment #3
1581	Jeffrey Pulley	3/7/2023	MyCapEx Website - Comment Form	jpulley@cleanscapes.net	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8

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1582	Jeffrey Russell	3/1/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, Hello, I wish to voice my objects to the planned addition of lanes to Interstate 35 in Austin. This project will carry significant cost, both in monetary terms and to the surrounding land and city, and will not substantively address congestion concerns on this highway. Please consider routing interstate traffic farther from the city (e.g. SH-130) instead. Thank you. Jeffrey Russell	See comment #3
1583	Jeffrey Smith	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am against TxDOT's plans for IH-35 and I oppose expansion. This would not fix any traffic problem from that stretch of IH-35 and IH-35 access road. There isn't a congestion problem on that stretch of the highway currently, but if you expand IH-35, you will be tearing things up for the next 5–10 years, and will not fix a thing. **Suggestion: Why not build a loop around Austin, like every other big city, to get the trucks out of the center of the city? That would remove 60% of any traffic congestion and accidents. That is what Ed Bluestein and Mopac were originally intended to do. Get the construction out of the city. I respectfully ask TxDOT, Austin City Council, and other representatives to listen to people like myself, 50+ years living in Austin, Cherrywood area, and 50+ years taxpayer. Thank you. Jeffrey Smith	See Comment #5
					Air quality/noise	They worsen congestion, air noise and water pollution. It would also undoubtedly have a negative impact on the safety and welfare of people like myself, my wife and our many neighbors living in proximity to IH-35.	See Comment #34
					Business/residential displacement	We would also experience the loss of our supporting community i.e., restaurants, grocery stores and businesses. Not to mention the travesty of tearing down a residential area from 26th street to 38 1/2 street and beyond - houses and families that have lived in this area i.e., Cherrywood, Maplewood, etc., many, for 50 years or more.	See Comment #21
					Latent/induced demand	I believe TxDOT's process in this project is flawed. It seems to ignore the failure of almost all highway expansions, and the success of freeway removals. Highway expansions DON'T work.	See Comment #18
1584	jeffrey winesett	1/25/2023	Email	jefftulsa@gmail.com	Reroute to 130	We need to stop all support for the terrible, uncreative, unimaginative, and what will be invariably unsuccessful plan to widen I-35 through Austin TX as a solution to the traffic issue. One thing that defines intelligence is the ability to learn from past mistakes and use the information to improve future decisions. Attempts to widen highways with the hope it will decrease traffic have been tried in the past and have failed. Why would intelligent human beings spend an enormous amount of money on trying this same approach again and expect different results? There are plenty of other proposals on the table that make much, much more sense. Please help in stopping these terrible and terribly expensive expansion ideas and support alternative methods to address Austin's traffic problems. One of the best ideas I have heard is to turn the short strip if I-35 running through downtown Austin into a Toll road (perhaps just for commercial trucks) and relax the tolls on 45 incentivizing through traffic to take the route around downtown. This could be done as a few year experiment and be tested for almost no taxpayer money and might actually solve the problem.	See comment #3
1585	Jeffrey Wolf	2/24/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose TXDOT's Modified-Build Alternative 3 plan for I-35. The fact that we are widening a highway that has caused much literal and figurative divide, and damage is crazy. You take into account the that studies show that this is not a solution to alleviate traffic long-term and it is even crazier. Austin is a prestigious city and should be at the forefront of new solutions rather than the same old cycled through band aides that do not work. Jeffrey Wolf	See Comment #5
					Reroute to 130	Reroute the highway around the city.	See comment #3
					Caps/Deck Plazas	If not, cap way more of the highway than is planned.	See Comment #42
1586	Jeffrey You	2/11/2023	MyCapEx Website - Comment Form	syou6082@gmail.com	Business/residential displacement	Please take into account the potential effects on minority-owned businesses of the proposed I35 expansion - in particular, the West China Tea Company.	See Comment #21
1587	Jen	2/6/2023	Email	jenrousseau12@yahoo.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
1588	Jennifer Bader	3/7/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, More trains, less lanes for my trips. A public transit-first project would be more cost effective, more friendly for citizens and the environment, and will not fail like almost all highway expansions have in the past. Freeway removals work while highway expansions see worse congestion, worse air, noise, and water pollution, and worse safety for our citizens. Jennifer Bader	See Comment #13
1589	Jennifer Caballero	1/12/2023	Email	jennifercaballero61@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
1590	Jennifer Carver	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose this plan to expand IH-35. I believe the city could come up with a much more suitable plan. 183 had already been made inaccessible from my house east of IH-35, this plans would make that much worse. I agree that our city needs traffic solutions, but this will make things worse. Please do not make the decision to move forward on this proposal.	See Comment #5
					Reroute to 130	Diverting 18 wheelers or even more trains seems more feasible. Not to mention the time and traffic chaos this will cause during the expansion. Thanks, Jennifer Jennifer Carver	See Comment #3
					Business/residential displacement	Plus it will force businesses to move or close.	See Comment #21
1591	Jennifer Cohen	2/7/2023	Email	jcohen@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jennifer Cohen Commercial Escrow Assistant Heritage Title Company of Austin, Inc. p: (512) 505-5079 f: (512) 505 5024 jcohen@heritage-title.com200 W 6th Street | Suite 1600 Austin, TX 78701 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE. So consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
1592	Jennifer Darrouzet	3/6/2023	Email	info@email.actionnetwork.org	Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, I was born in Austin and have raised my family here, but I don't feel like Austin is growing in a promising way. We know private-vehicle traffic just increases to the point of frustration, no matter how large (and at what cost) you build bigger and bigger highways. I35 real estate could be recaptured as vital downtown spaces ...if we would only rethink multi-modal transportation that we could all share, like trains, more frequent & reliable bus systems, and bikeways. My oldest is attending college in Vancouver, where he enjoys frequent & super-reliable public transportation via bus and ferry, and can even take a train to the airport and back. He's underwhelmed by our transportation options when he returns. My youngest is getting his license but has little interest in heading downtown, because of congestion and parking worries. If he had easy access to a train down there, he'd enjoy more what Austin has to offer. We visited NYC with the kids last summer, and rode only public transit and bikes the whole time, and it was glorious. I hate to think that families like mine are just not cut out for Austin, that we'll have to leave if we want a more connected community. I hope my representatives will speak for us when planning to spend for us, and that we won't become an asphalt city when we could be so much more. Jennifer Darrouzet	See comment #20
1593	Jennifer Faulkner	3/7/2023	MyCapEx Website - Comment Form	jenandboys@gmail.com	Public Transit / Multimodal Transportation	Hello - I just wanted to give my two cents on the I-35 improvement project. It would be GREAT if TXDOT planned for a RAIL option here as ATX is expected to double in size and we will need more mass transit options. If rail can not be accommodated, please consider improved bus access, perhaps bus only lanes. Not everyone owns a car and better mass transit provides freedom for those who can not drive. Thank you, Jennifer Faulkner	See Comment #13
1594	Jennifer Goodrum	2/7/2023	Email	jgoodrum@independencetitle.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jennifer BE CAUTIOUS IF YOU CHOOSE TO WIRE FUNDS Wiring funds creates a risk of loss by fraud. If you elect to wire funds, please call your Independence Title team to obtain wiring instructions, using a phone number from our website. CONFIDENTIALITY NOTICE This email transmission is covered by the Electronic Communications Privacy Act, 18 U.S.C. 2510 et seq., and the information contained in this message and documents accompanying same are legally privileged and confidential information intended only for the use of the individual or entity named above. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copy of this message is strictly prohibited. If you received this message in error, please immediately notify us by telephone and purge all copies of this message from your system. Thank you. This Message sent via Proofpoint.	See Comment #8
1595	Jennifer Hermann	1/19/2023	MyCapEx Website - Comment Form	jenmae21@outlook.com	Regional Connectivity	I want San Antonio to get up to speed with the rest of the country, and the world, and add commuter rail lines alongside the ever widening highways. Cars take up three times more space than the space it takes to carry the same amount of people in a rail car. It just doesn't make sense to keep rebuilding highways for outdated transport modes. Also, emissions? Lets have an electric train, already! (Like our Japanese sister city, Kumamoto!).	See comment #1
1596	Jennifer Keane	2/25/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I'm a longtime Austinite who has watched the City grow and expand since I moved here for school in 1986. I have driven I 35 for years going out to meetings at a state agency located north of town. So I am very familiar with its challenges. I also spend a lot of time driving out in the LA area, specifically the 405 and 101. I do not understand why TXDOT is not thinking more creatively about how to better address the traffic issues on I 35. Simply adding more lanes and feeder lanes will be a short term fix at best. Traffic studies always show that traffic grows to fill the added lanes. Then Austin will be LA—many lanes of traffic just sitting in gridlock. And, unless the switch to electric vehicles comes more quickly than anticipated, we risk having Austin go nonattainment under the federal Clean Air Act for ozone and potentially even particulates. That would create all kinds of transportation conformity issues as well as impose new onerous requirements on Austin businesses. It's a very real risk and should not be discounted when evaluating these options. I feel that there should be more review and consideration given to local interests, not simply State transportation goals and desires. With better communication and perhaps more open discussion on both sides, it seems as though the transportation needs of the State of Texas could be better harmonized with the needs and desires of Austin residents. I would not move forward with either of these options at this time. And I feel like the "do nothing" option is disingenuous. I feel quite certain that is not really an option, nor should it be. That said, other options to the two presented need further review and consideration. I've been following this for a while. I honestly can't understand how these two options ended up as the two presented. It's as if TXDOT has been soliciting input and then dismissing it largely out of hand as an ongoing development strategy. Why? Both of these proposals are very 1980's highway development projects. But it is 2023. Are these really the best TXDOT can come up with? The State should be promoting Austin as a leading world class community. Not adding acres of roadway eating up downtown buildings and adversely affecting our quality of life. Most (rational!) people would pick Austin over LA, give the choice. But turning I 35 into the 405 or the 101 would not seem to be moving us in the right direction. People vote with their feet. If you create massive highways without proper mitigation, you start eliminating key quality-of-life reasons people choose Austin over another community. That seems like a short sighted strategy by the State of Texas. People are moving to our cities. That's where new tax revenues that can help fund our more rural communities come from. Why create massive highways that detract from a community without considering all viable alternatives and at least maximizing mitigation impacts? Do not move forward with these two options at this time. Happy to answer any questions you might have. Best, Jennifer Keane Jennifer Keane	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					East/west connectivity	From a personal standpoint, I cycle and enjoy going from my house west of downtown out to Govalle Park for access to the Walnut Creek trail. I can't even fathom how that would work if either of these options came to fruition! It particularly bothers me than none of the TXDOT proposals include a state-funded cap over I 35. It's as if Austin doesn't matter if the State of Texas can route truck traffic more efficiently up the interstate. The current proposals do not even have many E/W crossings over the expanded interstate. Austin has been making strides at integrating the two sides of Austin separated by I 35. Why would TXDOT want to hamper those efforts?	See Comment #20
1597	Jennifer King	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE I-35 expansion. We want to see Austin thrive as the beautiful, weird city it is, not as a multi-layered highway nightmare. As a resident of Austin, District 4, I expect TxDOT, Austin City Council, and other representatives to stand up for me and OPPOSE I-35 expansion. V/R, Jen King Jennifer King	See Comment #5
					Latent/induced demand	Highway expansions don't work. They worsen congestion, as we've seen with the Katy Freeway in Houston, another Texas city. Austin needs to be forward thinking in its traffic solutions, and highway expansion is NOT the answer.	See Comment #18;
					Reroute to 130	Redesignating an already existing highway (such as SH-130) that goes around the city for trucks and freight vehicles, leaves Austin for the people who live here.	See comment #3
					Public Transit / Multimodal Transportation	I am FOR a public transit-first program to reduce traffic in downtown Austin and allow it to be for residents, not as a thoroughfare to other parts of the state.	See Comment #13;
1598	Jennifer Kost	3/7/2023	MyCapEx Website - Comment Form	jen@tashcorp.net	Air Quality/Noise	I am also concerned that by subdividing the I-35 expansion project, the total environmental impact is not adequately recognized nor addressed. I would like to see a report on the total environmental impact of all segments of this expansion through Austin combined.	See Comment #34
					East/West Connectivity	I appreciate the effort to improve traffic flow through Austin, and the provisions to reconstruct east-west cross-street bridges. I am concerned that adding lanes and width will still further disconnect east and west Austin and will not significantly improve traffic flow through downtown.	See Comment #20
					Public Transit / Multimodal Transportation	and improve transit accommodations.	See Comment #13
					Reroute to 130	Where is the focus on diverting through traffic around Austin? We need a non-tolled bypass.	See Comment #3
					Bike/ped safety	add pedestrian and bicycle paths,	See Comment #30
1599	Jennifer Lopez	2/8/2023	Email	JLopez@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jennifer Lopez Jennifer Lopez Copy Clerk Heritage Title Company of Austin, Inc. p: (512) 505-5022 HeritageTitleofAustin.com Sent from Mail for Windows HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
1600	Jennifer Lyon	3/7/2023	Email	info@sg.actionnetwork.org	Latent/Induced Demand	Mr TxDOT TxDOT, My husband and I own a bicycle shop in South Austin, BIKEALOT. We both grew up in Houston and have seen what a complete disaster the Katy Freeway expansion of I-10 turned out to be. We do NOT want I-35 to repeat I-10's mistakes! More lanes will lead to more traffic, more accidents, more pollution, and more division of our historically divided Capital city. We are also in the midst of a man-made climate disaster. We need viable alternatives to driving like user-friendly public transit and more safe pedestrian and scooter/bicycle infrastructure! Instead this expansion will increase fossil fuel consumption and associated pollution in Austin, as well as traffic accidents (accidents that have serious human and economic impacts). We want safer and more economically viable alternatives to private car use for our generation and generations to come. This proposed expansion is seriously outdated, and learns nothing from past failures like the Katy Freeway. The full environmental impact also needs more time to be assessed and opened up for public comment. Thank you for your time and consideration, Jennifer Lyon Jennifer Lyon	See Comment #18
					Bike/ped safety	This expansion will make it harder to get around Austin by bicycle, which is a real economic issue for countless thousands of Austinites who cannot afford cars, gas, insurance, tolls, etc. Crossing this mammoth proposed expansion would be dangerous, and the plans call for too few crossings, with precious little safe crossing considerations for pedestrians and cyclists. By effectively subsidizing private car use with taxpayer money, TXDOT would be expanding serious pollution problems while leaving the most economically vulnerable people (who already pay disproportionately high taxes through property and sales taxes) with few viable transportation options.	See Comment #30
					Business/residential displacement	This expansion would also hurt hundreds of small local businesses and low income housing residents along the existing I-35 corridor. That is utterly unacceptable to our community.	See Comment #21
					Reroute to 130	We would rather see through traffic re-routed around Austin's city center the way I-35 goes around Laredo for example. Please review community based proposals from Re-Think35 and Reconnect Austin and come up with a new and improved proposal for our community to consider.	See comment #3
1601	Jennifer Ratza	2/17/2023	Email	jennracca1@gmail.com	Business/residential displacement	I am reaching out because I absolutely do not think it's fair or should be legal for the I 35 to be expanded throughout austin at the expense of hundreds of business owners. That is extremely unfair and should be against the law without any sort of fair compensation to those businesses being displaced. I am against this expansion in this manner. Thank you so much.	See Comment #21
1602	Jennifer Schaffer	2/23/2023	Email	info@sg.actionnetwork.org	Latent/Induced Demand	Mr TxDOT TxDOT, Expanding I-35 will not solve our traffic problems; it may seem counterintuitive, but studies show that bigger highways lead to more congestion. Thank you for your consideration. Jennifer Schaffer	See Comment #18
					Public Transit / Multimodal Transportation	We need and deserve solutions that reduce car reliance and air/water/noise pollution, and improve safety and connectivity in the city. It's time for TXDOT to shift its priorities and consider alternatives like trains, bike lanes, and buses.	See Comment #13
					Community alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
1603	Jennifer Storm	3/6/2023	Email	Jennifer.Storm@budaedc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Have a Budaful day, Jennifer L. Storm, Executive Director Buda Economic Development Corporation	See Comment #8
1604	Jennifer Tobias	1/21/2023	MyCapEx Website - Comment Form	jntobias@gmail.com	Regional Connectivity	If we are to move forward with the I-35 Capital Express Project, we need to revisit the Lone Star Rail proposal. Further widening highways is detrimental to the environment and provides little, if any, relief in traffic. Widening roads without improving transit will be a waste of money. As one of the largest cities in the US, we need to invest in public transit for the good of our citizens and the environment.	See comment #1
1605	Jennifer Yager	2/23/2023	Email	info@sg.actionnetwork.org	Public Transit / Multimodal Transportation	Mr TxDOT TxDOT, To Whom This May Concern, The widening of I35 will discourage walking, bicycling and transit. All the ways of transportation that I Fell In Love with Austin, back in 2003. I agree that Austin has outgrown its britches, in the sense of roads vrs cars. Thank you for your consideration. Jennifer Jennifer Yager	See Comment #13
					Community alternatives	However, I rather have community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
1606	Jenny Arthur	3/6/2023	MyCapEx Website - Comment Form	arthur.jenny@gmail.com	Latent/Induced Demand	More lanes just means more cars will use the highway, resulting in the same traffic problems as ever. I know Austin will have to change a lot but the answer to traffic is never more accommodations for cars. The answer is PUBLIC TRANSPORT. I know oil and gas companies run the state, but please lord do not give us a 10 lane highway. I have lived here all my life and only the last three years or so have I considered leaving. This would definitely send me. Of course TxDOT doesn't need me to live here because TxDOT doesn't have any emotions about livability, sustainability, or logic. It just wants people to use individual gas powered vehicles. I'm rambling now but hey that is my opinion. 6th gen Texan, born and raised Austinite, parents worked for the PCL at UT. MORE LANES = MORE TRAFFIC	See Comment #18
					Public Transit / Multimodal Transportation	Regular old lower-middle class citizen who would LOVE PUBLIC TRANSPO OPTIONS.	See Comment #13
1607	Jenny Foster	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am writing to express my opposition to the Texas Department of Transportation's (TxDOT) plans for the expansion of Interstate 35 (I-35) in Texas. As a concerned citizen, I strongly believe that this plan is not in the community's best interest and will have adverse effects on the environment, public health, and quality of life. In conclusion, I strongly oppose TxDOT's plans to expand I-35 and urge you to consider alternative transportation solutions that prioritize our communities' health, well-being, and prosperity. Thank you for your attention to this matter. Sincerely, JJ Foster	See Comment #5
					Business/residential displacement	The proposed plan for I-35 would involve expanding the highway to add additional lanes, which would require the acquisition of private property, displacement of families and businesses, and destruction of historical and cultural landmarks. This would cause significant disruption and hardship to many communities along the I-35 corridor.	See Comment #21
					Public Transit / Multimodal Transportation	Instead of investing in highway expansion, I urge TxDOT to consider alternatives to prioritizing public transit, biking, and walking infrastructure. As well as utilizing more loops. These alternatives would provide safe and sustainable transportation options, reduce traffic congestion, and promote healthy and vibrant communities.	See Comment #13
					Racial justice	In addition to these concerns, the proposed expansion of I-35 would likely exacerbate existing social and economic disparities in the communities along the corridor. The acquisition of property and displacement of families and businesses would disproportionately affect low-income and minority communities, further exacerbating inequities and contributing to gentrification.	See Comment #3
					Air quality/noise	Moreover, the expansion of the highway would result in increased traffic, noise, and air pollution, which would negatively impact the health and well-being of residents living near the road. Studies have shown that exposure to air pollution from highways can cause respiratory problems, cardiovascular disease, and even cancer.	See Comment #34
1608	Jeramy Howell	3/7/2023	MyCapEx Website - Comment Form	jeramychowell@gmail.com	Reroute to 130	Do not do this. We do not want this expansion. Open highway 45 and 130 to divert traffic around Austin. Do not take our park land.	See comment #3

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1609	Jerardo	1/20/2023	MyCapEx Website - Comment Form	Jperez8@Trinity.edu	Regional Connectivity	Revive the plan for a public transit rail from San Antonio to Austin! This is more sustainable and will aid with rising traffic as more people move to both cities	See comment #1
1610	Jeremy	1/31/2023	MyCapEx Website - Comment Form	gonzalesjray@yahoo.com	Regional Connectivity	A commuter rail from Austin to San Antonio will greatly improve my life. It would make commuting to visit friends and family cheaper and more convenient. A commuter rail would also allow my significant other to take a higher paying salary job in Austin while living in San Antonio	See comment #1
1611	Jeremy Bagley	3/7/2023	VOH	bagley.jeremy@gmail.com	Do not widen/no build	I live on Hollywood Ave near 38th 1/2 St. I am STRONGLY against widening I35 between downtown and Airport Blvd. Instead of widening the road, I support sinking the road below ground level, and capping the road with green space and public space that is healthy for all, similar to the proposals for the areas closer to downtown. The current proposal creates a less healthy environment (pollution and noise), and destroys local businesses. Furthermore, as too many cities have discovered too late, study after study shows that widening highways actually increases congestion in the area, and reduces quality of life.	See Comment #5
					Reroute to 130	I also support routing traffic around the city of Austin instead, of straight through city center. This can be best achieved by incentivizing long haul trucks and non-residents to use roads around the city by removing tolls on those roads, and heavily tolling I35 through the city. Exceptions could be granted for local small business trucks that need to move within the city center.	See Comment #3
					Air quality/noise	more noise, traffic, air pollution. I do not want the road closer to my home,	See Comment #34
					Business/residential displacement	I am very concerned about the destruction of local businesses,	See Comment #21
1612	Jeremy Hidalgo	2/7/2023	Email	Jeremy.Hidalgo@jll.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jeremy Hidalgo Art Director JLL Capital Markets *& One of the 2022 World's Most Ethical Companies® Jones Lang LaSalle For more information about how JLL processes your personal data, please click here This email is for the use of the intended recipient(s) only. If you have received this email in error, please notify the sender immediately and then delete it. If you are not the intended recipient, you must not keep, use, disclose, copy or distribute this email without the author's prior permission. We have taken precautions to minimize the risk of transmitting software viruses, but we advise you to carry out your own virus checks on any attachment to this message. We cannot accept liability for any loss or damage caused by software viruses. The information contained in this communication may be confidential and may be subject to the attorney-client privilege. If you are the intended recipient and you do not wish to receive similar electronic messages from us in the future then please respond to the sender to this effect.	See Comment #8
1613	Jeremy Martin	2/7/2023	Email	jbmartin1tx@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1614	Jeremy Saldaña	1/31/2023	MyCapEx Website - Comment Form	jeremy099@gmail.com	Regional connectivity	Don't widen freeways, build a train from San Antonio to Austin. Traffic is not a solvable problem.	See comment #1
1615	Jeremy Willis	2/13/2023	Voicemail	jeremy099@gmail.com	Do not widen/no build	Hello My name is Jeremy Willis. I'm a professional engineer in the state of Texas. It's my opinion that the Texas Department of Transportation and City of Austin should consider - should strongly consider the do nothing option. I don't think that the juice is worth the squeeze on the I-35 expansion project. I believe it'll take a significant amount of time to actually make the project come to fruition. I think it'll cost way too much money. And I don't think that, in the end, we, as a community, will get what you all think as an improvement. If anything, we should cut down on the amount of lanes that are available and reroute inter-state traffic around the city. Anyway, my two cents. Thanks.	See Comment #5
1616	Jerome Compton	3/7/2023	MyCapEx Website - Comment Form	jp3compton@me.com	General Support	I fully support the proposed expansion of I35 through Austin. The traffic is only going to get worse until it is expanded. The concerns of displacing residents and business is overblown. The business and homes that will be displaced need to paid the appropriate amounts for their land and moving expenses. Nothing more.	See Comment #8
1617	Jerry Fowler	2/23/2023	Email	treethinker@gmail.com	Latent/Induced Demand	Dear TXDOT, Contrary to the belief of the fatcats who pay you your kickbacks, Austin does not need to support further growth. Construction of new highway lanes will not solve traffic problems, it will only exacerbate them by encouraging more people to build ridiculous blights on the hill country further away from the capital north and south. Thank you for your attention, Gerald Fowler	See Comment #18
					Reroute to 130	A better solution would be to claim Tollway 130 for the state and require all trucks to use it, whether they are bound for Austin or not.	See comment #3
					Community alternatives	A second far better traffic solution would be to widen Cesar Chavez Ave westbound into a superhighway across Rollingwood and Lakeway out through Briarcliff. This would have the advantage of making at least one of your fatcats move to San Angelo by claiming his (naturally) house with eminent domain.	See Comment #4
1618	Jerry M. Frey	1/23/2023	Email	jfrey@savills.us	General support	I am writing this email to voice my support and advocacy for the contemplated improvements to I-35 through downtown Austin, especially as to the Cap & Stitch design enhancements. I am a former Chairman of the Board of the Downtown Austin Alliance, and a long time commercial real estate professional, who is writing in a personal capacity as a concerned office worker in Austin. Please feel free to call me with any questions about my support.	See Comment #8
1619	Jesse Attas	1/21/2023	MyCapEx Website - Comment Form	attasj@hotmail.com	Air Quality/Noise	I oppose the latest plans for I35 expansion through central Austin. The project will have severe environmental impacts from construction and increased automobile traffic, including increased carbon emissions and noise and worsened air quality.	See Comment #34
					Public Transit / Multimodal Transportation	The cursory accommodations to bicyclists, pedestrians, transit, and carpooling are far too small relative to the funds being devoted to increased automobile traffic. The project does too little to improve East/West Connectivity in Austin. And adding lanes won't lead to lasting improvement in travel times.	See Comment #13
1620	Jesse Attas	2/25/2023	Email	info@sg.actionnetwork.org	Public Transit / Multimodal Transportation	Mr TxDOT TxDOT, I am an Austin resident who prefers to travel around the city by transit, bicycle, and on foot. I oppose the proposed expansion of I35. The current proposal is an enormous investment in a car-focused future. I believe instead we should be investing in climate-friendly infrastructure like public transit, active transportation, and nature restoration. Jesse Attas	See Comment #13
					Community alternatives	While I oppose the project entirely, if TxDOT insists on building it I hope you can do more to make it meet Austin's needs. This includes providing more east-west crossings for non-automobiles, covering the traffic lanes, reducing speed limits on frontage roads, adding more green space, and containing the numerous forms of pollution that the highway will generate (noise, air, water, light, etc).	See Comment #4
1621	Jesse Attas	3/7/2023	MyCapEx Website - Comment Form	attasj@hotmail.com	Do not widen/no build	I oppose the long term seizure of parkland next to Lady Bird Lake in order to perform construction. This will negatively impact me as a user of the Butler Trail and boater on Lady Bird Lake. It will also worsen access to the shoreline by both people and animals. This project is incredibly disruptive to residents of Austin and should not proceed as is.	See Comment #5
					Bike/ped safety	I oppose the plan to put both frontage roads on the same side of the highway and to switch which side the frontage is on as the project nears downtown.It will also make it more difficult to get on and off of the highway near downtown, which is likely the most common place for Austinites to enter and exit the highway.	See Comment #34
					Business/residential displacement	This will add unnecessary confusion for local traffic, especially cyclists and pedestrians. I oppose the seizure of land from established Austin businesses in service of this project. While I am not opposed to eminent domain in general when the purpose serves the public good, I do not believe the proposed use will be worthwhile. Maintaining longstanding businesses like Whip-In, Stars Cafe, and the Austin Chronicle is more important than adding more lanes of concrete for automobiles.	See Comment #30 See Comment #21
					Do not widen/no build	I oppose the plan to add more lanes and more width to I35. Study after study have shown that adding more lanes does not improve traffic or travel times over the long term. Instead it encourages more people to drive and makes traffic worse.	See Comment #5
					Bike/ped safety	I personally would love to see more space devoted to safe cycling infrastructure and rapid transit. I would drive my car less if these options were available to me.	See Comment #30
					Public Transit / Multimodal Transportation	Instead we should invest in solutions that encourage people to live closer to work and recreation and to take alternative modes of transportation to get to and from downtown.	See comment #13
1622	Jesse Attas	3/7/2023	MyCapEx Website - Comment Form	attasj@hotmail.com	Do not widen/no build	I support the feedback submitted by the Austin City Council and Travis County commissioners.This is an opportunity to spend billions of dollars to improve the lives of Central Texas residents but the current proposal cements the same car focused and traffic intensive strategy that has proven not to work for decades	See Comment #5
					Bike/ped safety	I believe the project needs more connectivity across the highway, especially for cyclists, pedestrians, and transit.	See Comment #30
					Air quality/noise	I believe we need to do more to mitigate the considerable environmental damage of the project.	See Comment #34
1623	Jesse Bernal	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I am writing as a native Austinite and resident of the city to tell TxDOT that I strongly oppose plans to expand I-35 in Austin. The city and its residents do not need more lanes on I-35. Increasing the capacity of the highway will only increase traffic, increase noise and air pollution, and make Austin less livable. Instead, TxDOT should prioritize re-envisioning I-35 in the urban corridor. Thank you for your attention. Sincerely, Jesse Bernal Jesse Bernal	See Comment #5
					Reroute to 130	Interstate traffic that is moving through the city should be pushed to highways that go around the city, like Texas 130. And the roads in Austin's core should be remade to encourage walking, biking and public transportation – these are all things that make a city more livable and increase the quality of life for its residents.	See comment #3
					Community alternatives	TxDOT should give honest consideration to the alternatives to I-35 expansion that community groups have proposed. This needs to be more than just lip service; TxDOT owes it to the people of Austin, for whom I-35 is a daily headache, to conduct a full study of the alternatives that so many of us prefer.	See Comment #4
1624	Jesse Harasta	1/19/2023	MyCapEx Website - Comment Form	jesseharasta@gmail.com	Regional Connectivity	The I-35 expansion plans need to be re-thought as they will induce more demand on the roads - traffic will return to previous levels and pollution will be increased. While plans to add bike and pedestrian paths are good, they are not sufficient. Instead of another flying highway, we need regular rail connection between the cities like the proposed Lone Star rail district. We should be investing in at least hourly commuter rail - more during peak hours - to relieve pressure on I-35 and better connect our region.	See comment #1
1625	Jesse Levy-Rubinett	3/7/2023	Email	jlevyrubinet@wesleyan.edu	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, I think it's important to invest in more public transportation that connects Austin and displaces fewer people	See Comment #13
					Business/residential displacement		See Comment #21
1626	Jessi N Salinas	2/6/2023	Email	jessica.n.salinas@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Jessi's iPhone Sent from Jessi's iPhone	See Comment #8
1627	Jessica	1/20/2023	MyCapEx Website - Comment Form	Jmosqueda82@gmail.com	Do not widen/no build	I do not support the expansion of I-35. Texas needs better, more reliable, cheaper, easily accessible public transportation. Y'all can't even keep up with the upkeep of the highways we have. Not to mention any work done on I-35 takes YEARS to finish, just in time to reveal that adding more lanes to a highway is not as helpful as it was once thought at the conception of this outdated project.	See Comment #5
					Regional Connectivity	Why doesn't Texas have a light rail system yet? I'm done with driving and traffic. I like Europe and Japan's public transportation options much better than a highway expansion.	See comment #1
1628	jessica billeaud	2/23/2023	Email	info@sg.actionnetwork.org	Latent/Induced Demand	Mr TxDOT TxDOT, Data suggests that expanding the highway will only worsen congestion. Look at Houston! Austin is special because we rethink ways of handling problems. I've lived here for 15 years. jessica billeaud	See Comment #18
					Community alternatives	Please consider alternate plans, including Reconnect Austin and Rethink35's work.	See Comment #4

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1629	Jessica Faulk	2/24/2023	VOH	Jessica.L.Faulk@gmail.com	Do not widen/no build	I don't believe that investing a single road for nearly all of the traffic of I-35 makes sense. Other cities have committed to loops and other forms of directing traffic around the city. At this time we have several toll roads, but the fact they cost money to use is an impediment. I do not support expanding 35 any more.	See Comment #5
1630	Jessica Halonen	3/7/2023	VOH	Jessica.L.Faulk@gmail.com	latent/Induced Demand	I have resided in the neighborhood bordering the Central Project for 19 years. I believe the current I-35 Central Project plans from 32 to 38 1/2 th Street do not fully consider the environmental and quality of life impact of the Cherrywood neighborhood. I believe that the Central Project should evenly weigh the impact of changes to both the east and west side of the highway. The current plan places a significantly larger burden on the east side of the highway, especially with respect to right of way and plans to place construction activity hubs on the east side, including project administration portables, materials and equipment storage. I support the comments shared by the Cherrywood Neighborhood Association (CNA). This is my third or fourth comment, in addition to attending several in person meetings and I do not feel our neighborhood is being heard, especially with regard to the following important requests for change: 1. Elimination of the northbound main lane exit ramp to E. 38th ½ Street. The Mueller neighborhood has ample access to homes and businesses through the Manor Rd/Dean Keeton and Wilshire Blvd/Airport Blvd exits. This exit must not be built for the convenience of the Mueller development and should not be prioritized over the Cherrywood neighborhood request. Adding an exit to 38 1/2th Street is simply not necessary and will be a huge blow to my neighbors and I by: a. impacting quality of life with increased traffic, noise and disruption b. causing extensive widening, necessitating significant eminent domain of our established residential neighborhood. c. eliminating the possibility of the continuation of the cantilevered frontage road d. preventing construction of infrastructure that would enable future caps from 32nd thru 38 1/2th Street 2. Innovation and funding for the Cherrywood neighborhood frontage road design should match the downtown. Since the east side of the highway is taking on a greater burden to accommodate the Central Project, we believe innovations such as cantilevered frontage roads should be integrated to limit the overall scale and scope, especially near established neighborhoods.	See Comment #5;
1631	Jessica Reeves	3/7/2023	Email	info@email.actionnetwork.org	Climate Change	Mobility35 Program Manager Tommy Abrego, I am a resident of Walnut Street in Chestnut neighborhood and the traffic generated from I-35 is already a constant problem. Expanding the highway will only bring more traffic, pollution, smog and delays. Jessica Reeves	See Comment #51
					Public Transit / Multimodal Transportation	Instead, Austin should look at moving the highway underground and creating more pedestrian walkways, bike paths and train routes. Thank you!	See Comment #13
1632	Jessica Robertson	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, I'm a resident of District 7 in Austin and I STRONGLY OPPOSE any expansion to I-35, particularly the expansion proposed by TxDot. Expanding a major freeway despite proof that it does not work, leads to more congestion, and would cause a massive decade-long inconvenience for only a larger, more permanent inconvenience. Texas is ready for our expansive state to be more connected, but via ways that add value to each individual community. With the closing of businesses, increased air and noise pollution, and displacement forced by this massive project, is not a value addition. Please put your best foot forward instead of delivering us your most expensive flat rubber tire. - Jess Rodriguez Robertson Jessica Robertson	See Comment #5
1633	Jessie Camarillo	3/7/2023	MyCapEx Website - Comment Form	jacamarillo10@gmail.com	Public Transit / Multimodal Transportation	Rather than putting money into expanding highways, I'd like to see the region double down on Project Connect and focus on expanding public transportation to areas that are not yet accessible via CapMetro services.	See Comment #13
1634	Jessie Hethcox	3/7/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, northwest area. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. It will increase pollution, congestion and decrease already limited housing for valuable members of our community. Other areas of the country have tried highway expansions with no success—including the Houston area where the Katy Freeway only increased traffic. The construction impact I also anticipate will increase traffic, accidents, and congestion the next 10 years. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Jessie Hethcox	See Comment #18
1635	Jessie Karlin	3/6/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, I am a resident of 1907 Holly 78702. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR: The Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a greenway going through town. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Jessie Karlin	See Comment #4
					Latent/Induced Demand	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18
1636	Jessie Pascarelli	3/7/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin . I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Jessie Pascarelli	See Comment #4
					Latent/Induced Demand	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18
1637	Jesus	1/28/2023	MyCapEx Website - Comment Form	jesusmax313@gmail.com	Do not widen/no build	Investing in highways and expanding roads is costly and an inefficient use of resources. This is due to Induced Demand which slowly brings traffic back to the newly expanded road. Additionally, it encourages car use which has negative impacts on the environment and is economically straining for people.	See Comment #5
					Public Transit / Multimodal Transportation	As a Texan resident I believe you should invest in a rail line between Austin and San Antonio. Intercity public transit is more efficient, accesible, and sustainable.	See Comment #13
1638	Jhovany Guerrero	1/31/2023	MyCapEx Website - Comment Form	jhovanyg93@gmail.com	General support	Good idea	See Comment #8
1639	Jill Lacour	3/7/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, I am a citizen of Windsor Park in Austin. I oppose TXdot's IH 35 expansion plans. It is backward thinking to build in a way that encourages more vehicle traffic through the middle of a growing major city.	See Comment #18
					Reroute to 130	A better plan would be to improve 130 and/or 183 and reroute thru traffic away from the city center. Use the existing highway through the city to encourage public transit and local traffic only. Find a plan to use money to off set tolls on 130 and 183 for non local traffic.	See comment #3
1640	Jill Saadeh	1/12/2023	Email	jkonrad429@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jillian Konrad	See Comment #8
1641	Jillian Foley	2/8/2023	Email	jillian@urbanspacelifestyle.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT.	See Comment #8
1642	Jim Abbott	1/30/2023	Email	jabbott872@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1643	Jim Clark	1/23/2023	Email	jimpc67@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jim Clark	See Comment #8
1644	Jim DiRienzo	2/7/2023	Email	JDiRienzo@griffisresidential.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jim DiRienzo | Senior VP of Investments Direct: 720-279-7584 Main: 303-268-2121 6400 S. Fiddler's Green Cir, Suite 1200 Greenwood Village, CO 80111 GriffisResidential.com | JDiRienzo@griffisresidential.com DISCLAIMER: The information contained in this e-mail message is confidential and is intended only for the use of the individual or entity to whom it is addressed. If the reader of this message is not the intended recipient, you are hereby notified that any disclosure, copying, distribution, or the taking of any action in reliance on the contents of this communication is strictly prohibited. If you have received this e-mail message in error, please contact Griffis Residential at (303) 268-2121 and delete this e-mail message.	See Comment #8
1645	Jim Fitzpatrick	2/15/2023	Voicemail	JDiRienzo@griffisresidential.com	General information request	Hi there, my name is Jim Fitzpatrick. I'm a resident in the Cherrywood neighborhood. I live at 2801 Robinson Avenue. I missed the last meeting, but I wanted to, I just noticed, I saw the design proposal, the latest design proposal. And it looks like the project it directly impacts, my house. I live at the corner of 28th and Robertson Avenue, and it looks like the proposal is to connect Robinson to Dean Keeton right at 28th. I wanted to see if that part of the proposal can be removed. I don't think there's any benefits adding a direct connection to Dean Keeton at 28th and Robinson, when theres a connection just a block away. It would just add more construction headache to my house and then more resulting traffic. So, I don't know if you're still taking comments, or that somebody can take a look at that and let me know. My number is (502) 585-6708. Thank you.	General information request - information was provided to stakeholder
1646	Jim Fitzpatrick	2/15/2023	MyCapEx Website - Comment Form	jim@fitz5.com	Business/residential displacement	I live in the Cherrywood neighborhood and looking at the latest preferred design proposal it shows that my house would be directly impacted by this project. The proposal shows that Robinson Avenue will be modified to connect directly with Dean Keeton right at my house. I would like to find out why this is proposed and what is the reasoning behind it. I don't think there is added value in connecting Robinson and Dean Keeton @ 28th Street as there is already access one block away @ Dancy Avenue. I do not want the added construction headache and the resulting extra traffic that would be going by my house. Can the proposal be modified to remove this? Thanks, Jim Fitzpatrick	See Comment #21
1647	Jim Langston	2/10/2023	Email	langston@bridgefarmer.com	General support	I went through the virtual video and materials. Good job. It appears to be a very community considerate project with a lot of hard work put into it. Best wishes for a successful Public Hearing tonight and the ability to move this very necessary project forward.	See Comment #8
1648	Jim Lemos	1/30/2023	Email	jrlemos@northmarq.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jim Lemos Senior Director Northmarq-Austin 512/751-6944 mobile Disclaimer The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful. This email has been scanned for viruses and malware, and may have been automatically archived.	See Comment #8

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1649	Jim Ross	3/6/2023	Email	info@email.actionnetwork.org	Caps/Deck Plazas	Mobility35 Program Manager Tommy Abrego, Anyone who has even visited the covered highway in downtown Dallas can immediately see the vision for capping I-35. We need to focus on making downtown more livable and less of a wasteland of highways.	See Comment #42
1650	Jim Susman	1/19/2023	Email	jsusman@stgdesign.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jim Susman FAIA STG Design	See Comment #8
1651	Jim Walker	3/6/2023	Email	jwalker78722@gmail.com	Do not widen/no build	The complete PDF is located in the public hearing summary, appendix F. Email Copy: These comments and the attached letter are submitted on behalf of the Cherrywood Neighborhood Association. While we agree this section of I-35 through central Austin must be rebuilt, we also believe the design can and must be improved and the equity and environmental impacts better addressed. North Central Deck The design should make provisions to not preclude a future deck construction between E 32nd St and Wilshire Blvd/41st St. The indication of potential "stitches" in the Preferred Alternative at E 32nd St., E. 38 1/2 St., and Wilshire Blvd imply TxDOT has already determined there is sufficient room in the lowered section for larger vertical supports. We request that TxDOT show a schematic design alternative that includes foundation locations and larger vertical supports and ramp accommodations for a deck between E 32nd St and Wilshire Blvd/41st St. including a new east-west vehicular and pedestrian crossing at Concordia Ave. The omission of sharing schematics and cost estimates for this future deck option is arbitrary and prevents the City of Austin and other interested parties from estimating cost and value of these options. Because TxDOT has made provisions for future decks in two other sections of this project, and because of the consistent and broad community support for a deck option between E. 32nd and Wilshire Blvd/41st St, the omission of a structural design allowing for a future deck option in this section is arbitrary and prevents the City of Austin and other interested parties from estimating cost and value of this option. TxDOT has made insufficient justification for the "Texas Turn-Around" shown at E. 32nd St. There are no driveways or destinations on the northbound frontage road that warrant a turn-around in this location. The removal of this turn-around supports future deck options. Ramps TxDOT has made insufficient justification for the northbound, main-lane exit ramp to E. 38 1/2 St. The main-lane exit to Airport Blvd is currently a primary route to access Mueller and neighborhoods on the east side of I-35. We request that TxDOT publicly share the Traffic Demand Model results from removing the E. 38 ½ St exit. The absence of sharing traffic modeling outcomes for specific scenarios of ramp locations is an arbitrary omission and prevents the City of Austin and other interested parties from estimating cost and value of these options. TxDOT has made insufficient justification for the southbound, managed-lane exit ramp to E. 32nd St. This ramp should be relocated to Dean Keeton Blvd. The geometry of the E. 32nd St and frontage road intersection is problematic for all vehicles, especially emergency vehicles and transit vehicles; the entire geometry of Dean Keeton Blvd is being redesigned, which allows for more options, including a protected right from the frontage road to westbound Dean Keeton. E. 32nd St is not a transit corridor and does not connect eastward without interruption; Dean Keeton Blvd has always been a major transit	See Comment #5
					Air Quality/Climate Change	Air Quality Several neighborhoods and thousands of residents, and many families, currently live within 1/4 mile of I-35 between Dean Keeton Blvd and Airport Blvd. The residential population in this same area is expected to grow over the life of the Capital Express Project. TxDOT's Air Quality Analysis (Appendix P) only analyzes carbon monoxide. The omission of NO2 (nitrous oxides), PM2.5 (particulate matter 2.5), and PM10 (particulate matter 10) is disingenuous and underestimates the health impacts on residents. We request that TxDOT commission and publicly share a new Air Quality Analysis including these additional parameters.	See Comment #18
1652	Jim Walker	3/6/2023	MyCapEx Website - Comment Form	jwalker78722@gmail.com	Caps/Deck Plazas	The design should make provisions to not preclude a future deck construction between E 32nd St and Wilshire Blvd/41st St. The indication of potential "stitches" at E 32nd St., E. 38 1/2 St., and Wilshire Blvd imply TxDOT has already determined there is sufficient room in the lowered section for larger vertical supports. We request that TxDOT how a schematic design alternative that includes foundation locations and vertical supports and ramp accommodations for a deck between E 32nd St and Wilshire Blvd/41st St. including a new east-west vehicular crossing at Concordia Ave. The omission of sharing schematics and cost estimates for this future deck option is arbitrary and prevents the City of Austin and other interested parties from estimating cost and value of these options.	See Comment #42
						Because TxDOT has made provisions for future decks in two other sections of this project, and because of the consistent and broad community support for a deck option between E. 32nd and Wilshire Blvd/41st St, the omission of a structural design allowing for a future deck option in this section is arbitrary and prevents the City of Austin and other interested parties from estimating cost and value of this option. We request that TxDOT how a schematic design alternative that includes foundation locations and vertical supports and ramp accommodations for a deck between E 32nd St and Wilshire Blvd/41st St. including a new east-west vehicular crossing at Concordia Ave.	See Comment #42
					Public Transit / Multimodal Transportation	The absence of a study of the disruptive impact of the construction phase on transit users means TxDOT's analysis of the overall modeled equity impacts is insufficient and capricious. Additional mitigation and coordination with Cap Metro should be pursued and made public before construction begins.	See Comment #13
1653	Jim Walker	3/6/2023	MyCapEx Website - Comment Form	jwalker78722@gmail.com	Do Not Widen/No Build	February 20, 2023 Dear TxDOT leadership, The Cherrywood Neighborhood Association (CNA) has participated in the engagement opportunities offered by the Texas Department of Transportation (TxDOT) on the Interstate-35 Capital Express Central Project (CapEx Project) for the last several years, including the latest feedback opportunity on the CapEx Project Preferred Alternative and Draft Environmental Impact Statement (DEIS). We have also repeatedly encouraged neighborhood residents and business owners to provide their personal feedback on the CapEx Project. On February 8, 2023, the CNA Steering Committee approved this fifth letter regarding the CapEx Project. This letter amplifies points specific to the Cherrywood section that have been articulated in previous letters from December 2020, April 2021, September 2021, January 2022 and that were further explored in a Cherrywood Neighborhood Association General Meeting on February 15, 2023. 1. The section between Dean Keeton and Airport Boulevards is as vital to future Austinites as both the UT Austin section and the downtown section in terms of urban character and future development potential. The Cherrywood section deserves a similar level of creativity, innovation, and advocacy from the City. 2. CNA's fundamental concern with the Preferred Alternative is that TxDOT not preclude future capping/decking between Dean Keeton and Airport Boulevards, specifically a North Central Deck. a. Review and modify design and construction of the vertical structure within this section as needed. This modification is also supported by NCINC. b. CNA supports CM Vela's call for no design that precludes future capping/decking north of Airport Boulevard. c. TxDOT has shown potential "deck-plazas" adjacent UT Austin and downtown – if these are explored as modifications to the Preferred Alternative, then so should the North Central Deck. 3. Reevaluate the need for and siting of two specific ramps in the Cherrywood section. Before addressing the Preferred Alternative, we want to add our voice to those questioning the premise of expanding interstate highways, such as I-35, through major urban areas, such as Austin. A growing body of research demonstrates that urban highway expansions induce more driving and worsen congestion (as in Houston's Katy Freeway) which negatively impacts residents' health and well-being. In addition, we echo the broader questions being asked by several organizations, including the North Central I-35 Neighborhood Coalition (NCINC), of which we are a founding member, about key assumptions in the DEIS used to justify the design as being flawed and self-serving. We note the traffic data in the DEIS does not seem to support a 50% increase in highway capacity, a fundamental assumption of the CapEx Project, and similarly question the growth-rate assumptions driving the modeling methodology and the approach to the Area of Influence for the CapEx Project as misleading, and lastly the conclusion there will be minimal to no increases in greenhouse gas emissions seems highly questionable.	See Comment #5
						Nonetheless, for pragmatic reasons, we will comment below on some of the details of the preferred alternative. We acknowledge the inclusion of sound walls in the Preferred Alternative and DEIS on the Cherrywood side of this section, and also some on the Hancock side. We will work to notify and ensure residents in these blocks understand and engage in the noise evaluation and mitigation process that TxDOT is legally obligated to pursue and we recognize their preferences have primacy. However, we believe sound walls are arguably antithetical to both visual and physical connectivity. These are important but not urgent conversations related to the DEIS: the refinement of sound walls can wait until after the major DEIS and Preferred Alternative design modification requests have been addressed. We are working from the knowledge that additional, even significant refinements to the Preferred Alternative are still possible as the DEIS is being reviewed, finalized, and taken into the construction documents phase in Summer 2024. We call on our representatives in City government to, at a minimum, advocate for modifying the Preferred Alternative to not preclude future capping of some, preferably all, of the section between Dean Keeton and Airport Boulevards. This design modification would enable a North Central Deck concept and amplifies several NCINC action items. The main action steps needed to accurately estimate a cost for this design modification are: 1. Revise the structural design of the footings/foundation for the primary vertical supports. 2. Revise the structural design of the vertical supports. 3. If needed, ensure the stormwater drainage system is modified accordingly. Removal of billboards The Preferred Alternative and DEIS indicates removal of five billboards on the east side of I-35 and do not indicate new or relocated billboard easements. We trust the City will ensure the permanent retirement of these billboards and not allow them to be relocated to any other roadway within the City or its ETJ. Equity As stated in previous letters, CNA continues to support the work of People United for Mobility Access (PUMA), Our Future 35, and other organizations that continue to question the higher-level Purpose and Need statements for the CapEx Project. CNA believes the CapEx Project can and must be driven by positive community equity goals beyond mobility and we will continue to stand with and support groups that are focused on equity goals. We especially believe more attention needs to be demonstrated toward mitigating the equity impacts of the construction phase of the project.	
						TxDOT has made insufficient justification for the northbound, main-lane exit ramp to E. 38 1/2 St. The main-lane exit to Airport Blvd is currently a primary route to access Mueller and neighborhoods on the east side of I-35. We request that TxDOT publicly share the Traffic Demand Model results from removing the E. 38 ½ St exit. The absence of sharing traffic modeling outcomes for specific scenarios of ramp locations is an arbitrary omission and prevents the City of Austin and other interested parties from estimating cost and value of these options. TxDOT has made insufficient justification for the southbound, managed-lane exit ramp to E. 32nd St. This ramp should be relocated to Dean Keeton Blvd. The geometry of the E. 32nd St and frontage road intersection is problematic for all vehicles, especially emergency vehicles and transit vehicles; the entire geometry of Dean Keeton Blvd is being redesigned, which allows for more options, including a protected right from the frontage road to westbound Dean Keeton. E. 32nd St is not a transit corridor and does not connect eastward without interruption; Dean Keeton Blvd has always been a major transit corridor with multi-lane east-west access. We request that TxDOT publicly share the Traffic Demand Model of relocating this ramp. The absence of sharing traffic modeling outcomes for specific scenarios of ramp locations is an arbitrary omission and prevents the City of Austin and other interested parties from estimating cost and value of these options.	
					Wilshire	While Cherrywood residents remain positive about the planned removal of the upper decks, the design change to create an east-west, at-grade crossing at Wilshire Boulevard (noting strong desire for the City to mitigate potential cut-through traffic between I-35 and Airport Boulevard), and appreciate the somewhat limited engagement opportunities to date, CNA's priorities for further improvements can be summarized:	See Comment #9
					Business/residential displacement	Business displacement Cherrywood residents are more concerned with existing business displacement than with negative impacts to their property values (see survey in September 2021 letter). The DEIS confirms the displacement of beloved neighborhood businesses on the frontage road, including Escuelita del Alma, Stars Café, and Taqueria Los Altos, as well as Dreamers, Le Rouge, Zebra Smoke Shop, the new Progress Coffee and others. Regardless of personal opinions about the nature or purpose of any specific business, we note that these are primarily small, locally owned businesses with property owners, business owners, and employees who live in this community and contribute to the Austin economy. The CNA supports all of these businesses and their employees equally. Displacement is a deeply intertwined land use and social concern for our neighborhood. We encourage the City to collaborate with CNA to ensure that business owners are fully aware of the TxDOT process for property acquisition and displacement options, and that a fair and transparent processes be utilized when dealing with all businesses that experience impact from the CapEx Project.	See Comment #21

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Caps/Deck Plazas	North Central Deck concept Although neighborhood leaders support the fundamental questioning of the project as expressed by NCINC and Reconnect Austin, we also have a pragmatic interest in a bold idea to improve the project in the section adjacent our neighborhoods that is based on the same design principles and necessary modifications as concepts already in the Preferred Alternative for "deck plazas" in the UT Austin section and downtown section. The North Central Deck responds to the distinctly different context of current and future residential urban-core fabric in this section. Similar to the downtown enhancements, the North Central Deck would create significant reputational value for the City of Austin (and Austin District of TxDOT) such as the Klyde Warren Park project did for the City of Dallas. The North Central Deck would create an ideal opportunity for an additional critical east-west crossing at Concordia Ave., as called for by NCINC and many other community organizations. CNA, along with other urban core neighborhood leaders, have drafted design principles for the North Central Deck (available at www.cherrywood.org/I35capex) and are more than ready to discuss this concept with TxDOT and City of Austin staff and consultants. Supportive design modifications There are several additional design alternatives that would enhance a deck-plaza design in this section: Eliminate the northbound main lane exit ramp to E. 38 ½ Street. We recognize that the proposed alternatives replicate the existing conditions for exit ramps. But we insist that the exit ramp to Manor Road/Dean Keeton and the ramp to Wilshire Boulevard/Airport Boulevard provide sufficient future accessibility to Cherrywood, Hancock, and Mueller residents and businesses. Eliminating the exit ramp to 38 ½ Street appears to relieve the necessity for much of the right-of-way expansion in the Cherrywood section, enabling shorter and safer east-west connections. We see no justification for including a ramp in this location in the new designs, whether it relates either to balancing the number of I-35 main lanes or frequency of access ramps. We dispute the importance of this specific ramp for access to the Mueller redevelopment—a position that has been expressed by Mueller Neighborhood Association. If this ramp cannot be removed, the exit should be redesigned as a portal ramp. Move the southbound managed lane exit ramp from E. 32nd Street to Dean Keeton Boulevard. Again, we understand that the proposed alternatives replicate the existing conditions for exit ramps. But we note the exit ramp from the managed lane to E. 32nd Street is not optimized for emergency vehicles or transit and does not seem to support City mobility goals. The E. 32nd Street bridge intersection will be signalized and appears still to have very tight geometry heading west from the intersection that will be inefficient for both emergency vehicles trying to access the St. David's ER (which will then be required to make a left turn across traffic to access the St. David's ER) and for transit, which will have to wait through the light cycle to continue to Dean Keeton Blvd (E. 32nd Street is not a designated transit corridor, little if any transit will be turning either east or west at this intersection).	See Comment #42
						Shifting this southbound managed lane exit to Dean Keeton allows for a protected right turn for emergency vehicles (which will then have two more right turns – and no left turns across traffic - to access the St. David's ER) and allows mass transit vehicles direct access to Dean Keeton, a major transit corridor. If this ramp cannot be moved, the exit should be redesigned as a portal ramp. We request that these ramping modifications be included as a scenario in the traffic model and that the results be shared with the City of Austin Transportation staff and community stakeholders. Stitches at E. 38 ½ Street and E. 32nd Street bridges. As noted in the January 2022 CNA letter, and seeing no design evolution in the DEIS or Preferred Alternative, we believe stitch designs for the 38 ½ Street and E. 32nd Street bridges only add additional hardscaping. There is no indication from TxDOT as to how the stitches become functional amenities. We discourage the City from allocating funding to stitches that have no human-centered design or active functionality. We encourage the City and TxDOT to explore using the funds earmarked for the stitches as a first step toward creating a full cap between E. 38 ½ Street and E. 32nd Street and a new pedestrian/bicycle crossing at Concordia Ave. We note that future development on the west side of I-35 in this section will very likely be multi-family and mixed-use mid-rises, similar to the recent construction at the intersection of E. 32nd and I-35. There will be hundreds, if not thousands, more residents in this area in the future who will benefit from a meaningful, functional cap or deck-plaza, physically and visually connecting east and west sides of the corridor. Boulevard frontage road. We are enthusiastic about TxDOT's creativity with the boulevard frontage road alignment between Manor Road and Dean Keeton, as well as the slightly wider boulevard design in the downtown section between 5th and 7th Streets. We understand the TxDOT preference to build on solid ground when it is available, as through expanded right-of-way. However, we understand this to be a preference, not a requirement – clearly it is a viable configuration, as demonstrated in the downtown section. We believe the Cherrywood section deserves as much innovation and funding focus as the downtown section. We echo the NCINC call to treat all frontage roads as part of a neighborhood street grid and employ appropriate urban design. New intersection design at E. 32nd Street. Again, the boulevard frontage road concept between Manor Road and Dean Keeton is exciting. We encourage the City to work with TxDOT to replicate the Dean Keeton intersection/overpass design at the E. 32nd Street intersection. We acknowledge this will require extending the boulevard frontage road design from the UT section north to the E. 32nd Street intersection. We see this is already intended to be a signalized intersection and suggest that vehicles seeking to access the northbound on-ramp just north of E. 32nd Street can utilize a dedicated lane at the intersection as is frequently done in other cities. The frontage roads could then shift together to the west side in a boulevard design (or separate to either side on the north side of the intersection). The northbound-to-southbound turnaround can be eliminated and vehicles can simply go through the intersection signal cycle to make the turnaround. If separated frontage roads, the southbound-to-northbound turnaround could remain, albeit narrower (as shown in Alternative 1 in August 2021). This change would greatly reduce the right-of-way expansion needed between Dean Keeton and E. 32nd Street, reducing – perhaps eliminating – the negative impact on the People's Community Clinic Center for Women's Health and Prenatal Care and Stars Café.	
1654	Jim Walker	3/6/2023	MyCapEx Website - Comment Form	jwalker78722@gmail.com	Air Quality/Climate Change	Several neighborhoods and thousands of residents, and many families, currently live within 1/4 mile of I-35 between Dean Keeton Blvd and Airport Blvd. The residential population in this same area is expected to grow over the life of the Capital Express Project. TxDOT's Air Quality Analysis (Appendix P) only analyzes carbon monoxide. The omission of NO2 (nitrous oxides), PM2.5 (particulate matter 2.5), and PM10 (particulate matter 10) is disingenuous and underestimates the health impacts on residents. We request that TxDOT commission and publicly share a new Air Quality Analysis including these additional parameters.	See Comment #18
1655	Jim Young	2/7/2023	Email	jyoung@sabotdevelopment.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jim Young, CCIM Sabot Development	See Comment #8
1656	Jimmie Burnett	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am 73 years old and a native Austinite. When I was growing up in the Brykerwoods neighborhood, I-35 did not exist. It was called East Avenue. I currently live in Wilshire Wood less than two blocks from I-35. Most of the time, when I approach I-35 via Wilshire Blvd., the traffic on the hwy is practically at a standstill. A large percentage of the traffic is big rigs that have no business in Austin. They are just passing through. They should be routed around downtown Austin and forced to use the toll roads.	See Comment #5
					Latent/Induced Demand	Your plan will not reduce traffic or the congestion. It will make it worse. It will also disrupt our neighborhood and result in the destruction of some homes and small businesses along the access roads. More lanes will just mean more traffic.	See Comment #18
					Community Alternatives	I support the Rethink35 plan.	See Comment #4
1657	Jimmie Burnett	3/7/2023	Email	leejimmieb@gmail.com	Wilshire	Wilshire Wood is a neighborhood where people walk their dogs and children play. It is unimaginable that anyone would consider connecting E41 and Wilshire Blvd, just to make it easier for drivers on 41st St. to get to Airport Blvd., which is only about 100 yards to the north. Put in a left turn only and route the cars past our neighborhood and north to Airport Blvd. That is what was done on the east side of our neighborhood, when Mueller was developed, to keep traffic from cutting through to reach I-35. Please use common sense and protect the Wilshire Wood neighborhood.	See Comment #9
1658	Jimmie Fielding	3/7/2023	Email	jfielding@goanteater.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1659	JJ Gottsch	1/30/2023	Email	JJ@austingamblers.com	General support	Dear Chairman Bugg and Commissioners: I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. As a resident of the Austin area since 1998, this section of I-35 has been a constant thorn in the side of every traveler, from those who live here, to those that are just trying to pass through. Thank you for your consideration of this request.	See Comment #8
1660	Jo Hogan	3/7/2023	MyCapEx Website - Comment Form	Jo.hogan2@gmail.com	Bury/tunnel	Please think about the bigger picture. Talk to the folk in Boston about the big dig and reuniting the city. - Bury the I35 in longer segments so we truly create connections between east and west! Thanks, Jo	See Comment #25
					Public Transit / Multimodal Transportation	include direct BUS ONLY on ramps and off ramps so that transit gets a priority, and have bus only lanes, or some preferred transit options. And F3032	See Comment #13
					Air Quality	include greater measurements of air quality during the "environmental" review	See Comment #558
					Water Quality	Engineers to study ways to treat the water runoff so it's not flowing directly into the lake where our drinking water comes from.	See Comment #125
1661	Joan Hammond	3/4/2023	Voicemail	Jo.hogan2@gmail.com	Do not widen/no build	My name is John Hammond. I'm a resident of Austin, Texas. I would like to leave my voicemail to strongly oppose the I-35 expansion. I am a homeowner in the Mueller Development which is right round airport and 35 currently. And as it stands now getting across there as anyone other than someone in a car is quite careless. And driving on 35 is just something I avoid all together. But I would like more people to be able to experience that, and I think widening the road that basically from other neighborhoods – is a terrible idea. We have seen in other cities that this doesn't work. I grew up in Atlanta GA and I've seen firsthand it does not work. It causes community to split apart from each other. You're going to destroy I think like 100 - 100 or so residents maybe more. I don't know the exact figure. But that's pretty awful. You know during the pandemic it was really nice not hearing you know the roar of traffic nearby. There are studies out now that have shown that increase traffic noise can cause things like dementia, alzheimer's, all those somethings. I don't know that you know your concern is probably traffic volume and that's great but there are other more imaginative ways to get people and goods through places, and making a gigantic highway that just causes induced traffic hand is not one of them. It's just infuriating that we are still here. We are still having to push back against this really really outdated old way of thinking. It's just it's infuriating. Like let's be creative. Like there are - you know this is Texas. Like - you know why are we doing what every the other stupid city is doing? Like we - we're creative. There's better ways. Adding more highways - You're not even going to cap it. That's something us as taxpayers are going to have to do. So it's going to be - you know so many people's lives even worse. And you know you don't live here so it's not your problem. But this kind of thing you know it needs to stop. So stop. Just stay out of it. Just leave it alone. You know, if you need to put the highways elsewhere maybe start rethinking stuff. The department of transportation needs to do something more than just highways. Like, yeah, I don't know who your creative people are but they need more creative imaginative people. And you know if we keep doing this it's just going to be - it's just makes us a laughing stock - really like everywhere I go abroad people are like are you guys OK out there? No, we're not, we're not. We're not OK because we keep doing really dumb things. So, yeah just to stop. Just stop. Just leave us alone. Stay out of our business because you know - we know what we want. We know what we're trying to do and it's not the right solution.	See Comment #5
					Bike/ped safety	I actually ride my bike all over the city and it's quite easy. It takes me about 15 minutes to get from my place to downtown. I can walk everywhere pretty easily which is nice. It's a privilege.	See Comment #30
					Racial justice	The city has a history of splitting residents apart by race using a highway. I don't think that's something we really want to continue.	See Comment #3
1662	Joanna Gallegos	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, TX. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Thank you for your time	See Comment #5
					Community Alternatives	I am FOR the Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project, etc.	See Comment #4
					Latent/Induced Demand	Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18
1663	Jocalynn Soliz	2/11/2023	MyCapEx Website - Comment Form	jocalynnsoliz@gmail.com	Business/residential displacement	Do not expand i35 north of 45th street. The businesses there are vital to the heart of Austin and it would be a tragedy to lose places like West China Tea	See Comment #21
1664	Jodeci Flores	2/5/2023	MyCapEx Website - Comment Form	jodeciflores@icloud.com	Regional Connectivity	This would change my life and broaden the opportunities for more work	See comment #1
1665	Jodie Manganiotis	2/8/2023	Email	jodie.manganiotis@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jodie M.	See Comment #8
1666	Jody Hubbard	1/23/2023	MyCapEx Website -	jody.hubbard@gmail.com	Do not widen/no build	Please do NOT widen I35 between downtown and Airport Blvd. Do not take over more of a footprint.	See Comment #5
					Business/residential displacement	Please do not take over more homes and businesses.	See Comment #21

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1666	Jody Hubbard	1/25/2023	Website - Comment Form	jodyhubbard@gmail.com	Community alternatives	Rather, look for alternatives to bury the road, shrink the footprint, reduce noise and pollution.	See Comment #4
					Reroute to 130	Please incentivize 18 wheelers to go AROUND Austin, not through the center of town to reduce traffic.	See comment #3
1667	Jody Hubbard	3/7/2023	Email	jodyhubbard@gmail.com	Do not widen/no build	TXDOT - I own a home and live on Hollywood Ave near 38th 1/2 St. I am STRONGLY against widening I35 between downtown and Airport Blvd. I am very concerned about the destruction of local businesses, more noise, traffic, and air pollution. Il do not want the road closer to my home, I want it further away from my family's living space including our yard and patio. This proposal will decrease the value of my property, create a less healthy environment (pollution and noise), destroy local businesses, and doesn't solve the actual problem of the volume of traffic in the area. -Jody Hubbard	See Comment #5
					Community alternatives	Instead of widening the road, I support sinking the road below ground level and capping the road with green space and public space that is healthy for all, similar to the proposals for the areas closer to downtown. I also support routing traffic OUTSIDE of Austin instead of straight through the city center. Route traffic to alternative loops that move through traffic away from the very congested city center.	See Comment #4
1668	Joe Gonzalez	1/27/2023	Email	JGonzalez@ufcu.org	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. This email and any attachments are intended for the designated recipient(s) only. If you have received this email in error, please delete this message. However, if you have obtained this email via electronic eavesdropping, you are in violation of the Electronic Communications Privacy Act. Furthermore, disclosure, copying, distribution or taking of any action in reliance on the contents hereof is strictly prohibited without the explicit consent of UFCU.	See Comment #8
1669	Joe Levin	3/7/2023	MyCapEx Website - Comment Form	Bigjoehutch@gmail.com	Do not widen/no build	Re: I35 Expansion The following statement is a fact, proven from study after study, often of highways from hell that TXDOT created and are used in classrooms across the country as the literal textbook examples of infrastructure failures in America: Widening freeways worsens serious and fatal traffic crashes, air pollution, noise and carbon emissions, all of which disproportionately impact low-income communities and communities of color. The current plan for I35 calls to question whether anybody at TXDOT is qualified to work in urbanism. The thinking is antiquated beyond belief, misguided to an extreme, and frankly offensive to the citizens of Austin. It benefits no one. It will increase traffic. It will continue to divide our city. It will be a failure. Instead, we must use this opportunity to connect our city, build more green space, reduce reliance on automobiles, route trucks out of the city and onto the highway we built for them which will not only reduce traffic but also make the city's streets safer for those who drive. If you work at TXDOT, I assume you have some interest in urban planning. Maybe read a textbook and learn what works.	See Comment #5
1670	Joe Offutt	1/31/2023	MyCapEx Website - Comment Form	joe.offutt@gmail.com	Regional Connectivity	Please build mass transit systems connecting the cities on I35. San Antonio and Austin are in their way to becoming the next DFW. We need fast ways to get from one to the other without dealing with I35 car chaos	See comment #1
1671	Joe Reyes	2/12/2023	MyCapEx Website - Comment Form	Shinerdog@hotmail.com	General support	I support the updated plans for all three sections of the I35 redesign.	See Comment #8
1672	Joe Shiveley	1/6/2023	MyCapEx Website - Comment Form	joseph.a.shiveley@gmail.com	racial justice	Expanding I-35 would represent a continuity of the divisive, racist, classist, ecologically destructive past planning practices we see all over Austin. Adding lanes oftentimes worsens traffic--especially when you get over three lanes. We don't want or need more lanes of I-35--more lanes don't work! The proof is in the research. Divert the thru traffic, reconnect the city. P.S...at the very least, put it completely underground and deck the entirety of it so you can build on top.	See Comment #3
					Reroute to 130	Looking at the metropolitan area more wholly--giving attention to rerouting interstate traffic via SR 130 and developing SR 45 into its full vision, thru traffic could bypass the downtown area complete as it does in most cities this size.	See comment #3
					East/West Connectivity	The I-35 corridor through Austin could benefit from returning to a boulevard-like formation for local traffic, much like the historical East Avenue that once ran that length through the city--there are countless precedents of this working in other American cities to reduce traffic. This would encourage connectivity between downtown and East Austin as well as the opportunity to integrate light rail public transit in the medians--similar to propositions for the Blue Line along East Riverside Drive.	See Comment #20
1673	Joe Wingerter	2/13/2023	Email	Joe.Wingerter@kiewit.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1674	Joel Armendariz	2/8/2023	Email	jarmendariz@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Joel Armendariz Austin, TX 78746 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited.	See Comment #8
1675	Joel Fluss	2/26/2023	VOH	jifluss@gmail.com	Community Alternatives	I live in the Holly neighborhood just east of the 35. The 35 is an eyesore separating the growth engine of downtown from the residents of Austin. I stand with the reconnect Austin plan to bury 35 and strongly advocate against expansion that further divides our beautiful and vibrant city. The consequences of the decision to move forward with the current plan will not be felt by the decision makers, it is residents like myself and family that will have to think about what could have been Until the 35 is no longer a dividing line, Austin's will always be a tale of two cities.	See Comment #4
1676	joel openshaw	1/31/2023	MyCapEx Website - Comment Form	joelopenshaw@gmail.com	Regional Connectivity	I struggle to commute to Austin via I-35 due to traffic and road conditions. It's never an easy commute. I would be able to better travel with rail between these two cities. I used a rail in Utah to commute. I know many others here would use it if it was available.	See comment #1
1677	joel wishkovsky	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello - I'm a resident of Austin after having moved here from NYC during the pandemic. I love the city and Texas and chose it from a variety of other places I could have lived. One of the things that makes Austin great is its walkability, charm and close knit community. I live in town and work in East Austin. The current i-35 corridor hurts Austin a lot. It creates gridlock, cuts the city in 2 and makes it nearly impossible for the city to have a cohesive urban corridor. I strongly oppose the move to widen i35 and hope that you vote against it.	See Comment #5
1678	Joey Rapalo	1/31/2023	MyCapEx Website - Comment Form	joserapalo1@yahoo.com	Regional Connectivity	We need trains like we need coffee. Robust, reliable, available at all hours, convenient early in the morning.	See comment #1
1679	John Allen	2/7/2023	Email	jallen@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. John E. Allen John Allen Abstractor Heritage Title Company of Austin, Inc. p: (512) 505-5004 f: (512) 505 5024 jallen@heritage-title.com2600 Via Fortuna | Suite 500 Austin, TX 78746 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
1680	John Barksdale	1/12/2023	Email	John.Barksdale@cbre.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. John Barksdale	See Comment #8
1681	John Barksdale	2/8/2023	Email	John.Barksdale@cbre.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Best, John John Barksdale Details about the personal data CBRE collects and why, as well as your data privacy rights under applicable law, are available at CBRE – Privacy Policy.	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1682	John Bengson	3/7/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, I am writing in strong opposition to TxDOT's plans to expand I-35. My family lives in Cherrywood, and I am a government employee — both my wife and I teach at UT-Austin, while my two children attend Maplewood Elementary (just a few blocks from I-35). So I am invested in the local community and the people of Texas more broadly. And that is why I feel compelled to voice my opposition to the proposed I-35 expansion. It is simply the wrong way to go. My family and I endorse the many important points against the project that have been made by Rethink35, the Cherrywood Neighborhood Association (CNA), and other local organizations, such as the North Central I-35 Neighborhood Coalition (NCINC). These groups represent lots of Austinites (tens of thousands or more), only a few of which will write individual letters like this one. The input they've provided is the result of a tremendous amount of research, reflection, and discussion by community members. Since I believe that criticism should aim to be constructive, let me also note that on the positive side, I favor the Rethink35 plan (https://rethink35.com/the-rethink35-plan) and urge you to give serious consideration to alternatives such as redesignating another highway such as SH-130 as an interstate, committing to a public transit-first project, and replacing I35 with a boulevard. These strike me as very promising ideas! Among my many concerns about the project, perhaps the most serious is that too little attention has been given to these alternatives — and, relatedly, considerations having to do with quality of life have been neglected. I believe that we can make real progress to improve the lives of all Texans traveling through, to, and in Austin by pursuing one or more of the alternatives just mentioned. My impression is that TxDOT is simply assuming that the solution to congestion is more lanes. As emphasized in the CNA's letter, the traffic data it has presented does not support the plans for expansion. TxDOT's plans also have not demonstrated recognition of mounting empirical research on Induced Demand, negative environmental effects (increased emissions near residential neighborhoods, particulate matter pollution from tire wear, noise pollution, etc.), and concerns about health and well-being, particularly for children (related to the effects just mentioned, given the proximity of Maplewood Elementary). Nor has TxDOT acknowledged the success of freeway removals in the US and around the world. We should be trying to learn what we can from these successes. We should also be learning from failures elsewhere. Experience teaches that highway expansions worsen congestion, increase air noise and water pollution, decrease safety, and negatively impact all transportation options beyond driving. (There is no unbiased reason to privilege driving over all other forms of transportation, especially in an urban context — which is the context at issue.) Many people are saying that TxDOT does not really care about Texans, but simply wants to lay concrete. "That's all they know how to do," I hear people say. Please prove them wrong! I hope and expect TxDOT, Austin City Council, and other representatives to pay heed to the many good points against expansion made by stakeholders, and to give serious consideration to alternatives to the proposed expansion.	See Comment #4
1683	John Brickley	3/3/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a current resident of Austin and was also born and raised here. I oppose TxDOT's plans for I-35 and oppose expansion. Austin has a once-in-a-multi-generational opportunity to create the mobility infrastructure that will allow the city to not only flourish in the immediate future but manage the growing pains of a city that has been projected to double in metro population, from roughly 2 million to 4 million, by 2040. The 10 years of construction is NOT worth it for just a few years of congestion relief—If you build it, we will all congest it. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					latent/Induced Demand	I oppose TxDOT's plan, as it ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, and the success of freeway removals.	See Comment #18
					Community Alternatives	Instead, I support the Rethink35 proposal of redesignating another highway, such as SH-130, as an interstate and creating a boulevard that would support pedestrian and public transportation and finally mend the physical division of downtown Austin, which would sadly come too late for too many people of color who faced the discriminatory divide.	See Comment #4
1684	John Burnett	2/23/2023	Email	john.burnett.austin@gmail.com	General support	I saw what the widening and deepening of US75 (Central Expressway) did for north-south transit in my hometown of Dallas. It has been a huge success. Sorry, interstate-fronting properties, you gotta crack some eggs to make an omelet. I hope that TXDOT can achieve the same success with your plans for the widening of I-35, and I am a big supporter of capping it and putting some green space over it, like they did in Dallas. But I think that's on the City of Austin's nickel. Forge ahead!	See Comment #8
					Bike/ped safety	As a cyclist, I ask that you be 100% certain that with the expansion of I-35 through Central Austin the bicycle lanes are protected and wide enough...for scooters, too.	See Comment #30
1685	John Castillo	1/31/2023	MyCapEx Website - Comment Form	johnn@flyingtitan.com	Regional Connectivity	Rail service between San Antonio and Austin would be great! With stops for communities in-between for housing and recreation. Being able to take rail to Austin airport from San Antonio would be amazing.	See comment #1
1686	John Constant	2/9/2023	Physical Comment	jc@houseofconstant.com	Do not widen/no build	I think basic queue theory would show that proposal for more I-35 lanes would not meet the desired outcomes. There is plenty evidence around this idea.	See Comment #5
					Community alternatives	Aside from evident and basic science, Austin has so many other important needs: central housing, central beautification, alternative transportation systems - bikes, scooters, walking, mass transit. As if this isn't enough, there are better solutions. Lower the speed limit, close I-35 in downtown and utilize existing infrastructure as round about interstates. Look at the science, alternatives and listen to the people.	See Comment #4
1687	John David Carson	3/7/2023	Email	info@sg.actionnetwork.org	Latent/Induced Demand	Mr TxDOT TxDOT, Widening IH35 will not help congestion, it will only make it hell during construction and then induce more demand to fill up any added capacity.	See Comment #18
					Public Transit / Multimodal Transportation	This budget should be reallocated to maintenance and transit, bike, and ped projects that actually improve mobility and don't have all the other terrible side effects of road building.	See Comment #13
1688	John Elliott	2/7/2023	Email	john@elliottstratmann.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Mail for Windows	See Comment #8
1689	John Fisher	1/30/2023	Email	jdfishertx@att.net	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Please help make this happen for the safety of all of us John Fisher	See Comment #8
1690	John Fitzpatrick	2/4/2023	Email	jfitzpatrick.2005@icloud.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. John Fitzpatrick Sent from my iPhone	See Comment #8
1691	John Garcia	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Why are we expanding the highway instead of making incentives route drive-thru commuters and supply chain trucks around Austin? I have truck drivers in my family and they hate going through Austin, they say they'd hate it even with more lanes because then it would feel like going through Houston. Why can't we assess alternative long-term solutions over these short-term, short-sighted relief efforts? As a resident of Austin, taking I-35 cuts the city experience out of my drive. It makes me not want to venture out to other shops or discover roads I never knew existed. It paves over and hides local businesses from organic discovery and relies on software solutions to surface our city's beautiful culture amid the myriad of tourist traps and tech towers. The saying is "Keep Austin Weird", not "Keep Highways Wide", please consider sticking to the former and not adopting the latter.	See Comment #5
1692	John Hagan	3/2/2023	MyCapEx Website - Comment Form	travisgreenjohn@gmail.com	Air Quality/Noise	I currently live in Travis Green condos, on the west side of i-35 where the construction would be taking place. I would like to ask that work is done to minimize any issues we might have within our community, with all the vibrations that will happen, I have a concern with foundation and building damage that could happen. I also would like to ask what measures are being taken to minimize noise during this project? Will there will sound walls and sound reducing pavement?	See Comment #34
1693	John Houser	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I'm writing in strong opposition to tx dots plan for I35 and any expansion of 35 in general. As a Texan who believes in the local government over big government and who lives 2 miles from 35 and travels it daily , I can say tx dots plan (or any plan of expansion) will be the worst thing that can be done for austin transportation.	See Comment #5
					Latent/Induced Demand	For one, the idea is that it must be expanded to ease traffic. However where is the data to support those claims ? The data suggests the opposite, in fact. More lanes will lead to more driving and more traffic. Why should local neighborhoods and businesses be so disrupted just to make traffic worse in the long run? What gives txdot the right to decide this for austin ?	See Comment #18
					Community Alternatives	Instead of expanding i35 can we instead support and fund plans that will make life in austin better ? For instance the rethink 35 plan and/ or more public transit.	See Comment #4
1694	John Hurley	2/7/2023	Email	jhurley@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Mail for Windows John Hurley Heritage Title Company of Austin, Inc. p: (512) 656-8880 jhurley@heritage-title.com2500 Bee Caves Road | Building 1, Suite 100 Austin, TX 78746 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
1695	John Kiene	3/5/2023	VOH	jkiene2@gmail.com	Unrelated Comment	Do you wanna know the number one thing you can do for safety in this city??? Stop Austin's war on cops!!! Pay them well. Defunding the police leads to low morale. All these clowns on the city Council wonder why Austin is at the highest homicide, vehicle and pedestrian death rate on record, it's because they defunded the police. Where are the police on the highways and on the roads?? There are so many people driving crazy!!! there is so much road rage, and violence in Austin. Leftists are literally killing people because of their war on the police!!!! Why???? You all are about safety? really? .. doubling our police force should be your priority!! it's not reducing in the speed limit etc.., pretending that's the problem!	Unrelated Comment
1696	John Kilfoyle	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I strongly oppose the expansion of I-35. I have grown up and lived in Austin all my life and want my City, one of the largest and fastest growing cities in America, to exceed the level of infrastructure present in most cities in this country. And with fewer cars on the road--due to public transportation--Austin could do our small part to stop climate change and improve the air quality of the city. Stop the expansion of I-35! Invest in Public Transportation!	See Comment #5
					Latent/Induced Demand	Studies have shown that expansion of highways does little to stop traffic and congestion and just encourages more people to use the highways--negating the usefulness of the expansion.	See Comment #18
					Public Transit / Multimodal Transportation	A robust or even present tram, trolley, or subway--like the kind in a handful of major American cities (NYC, Chicago, Boston, San Fransisco) and in most cities outside our car-bound country--would totally change the face of my beloved city forever. There can be more movement across Austin and it would be easier for anyone to exist in this city if they don't have the financial means or urge to buy a car. If there was a subway or tram system when I was a teen I could have gone to school, visited friends, or went downtown without the need of a parent or a friend to drive me.	See Comment #13
					Racial justice	Austin is a heavily redlined city and having transportation with minimal barriers could help prevent the heavily divided east and west and north and south from their separation. With the ease of entry to public transportation more businesses can be frequented by people from all over the metro area.	See Comment #3
1697	JOHN KOONZ	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, The solution to the problem is less car dependency, NOT adding more lanes for more cars.	See Comment #5
					Do not widen/no build	Mobility35 Program Manager Tommy Abrego, To the commissioners: Please do not expand I-35. There are many reasons, moral, ecological, and urban, but these comments will focus on TxDOT's own goals for reducing traffic in the Austin area. You do not need to think that cars are bad, mass transit is good, or even that climate change exists to oppose the I-35 expansion. Major grounds for opposition are that the $8 billion project is unnecessary, that it will induce demand that swallows any traffic benefit, and that it will flood Austin's already choked surface streets with yet more traffic. If TxDOT's stated goal is reducing traffic, as they claim, they absolutely should not expand I-35. This is a boondoggle of the highest order - it is unnecessary and will only exacerbate the problems it claims to solve. Thank you for your consideration.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1698	John Laycock	3/6/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	1) The expansion is unnecessary. Although traffic on I-35 is severe, it has been constant for the past twenty years. In 2000, there were 200,000 crossings per day. Although TxDOT predicted then that this number would increase to 300,000 but 2020, it is in fact still the same - approximately 200,000. This is due in part to increased bridge capacity elsewhere - 183 and 130 have taken additional crossings of the Colorado River as Austin has added growth. As growth increases east of I-35, it seems probable that those highways, which are much less congested than I-35 will continue to add traffic, as will the new FM 969 bridge. As it currently stands, I-35 will not add more crossings. It did not grow from 2000 to 2020 and will not grow from 2020 to 2040. 2) Induced Demand - However, the phenomenon of Induced Demand will make this growth a self-fulfilling prophecy if the expansion is built. It is well known that adding highway capacity increases the amount of traffic on that highway. Any benefits for additional capacity disappear within a few years as drivers start using the highway more and more. The Katy tollway, the widest highway in the western world is the poster child (literally, you can buy a poster) for this phenomenon - it was expanded in 2010 and had longer commute times by 2014, but the phenomenon has been observed since the 1940s with the expansion of the Triborough bridge in New York. It is engineering malfeasance to ignore Induced Demand. 3) Finally, expanding I-35 will have a hugely deleterious impact on local streets in Austin. At rush hour, major roads near I-35, like Airport Blvd, 15th street, and 7th street are filled with cars getting onto I-35. That's with 200,000 cars per day. Adding another 100,000 cars on I-35 will flood these streets with even more traffic. These streets cannot be expanded, even if we wanted to, so they will just be choked with greatly more traffic, inflicting nothing but misery on Austin's beleaguered drivers.	See Comment #18
1699	John Lewis	2/16/2023	MyCapEx Website - Comment Form	johnthtlewis@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. I have lived in Austin for nearly 12 years now, and I-35 has gotten exponentially worse as the city's population continues to skyrocket. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
1700	John Makis	1/31/2023	Email	johnpaul2599@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1701	John Mays	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am writing today to contribute to the state and local dialog regarding TXDOT's proposed plan to greatly expand I-35 within Austin by seizing property through imminent domain and adding more lanes. I want to make clear that as a local austin resident I oppose TXDOT's plan. There has to be a another way that will provide a better long term solution. I lived in Houston and the Katy freeway expansion is a perfect example of how traffic congestion will remain after lane expansion. If we had a significant lane expansion outside of town, that might be a different story, but we are talking about I-35 as it runs directly through town and right over town lake. Highway expansions often fail to provide the long term benefit they seek. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Please don't let this fall on deaf ears. Thank you.	See Comment #5
					Reroute to 130	Diverting East to make 130 a major thoroughfare interstate would allow us to beautify and enhance what makes our city so loved. I don't want to be forced to take local trips on a monstrosity of an interstate through the middle of town.	See comment #3
					Air Quality/Noise	Several years from now congestion will be just as bad, but the footprint of gray concrete in the middle of Austin will be loud, ugly, and polluting near the river. We need more green space in our most precious areas near downtown. With this project it'll be another Dallas. More gray everywhere. Not Austin's style and definitely not the vibe we want to keep for the capital city of our great state. Reimagining by diverting the interstate around town and taking the opportunity to remake I-35 as a local, green, sustainable thoroughfare is exactly the kind of big brain activity that could be a once in a generation transformational project that becomes an admired template for other highly urbanized places that want to recapture the beauty of nature within the city.	See Comment #34
1702	John Nikolaou	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Reroute to 130	I am FOR redesignating another highway such as SH-130 as an interstate.	See comment #3
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #18
1703	John O'Gorman	3/1/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, Expanding 35 without any investment in local transit options is sorely short sighted at best and the product of absolute corruption at worst. We needed to improve/diversify transit options in the city of Austin a generation ago and now we are putting it off for yet another generation. This city is bursting at the seams due to the head-in-the-sand decision making of the past. We know our mistakes, why would we repeat them? There are so many other options for us that don't kick off ENDLESS CONSTRUCTION Best,	See Comment #13
					Latent/Induced Demand	Building more lanes has been shown time and time again to just induce demand and not actually improve transit outcomes. This is a waste of time, a waste of public money, and shows a complete lack of care for the future of Austin.	See Comment #18
1704	John Parsons	3/7/2023	MyCapEx Website - Comment Form	kauaibrad@hotmail.com	General Support	Continue with your plan. Widen I-35. If Austin cannot prove they can pay for the caps, don't use caps. Pay no heed to the extreme leftwing naysayers in Austin.	See Comment #8
1705	John R. Clarke	2/24/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, As a resident of the very area that will be most impacted by the TXDOT plan to expand I-35, I strongly object to its effects. These include increased air- and noise-pollution, disincentivizing people who bike or walk in this area, and more harmful run-off of petroleum products. I strongly support moving I-35. It is a product of the Interstate system, highly criticized by intelligent architects and city planners for its destruction of the unique characters of cities across the US. I have seen it devastate neighborhoods in cities I have lived in, including Pittsburgh, New Haven, and now--Austin!	See Comment #5
					Latent/Induced Demand	The wider the highway, the more traffic we shall have to deal with. It's clear that increasing lanes does not alleviate traffic and drastically reduces the quality of life for those of us who live near I-35.	See Comment #18
					Community alternatives	I favor Reconnect Austin and Rethink35 as offering viable solutions to Austin's headlong expansion.	See Comment #4
1706	John Rickard	3/3/2023	Email	john@p3consulting.us	Ardenwood	First, let me say that I am very impressed with the schematic design for this extremely complex and, to some extent, controversial project. There is a lot of good here and, for the most part, the interests of the various users have been well-balanced. Clearly, however, there are some areas that need improvement, as would be expected at the schematic design phase. As a member of St. George's Episcopal Church at 4301 North IH-35, my comments are centered around the effect of the design on St. George's Episcopal Church and, especially, St. George's Episcopal School. Although I am on the Church Vestry and have attended meetings with TxDOT on this project, I do not represent St. George's Church and School and the following comments are mine alone. The church has an average Sunday attendance of 60-70 and has been growing since COVID restrictions have ended and the school currently has 117 families. The church meets on Sunday with various groups meeting several other evenings during the week. The school serves pre-school age children and parents drop off and pick up students on Monday-Friday during rush hour in the morning and evening. That amounts to essentially 117 vehicles arriving and leaving in the morning and another 117 arriving and leaving in the evening, plus staff. St. George's Church and School are bounded on three sides by I-35, Crestwood, and Ardenwood. The primary entrance to St. George's and the vast amount of parking are accessed from Ardenwood. At least 3/4 of the school parents drop off and pick up on Ardenwood and all of the school staff park on the Ardenwood side. The main issue I have with the design is the difficulty created for persons leaving the church and school and headed northbound on I-35. The Mod 3 preferred alternative eliminates the intersection of Ardenwood and the I-35 frontage road. Without access to the bypass lane (which currently exists from Ardenwood), there are now only a few routes to the northbound lanes of I-35, none of them convenient. Following are the possible routes I identified from the church's main parking lot on Ardenwood: 1.Drive to Parkwood Road and turn left on Airport Blvd. This will be nearly impossible during heavy traffic times, such as when the school parents are dropping off and picking up students. Thus, this option becomes to turn right on Airport and make a U-turn on Airport Blvd. at Rowood if possible or turn left at Aldrich and drive through the Mueller neighborhood to 51st Street. My experience is that traffic on Parkwood already backs up significantly due to the traffic on Airport Blvd., especially during the hours the school parents are dropping off and picking up students. This will worsen significantly as Mueller and East Austin continue to develop. 2.Drive to Lullwood and continue to 38 1/2 Street via Maplewood Ave., a narrow street with parallel parking on both sides and an elementary school. This route is already problematic due to the narrowness of Maplewood and especially when students are entering and leaving Maplewood Elementary. 3.Drive to Parkwood Road, turn left on Crestwood, turn right on the I-35 frontage road, turn left on Airport Blvd., turn right on 46th Street, turn right again onto the southbound frontage road and take the U-turn to the northbound frontage road. Whew! 4.Drive to Bradwood or Wildwood, turn right on Wilshire Blvd., cross the freeway, turn left at the southbound frontage road and take the U-turn at 38 1/2 Street to the northbound frontage road. This route through the heart of the neighborhood appears to be the most convenient for the church and school. As can be seen, all of these routes are likely to result in heavy traffic through the Wilshire Woods (Park) and neighborhood with negative effects for both the St. George's School property and our neighbors, and	TxDOT has met with the St. George's Episcopal church representatives on several occasions to discuss the I-35 Capital Express Central project and to gather input on this connection. Currently, the improvements do not maintain the connection, the project team has developed additional options, which have been discussed with St. George's leadership, but there are design and environmental constraints associated with each.
1707	John Riley	2/23/2023	Email	johnriley60@yahoo.com	General support	While I am all in favor of creating more covered areas over the expressway every quarter or half mile to create green space and public parks and bridge the divide between east and west, I think the most important comment most people would make is to START THE PROJECT NOW. So much time and money have already been wasted, and congestion is already increasing, and will continue to get worse as people move here in greater numbers. This is already a multi-year project. Start construction now. Put as many as Cap & Stitch coverings as you can, particularly at E. 12th St, MLK, Manor, E. 6th St, E. 7th St., Cesar Chavez, and E. 11th Street, and begin now please. We cannot wait much longer. Costs are going up, and citizens are getting more frustrated with the delay. Thank you, John	See Comment #8
1708	John Rippel	2/7/2023	Email	jrippel@allresco.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1709	John Schindler	3/7/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, Much work has been done about lane expansion and from what I have seen these projects do not work out. We need to route traffic around Austin. We need more public transit that works for people from the suburbs, we should not be building more lanes so they can commute from Round Rock etc.	See comment #3
1710	John Serold	1/19/2023	MyCapEx Website - Comment Form	johnserold@yahoo.com	Regional Connectivity	Need to have some type of rail transit between here and Austin to cut down on the cars on the roads and stop the pollution in the air and stop the road rage.	See comment #1
1711	John Simmerman	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, TxDOT, I oppose expanding I-35 and would like to see the barrier that it has created eliminated. We must stitch our city back together and prioritize the movement of people outside of cars if the city is to thrive in the next 30-100 years.	See Comment #5
					Community Alternatives	Let's make the Reconnect Austin option happen, as it is the only solution currently presented that allows the interstate to still exist in the core of the city while allowing the city to heal itself and create much needed economic vitality.	See Comment #4
1712	John Volz	2/5/2023	MyCapEx Website - Comment Form	j1406v@yahoo.com	Caps/Deck Plazas	The drawings are hard to understand. Why does the roadway balloon and shrink? The widened road looks like it is just a few feet from existing buildings, creating unsafe conditions. Why? Why do frontage roads weave from west to east? Frontage roads should continue across all cross streets. Would it not be safer, more efficient, and less costly to have north lanes on the east and south lanes on the west? What are bypass lanes and what are they bypassing? The central section should have a continuous cap with a park like Klyde Warren Park over Woodall Rodgers in Dallas or the cap should be treated as proposed by Sinclair Black: https://magazine.texasarchitects.org/2017/03/02/vision-downtown-austin-buries-35-caps-boulevard/	See Comment #42
					Do not widen/no build	Mr TxDOT TxDOT, I-35 is a mess in it's current state, I fail to see how expanding it will make traffic flows in the city or general city traversing any better. I am vehemently against expansion of I-35.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1713	Johnathan Cheung	3/6/2023	Email	info@sg.actionnetwork.org	Community alternatives	Instead, we should look towards alternatives based around community like Reconnect Austin or ReThink35. The city of Austin is vibrant and should be easily traversed through methods like walking and biking. The city deserves cohesive city planning with models like the 15 minute city in mind, we should celebrate the unique aspects of Austin instead of bulldozing them for "better traffic". We have an opportunity to blaze a different path in Texas, away from a car-dependent infrastructure and towards a community-based structures of travel.	See Comment #4
1714	Johnna Thompson	1/31/2023	MyCapEx Website - Comment Form	johnna.thompson200@gmail.com	Regional Connectivity	Please create a commuter train between San Antonio and Austin! Due to work, I live in Austin and my spouse lives in SA, so we drive the extremely congested and dangerous highway between the two. A train would be such an improvement.	See comment #1
1715	Johnny Bode	2/28/2023	Email	johnwbodejr@yahoo.com	Do not widen/no build	To give you my background, though now retired, was in commercial real estate development as senior management about 20 years in Austin, Houston, Calgary, Phoenix, Ft. Lauderdale, and San Diego. Did commercial lending for 9 years in Houston including as VP of Wells Fargo. The tunnel scenario bothers me GREATLY because of the cost and interruption of current traffic flow. I know from experience that a private company dealing with construction does much better at managing GC's and keeping costs under control. Just look at the cost overruns via change orders for Mopac. HORRIBLE! They should never have been approved since a knowledgeable construction manager would have included them in contract. Those CO's were supposedly due to underground conditions. Well, imagine dealing with huge tunnel under I35! Is too expensive anyway, BUT with likelihood of CO's for more money, will end up with HUGE cost and tax burden for Austinites. Please do not go there! As for east/west arteries, they are sufficient as is. I applaud the renovations and restorations east of downtown. Creating public spaces with elevated parks that no one will use, does NOT make sense. We are blessed with Lady Bird lake and trails and parks. Downtown Phoenix did not have any, so their above-tunnel areas are widely used; they provided a much needed public benefit. In Austin, none needed; we have great parks, trails, public amenities, and waterways. Thank God. I also was marketing VP for 4 years for an A/E firm that relished such expensive and ill-managed projects. As I learned from living/working in so many cities with accelerated growth, huge public construction projects are totally lobbied and supported by construction companies and architects and engineers for the $$$$$$$$$$$$$$$ they want to make.	See Comment #5
1716	Johnny He	2/6/2023	Email	johnnyjmhe@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
1717	Johnny Villarreal	2/8/2023	Email	jvillarreal@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Johnny Villarreal Johnny Villarreal Commercial Escrow Assistant WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
1718	John's Gmail Acct	2/7/2023	Email	johnbru12@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. John P Bruce Sent from my iPhone	See Comment #8
1719	Joleen Nelson	2/7/2023	Email	jnelson@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Joleen Nelson Residential Escrow Assistant Heritage Title Company of Austin, Inc. p: (512) 329-3900 f: (512) 329 3999 jnelson@heritage-title.com2500 Bee Caves Road | Building 1, Suite 100 Austin,TX 78746 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
1720	Jon Eckert	2/7/2023	Email	jeckert@thebankofaustin.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. NOTICE: This electronic mail message and any files transmitted with it are intended exclusively for the individual or entity to which it is addressed. The message, together with any attachment, may contain confidential and/or privileged information. Any unauthorized review, use, printing, saving, copying or disclosure distribution is strictly prohibited. If you have received this message in error, please immediately advise the sender by reply email and delete all copies.	See Comment #8
1721	Jon Flowers	1/6/2023	MyCapEx Website - Comment Form	jon.flowers@gmail.com	Bury/tunnel	The recently announced "preferred alternative" continues to be a giant step backward in the development of modern transportation for our state capital. The days of major highways being built and expanded through the middle of cities should be left in the past where they belong; the only truly acceptable alternative is completely burying any existing lanes that are needed, or rerouting major traffic around the city. We cannot sacrifice lands, buildings, businesses, and jobs to ever more useless pavement for ever-increasing traffic; we need a real, sustainable alternative	See Comment #25
					Reroute to 130	The aboveground portion of 35 should be, at most, a boulevard; replacing 35 with fully underground tunnels or a reroute around the city would cost more in the short run but would result in massive benefits in the long run that would make it more than worth it.	See comment #3
1722	Jon Gabriel	2/6/2023	MyCapEx Website - Comment Form	jgabrielatx@gmail.com	Caps/Deck Plazas	Please include some funding – including matching funds – for cap & stitch. A 60+ foot hole in the ground for the buried lanes is an eyesore.	See Comment #42
1723	Jon Heining	2/24/2023	VOH	heining@tutamail.com	Do not widen/no build	The current solution adopted by TXDOT for downtown I-35 is an absolute travesty. Increasing the width and volume of traffic passing through the heart of downtown Austin is inexcusable. Offering the option of adding lanes underground, only to switch to a traditional expansion of I-35 is unethical.	See Comment #5
					Business/residential displacement	Destroying all the businesses necessary for the expansion is irresponsible.	See Comment #21
					Reroute to 130	"Interstate" traffic, especially truck and bus traffic, should be sent to 130–that was how that project was sold in the first place.	See comment #3
					Public Transit / Multimodal Transportation	Alternative transit plans for downtown Austin should be explored, such as buses and trains. More roads will not make this problem better.	See Comment #13
1724	Jon Huibregtse	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose the plan to expand I-35 through Austin. This will not improve the quality of life for anybody who lives in Austin. Adding lanes is not a solution to the problem and it will further damage this city. It is time to face the fact that I-35 should never have gone through the heart of Austin in the first place. Please consider innovative and productive solutions that decrease pollution, rebuild rather than destroy neighborhoods, and encourage safe walking and bicycling alternatives. Thank you.	See Comment #5
1725	Jon Roberts	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Expanding I-35 is only going to make Austin's traffic worse, and the existing plans don't adequately provide for transportation options beyond personal vehicles. But, don't just listen to me, please fully study the alternatives to highway expansion!	See Comment #5
					Public Transit / Multimodal Transportation	Walking, biking, and public transit are much more appropriate for a city center – these methods are more efficient for the people who actually live here, less dangerous, and cause less pollution and health problems.	See Comment #13
					Reroute to 130	The best solution in my opinion is to replace the section of I-35 running through Austin with a mixed-use boulevard, and reroute the highway to outside the city limits where it belongs.	See comment #3
1726	Jonah Kisesi	3/7/2023	VOH	jonahkrw@gmail.com	General Support	Anything that improves the state of I-35 in downtown Austin is about 20 years past due, and while no proposal will be perfect, I am glad action is finally being taken. My concern is that these plans will be inadequate to deal with the projected doubled population in 2045. There will still be gridlock come that time. So, I am in support of this project, but not confident in how long it's benefits will last before we need to rethink it again. A heavier emphasis on mass transit would serve the city much better in the long run.	See Comment #8
1727	Jonah Welch	2/11/2023	MyCapEx Website - Comment Form	jonah.m.welch@gmail.com	Business/residential displacement	As a long term resident of Austin I do not support the expansion of I-35 north of 45th street. Please help preserve the businesses and housing along the highway up here - please help us as a city reduce car travel and introduce more sustainable methods of transportation. Thank you.	See Comment #21
1728	Jonathan Berry	2/25/2023	VOH	jon.e.b.86@gmail.com	Do not widen/no build	Please reconsider the i35 expansion. There are many alternatives that would be a better, less costly, and more efficient solutions.	See Comment #5
1729	Jonathan Dahm	3/1/2023	Email	jonathancdahm@gmail.com	General support	My wife and I support expanding I35 for vehicular traffic. Almost all trips taken and miles traversed in this area are done by automobile, not bicycle or on foot. I35 is in desperate need of expansion to accommodate these people. Please proceed with the expansion as quickly as possible. Thank you.	See Comment #8
1730	Jonathan Durham	2/8/2023	Email	jonathan.durham@streamrealty.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Texas law requires all license holders to provide the Information About Brokerage Services form to prospective clients. Jonathan Durham	See Comment #8
1731	Jonathan Eby	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, I'm a longtime resident of southwest Austin, who's also lived on the drag. I used to live in dorms and bike to ACC in east Austin. I know firsthand how alienating I35 is in its current form. It is dangerous, isolating, and it marks a clear delineation between communities. Widening it will be expensive and only make things worse. Furthermore, widening the freeway won't improve traffic, the only thing proven to reduce traffic levels globally is congestion pricing.	See Comment #5
					Community alternatives	Instead, I think we should work towards redesignating another Highway as an interstate, tear down or cap I35, turn that corridor into a boulevard again, and build transit alternatives to build capacity for people traveling from north to south.	See Comment #4
1732	Jonathan Ibers	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I strongly oppose the I-35 expansion in downtown Austin. As it stands, it is impossible for me to get anywhere in Austin without a car. In most cases, I'm required to take I-35 as well, since I live in east Austin. Even for short trips or occasions where I can be slower, I'm still required to drive. With no public transit availability, all of Austin is forced onto the highway, causing major traffic and dramatically increasing the likelihood of collisions.	See Comment #5
					Latent/Induced Demand	Expanding I-35 is an enormous amount of money to not alleviate any traffic concerns. Try taking a drive during rush hour, its dangerous and slow, and accidents are extremely common. Adding more lanes won't stop accidents as people merge on and off of the extremely busy corridor downtown. It won't stop traffic as drivers line up on entrances and exits to the highway. All it will do is increase noise, pollution, and traffic.	See Comment #18
					Public Transit / Multimodal Transportation	The absolute best way to reduce traffic is to give people options for mobility that are easier, faster, or cheaper than driving. Expanding the rail service, expanding the bus service, more dense neighborhoods, all can help. Why sit in traffic on I-35 to get anywhere when there's a grocery store, restaurant, park, and coffee shop in walking distance? Why sit in traffic when I can take a train that takes half as much time? Why fill up on gas twice a week when I can take a $3 bus ride? Please give people better options. Adding a highway lane is not a better option.	See Comment #13

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1733	Jonathan Lee	3/7/2023	MyCapEx Website - Comment Form	wed1@jclee.us	Sound walls	There needs to be a sound wall at Wilshire wood neighborhood including Ardenwood even if reduces less than 5 dB. Have we considered amount of sound from construction? Also the benefits of reducing flow of air pollution? Also Wilshire wood is a national historic district. Even a partial height sounds wall equivalent to a fence-height should be considered	See Comment #69
1734	Jonathan March	3/6/2023	Email	info@email.actionnetwork.org	latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, Gerda Ray and I are 13-year residents of Austin (2512 Willow St) We urge you to reconsider your archaic plans for I-35 expansion. As has been exhaustively documented for decades, highway widening is not a long-term solution to urban traffic congestion. "Induced Demand" is not just a phrase – it is a dangerous reality. Thank you!	See Comment #18
					Air quality/Climate Change	Moreover, in this era of accelerating climate change, we need to invest in sustainable transportation.	See Comment #18
					Public Transit / Multimodal Transportation	So those billions of dollars should be invested in sorely needed mass transit.	See Comment #13
					Reroute to 130	Through traffic should be re-routed around downtown Austin.	See comment #3
1735	Jonathan McKee	2/10/2023	Email	jmckee@garzaemc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request	See Comment #8
1736	Jonathan Simpson	3/4/2023	MyCapEx Website -	SIMPSON.JONATHAN@GMAIL.COM	Do not widen/no build	With regards to the expansion plan of I35. I oppose any overground expansion	See Comment #5
					Bury/tunnel	but do accept that burying the road throughout the city or diverting through traffic away from downtown and inhabited areas could be a sensible solution. The present proposal is shortsighted.	See Comment #25
1737	Jonathan Zelazo	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am opposed to the current expansion plans for I-35 because massive highways are a blight on an urban area. A wide, transit-first boulevard would be an awesome opportunity for new development downtown (so don't worry - all your friends will still makes lot of construction money). Current urban developments in Austin don't seem to be responsible at all for infrastructure around their projects. Rainey street is a perfect example. The same street that served simple family homes now serves thousands of apartment and condo dwellers. Urban mass transit is the only way to go!	See Comment #5
					Latent/Induced Demand	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #18
					Multimodal Transportation	Building a commuter rail line with park n rides at strategic places along the route would go a long way to alleviating congestion as well - in conjunction with improved last mile services, like light rail, safe bike and scooter lanes, and more walkable areas. The "Austin commuter rail line could eventually be extended all the way to San Antonio as well.	See Comment #20
1738	Joni Rogers	2/9/2023	Physical Comment	jonikrogers@yahoo.com	Public Transit / Multimodal Transportation	Consider Airport Blvd pedestrian/bike. Augment or replace current plan so that theres ped/bike access continuous to green belt (north of current proposal). The airport blvd expansion doesn't solve the congestion problem there. I understand that I-35 thru ATX is unsafe, crowded and out of date - I fear this expansion isn't progressive in terms of encouraging/increasing mass transit, bike and ped use.	See Comment #13
1739	Jonny Rodgers	2/7/2023	Email	jonny@denpg.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. JLR — Jonny Lee Rodgers , Partner REALTOR, CNE	See Comment #8
1740	Jordan Aghimien	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'd like to just start off by saying oppose TXDOT's plan for I-35 fully and totally. Why are we still investing in this inefficient use of land and resources? We've known for decades at this point that highway expansion is a dead-end and fiscal black hole. Building transportation infrastructure that directly incentives more people to drive won't help with traffic or throughput. Let's pull our heads out of the sand and face reality for once TXDOT. Thank you.	See Comment #5
					Public Transit / Multimodal Transportation	If you want that just invest in some fucking public transit and actually build out a system that people can reliably and safely use and therefore converting car trips to transit trips.	See Comment #13
1741	Jordan Dell	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, My name is Jordan Dell and I oppose the expansion of Ih35 as it has currently been put forward by texdot. It is not clear that this will reduce traffic at all, but it is clear that it will further divide the city, and create an increasingly unsafe crossing situation for pedestrians. It will be unsightly, costly, and ineffective. If the city plans to spend hard earned taxpayer money, it should be on a project that provides a clear solution to a problem. The only clear outcome from the current texdot proposal will be more unsightly highway, more congestion, more construction, and more money spent. To be clear, I do not oppose the city spending taxpayer money. Instead, I welcome it, particularly for projects that would increase our quality of life. However, texdot's expansion plan will decrease our quality of life. Expanding this already unsightly highway will increase traffic in the city, make the surrounding areas even less desirable to live in, and make pedestrian traffic under/across ih35 less possible and pleasant in our increasingly pedestrian city. Please spend our taxpayer money on a more effective plan.	See Comment #5
					Community Alternatives	There are many other proposals that would reduce overall congestion within the city, such as rethink35s proposals, including those to redirect through traffic to sh130 and to transform I 35 into a Boulevard or to create a cap and stitch situation that would increase, rather than decrease, land value around the highway.	See Comment #4
1742	Jordan Hillman	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am writing to oppose the expansion of I-35 in the middle of Austin. I am additionally concerned about the impact on the community of more exhaust fumes as well as safety. I-35 already divides the austin community and this would make it worse as well as force the relocation of homes and businesses. I am an Austin resident and I know full well that I-35 is a problem. I generally avoid it when I can. I don't want to make it bigger because I fear it will just be an even bigger problem.	See Comment #5
					Latent/Induced Demand	The phenomenon of Induced Demand is well documented and tells us that adding more lanes to a congested freeway will only increase congestion because the additional lanes will induce additional driving. It is not worth years of construction and millions of dollars for a project that will probably not even help.	See Comment #18
					Public Transit / Multimodal Transportation	If we are serious about improving transit, good quality public transit is the best thing we can do. I would love it if I could commute downtown quickly and easily without needing a car.	See Comment #13
					Community Alternatives	If we need more freeway lanes, we should put them underground or route them around the city. There are many viable alternatives that groups like Rethink 35 have put forward. I would support a plan that puts the community first and puts thru traffic second. Downtown Austin should not have to bear the burdens of interstate travel. Please stop this plan before it is too late.	See Comment #4
1743	Jordan Hillman	3/7/2023	Email	jordanhillman@gmail.com	Latent/Induced Demand	Hi- I have expressed this already through a form on a third party site, but I want to make sure my comments are registered. I live in south Austin and I think expanding a freeway through the middle of the city is a terrible idea. I commute frequently on I-35 and I would be negatively impacted by the construction. I know the traffic is bad at times but adding lanes doesn't necessarily improve traffic due to the phenomenon of Induced Demand. The construction would have an enormous economic impact and cause years of worse traffic everywhere else in the hopes that it might get a little better in that one spot. It would be an air and water quality hazard for Austin to have even more cars driving through every day. Let's not turn Austin into Los Angeles. They have lanes everywhere and it's impossible to move and there is smog everywhere! I would be in favor of sending interstate traffic around the city entirely. We can reduce traffic by promoting and funding alternatives to cars.	See Comment #18
1744	Jordan Humphreys	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am writing to express my strong opposition to the proposed expansion of I-35 through downtown Austin. As a resident and frequent traveler in the area, I believe that this project will have numerous negative impacts on the community and environment. In conclusion, I urge you to reconsider the proposed expansion of I-35 and focus on implementing alternative transportation solutions that will benefit both the community and the environment. Thank you for your consideration.	See Comment #5
					Business/residential displacement	Firstly, the expansion will result in significant disruptions to local businesses and residents, as well as increased traffic congestion during the construction period. This will lead to decreased economic activity	See Comment #21
					Latent/Induced Demand	Additionally, the expansion will not solve the underlying problems of traffic congestion, as studies have shown that adding more lanes only leads to more cars on the road (see example of Katy Freeway Project).	See Comment #18
					Air Quality/Noise	Furthermore, the expansion will have serious environmental consequences, including increased air pollution, noise pollution, and destruction of green spaces. These impacts will disproportionately affect low-income and minority communities, who are already more likely to live near highways and suffer from associated health problems.	See Comment #34
					Public Transit / Multimodal Transportation	Instead of expanding I-35, we should be investing in alternative modes of transportation such as public transit, bike lanes, and pedestrian walkways. These solutions will not only reduce traffic congestion, but also provide sustainable, equitable, and healthy transportation options for all members of the community. We should also focus on pushing commercial travel on the tollroads that loop around the Austin metro area.	See Comment #13
1745	Jordan King	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I've lived in Austin my whole life, I use to like I-35 because it was our way into the city where I could spend lots of time in zilker park. As an adult, I avoid it because there is so much through traffic with no intention of stopping in Austin. Highway expansion doesn't work, it didn't relieve traffic in Katy. It would take our lovely city and make it uglier by having more cars and pollution. I OPPOSE TxDOT's expansion.	See Comment #5
					reroute to 130	I support redesignating another highway such as SH-130 as an interstate to save I-35 for traffic in and around austin not interstate traffic	See comment #3
1746	Jordan McGee	1/10/2023	MyCapEx Website - Comment Form	jordankmcgee@utexas.edu	Bury/tunnel	They would become extremely valuable if we pursued the highway vision championed by Reconnect Austin, which calls for burying and capping the highway and building an urban boulevard on top. Under this scenario, the highway would become narrower because the frontage roads would no longer be necessary (because properties could access on to the boulevard). The absence of frontage roads would yield a tremendous amount of new developable land.	See Comment #25
1747	Jordan McGee	3/7/2023	Email	info@email.actionnetwork.org	Bury/tunnel	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, Highland Neighborhood. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR... the Rethink35 proposal and a public transit-first project, etc. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #25
1748	Jordan Miller	1/30/2023	MyCapEx Website - Comment Form	miller.jordan@gmail.com	Latent/Induced Demand	Expanding I-35 is not an effective improvement without a parallel public transit option. As Houston's Katy Freeway clearly demonstrates, additional traffic lanes only lead to Induced Demand.	See Comment #18
					Regional connectivity	As a frequent traveler between San Antonio, Austin, and Dallas, I would absolutely be in favor of paying a reasonable fee to ride long-distance public transit, reclaiming time lost to driving, reducing wear on my personal vehicle, reducing traffic, and reducing stress.	See comment #1
1749	Jordan Randolph	3/7/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, Hello My name is Jordan Randolph and I am a student at ACC Highland. I OPPOSE of the I-35 expansion. I have to use ride share apps to get around to work and school and rides are already very expensive in part because drivers need to pay toll fees. I do not want to ride on the highway just to got 15 minutes to work. I AM FOR the Rethink35 proposal of redesigning another highway as a public transit first project or a boulevard.	See Comment #4
1750	Jordan Robinson	2/9/2023	Email	jrobinson@roundrockchamber.org	General support	Dear Chairman Bugg and TxDOT Commissioners: Thank you for recognizing that I-35 through the Austin-Round Rock MSA is one of the most congested roadway segments in the State of Texas and the country. As this extremely outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Modern, efficient and reliable infrastructure is a key foundation for continued economic development, commerce and trade. Accordingly, on behalf of the Round Rock Chamber and its 800+ member base, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1751	Jordan Schermerhorn	3/7/2023	Email	info@email.actionnetwork.org	Parks	Mobility35 Program Manager Tommy Abrego, I recently learned that IH35 construction will involve interrupting the Lady Bird Lake trail and wanted to register my opposition to the plan. This is a crown jewel of Austin and having it interrupted for up to a decade for highway expansion is such a pain and a detriment to the city. I strongly support improved public transportation over anything involving IH35. As an Austin resident for four years, I take the light rail where I can and would greatly support expansion of that network instead.	See Comment #150

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1752	Jordan Smith	3/2/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Dear TxDOT, Please consider other alternatives before expanding I-35. The extreme congestion on I-35 would only increase if we continue to add lanes and demand for the road. Trucks should detour downtown Austin- we need options for people living in Austin to get to where they need to go without having to use cars/highways. It's very hard for people walking/biking/using public transit to get East/West around 35 and more lanes will only add to that. We need options that focus on getting people where they need to go, not vehicles! Thanks for your time!	See Comment #5
1753	Jordyn Middlebrooks	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDot's plans for I-35 and I OPPOSE expansion. Studies have proven that expansion of roads results in congestion.	See Comment #5
					Business/residential displacement	This project will displace 107 homes in businesses putting folks in the community at greater risk of becoming unhoused, or having to take out large loans to meet their basic needs.	See Comment #21
					Public Transit / Multimodal Transportation	The same amount of investment in public transit could drastically resolve congestion by promoting accessibility and increasing schedules for buses, light rails, and availability of e-bikes & bike rentals.	See Comment #13
					Community Alternatives	I support the Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project, etc.	See Comment #4
1754	Jorge	1/31/2023	MyCapEx Website - Comment Form	storms.waxier_0w@icloud.com	Regional Connectivity	I enjoy avoiding i35 from San Antonio to Austin by using the Amtrak. I'd do so more often if not for the 3 hour trip. I recently used via transport to commute to work after a car accident. The bus drivers have to endure traffic and came close to multiple collisions in my use. Commuter rail could circumvent those risks. We are running out of real state to build roads. Plenty of space underground for a subway.	See comment #1
1755	Jorge Ramirez	3/7/2023	Email	specialtymotorsofaustin@yahoo.com	Business/residential displacement	Good morning, My name is Jorge Ramirez, owner of Specialty Motors of Austin at 1101 Clermont Ave. I want to start off by getting to the point and saying how this project will drastically harm every aspect of our small family owned business and life. My wife, sons, and I have put forward everything we have into this small business for the past eight years. Blood, sweat, and tears have gone into building the company we have today. All of it will be gone in a year. I never thought that at 58 years old, I, along with my family, would have to start all over again. As hispanics, we work hard everyday to put food on the table, that includes Monday through Saturday, 9 to 7:30. All we have is this business and its iconic location that has brought nothing but the definition of the American dream. It will all be gone soon. My family, employees, and mutual business partners depend on this business for our daily bread. I have a wife and three kids. We all work in the business as sole owners. We have seven employees that help us clean, do maintenance, and conduct sales. They also will severely be affected as well as the families they maintain. We can also mention the families that will directly be affected like mechanics and glass installing small businesses we give all of our jobs too. They depend on us to feed their families. Relocating in such a short amount of time, especially here in this Austin location is extremely difficult as the influx of many people to the city has raised rent/lease prices dramatically. We have nowhere to go. These past few weeks have cost us trips to the hospital as we aren't well in health and hearing these news of having our business get taken away for a simple expansion have caused emotional damage throughout myself, wife, and kids. The project and people making the decisions focus on their own agenda, but where are we left? We are left with no choice. As a family, we have been considering selling our lovely house as that may help in the meantime but what about after that? I hope y'all can sincerely reach deep down into your hearts and put yourself in our shoes. Once again, thank you for your time.	See Comment #21
1756	Jorge Ramirez	3/7/2023	VOH	specialtymotorsofaustin@yahoo.com	Business/residential displacement	Good morning, my name is Jorge Ramirez owner of Specialty Motors of Austin at 1101 Clermont Ave. I want to start off by getting to the point and saying how this project will drastically harm every aspect of our small family owned business and life. My wife, sons, and I have put forward everything we have into this small business for the past eight years. Blood, sweat, and tears have gone into building the company we have today. All of it will be gone in a year. I never thought that at 58 years old, I, along with my family, would have to start all over again. As hispanics, we work hard everyday to put food on the table, that includes Monday through Saturday, 9 to 7:30. All we have is this business and its iconic location that has brought nothing but the definition of the American dream. It will all be gone soon. My family, employees, and mutual business partners depend on this business for our daily bread. I have a wife and three kids. We all work in the business as sole owners. We have seven employees that help us clean, do maintenance, and conduct sales. They also will severely be affected as well as the families they maintain. We can also mention the families that will directly be affected like mechanics and glass installing small businesses we give all of our jobs too. They depend on us to feed their families. Relocating in such a short amount of time, especially here in this Austin location is extremely difficult as the influx of many people to the city has raised rent/lease prices dramatically. We have no where to go. These past few weeks have cost us trips to the hospital as we aren't well in health and hearing these news of having our business get taken away for a simple expansion have caused emotional damage throughout myself, wife, and kids. The project and people making the decisions focus on their own agenda, but where are we left? We are left with no choice. As a family, we have been considering selling our lovely house as that may help in the mean time but what about after that? I hope y'all can sincerely reach deep down into your hearts and put yourself in our shoes. Once again, thank you for your time.	See Comment #21
1757	Jose Gomez	3/3/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin. I live near downtown and work downtown. I oppose TXDOT'S plans for I-35 and I oppose the expansion. I've read that it may also take about 10 years to complete this project if it goes through. I don't think this will be worth it given the projected timeline. Once complete, if it goes through, we may see the same thing as before the project took place. Also the current entrance and exit ramps are placed so poorly that this causes the majority of the congestion currently. This also causes accidents as well because a people won't let other people merge onto the highway. I also don't want to use an interstate highway for my local trips. I would rather have a boulevard with public transportation dedicated lanes and bike lanes not some highway or stroad. Please look at other proposals for this project. don't just think "one more lane will fix this" because the reality is that it won't. I expect TXDOT, Austin City Council, and other representatives to stand up for me. Thank you for your time.	See Comment #5
					Latent/Induced Demand	It is always congested and adding a few more lanes won't solve the issue. I think y'all should look at re-routing traffic through SH-130 or 71 and 183. I travel to Houston for work and I have driven on Katy freeway when I am there. It does get congested despite the many lanes that it has. Highway expansions do not always work as we want them to.	See Comment #18
					Bike/ped safety	Not only do I drive to work, I also bike to work sometimes. I would like to see more safe route options.	See Comment #30
1758	Jose Rea	3/7/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, It is better to get people off the cars. Having alternative's to transport will reduce congestion not expanding the interstate. There is plenty of space for cars just give the people alternatives and you'll see the results. Thank you	See Comment #13
1759	Joseph Breu	1/31/2023	MyCapEx Website - Comment Form	breu@breu.org	Regional Connectivity	We need more commuter rail in Texas.	See comment #1
1760	Joseph Kugler	3/7/2023	MyCapEx Website - Comment Form	joseph.kugler@gmail.com	Air Quality/Noise	My family lives next to I-35 and already suffers health impacts from the air quality. The plans for air quality should be improved and better monitored on a full suite supported by respiratory science. Air quality should be monitored during and after construction. Noise is also already a problem here. The noise from traffic already has well documented health impacts from the past decade+. The highway should be buried through to Airport Blvd and noise walls and vegetation be planted to further reduce noise. Finally, we are among many young families here in Cherrywood. The safety of our kids getting across I-35 at crossings and along sidewalks should be prioritized so that it is no longer a hazard each time we try to cross at E 32nd or E 38 1/2. Capping and minimizing widening through to Airport Rd is critical for the health and safety of our neighborhood.	See Comment #34;
1761	Joseph Llamas	1/17/2023	Email	jllamas@generationalco.com>	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Joseph G. Llamas	See Comment #8
1762	Joseph Moore	2/7/2023	Email	jmoore@americanconstructors.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Mail for Windows	See Comment #8
1763	Joseph Panzarella	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I kindly request that you remove all support for the I-35 highway expansion, and please put our valuable resources towards more sustainable, inclusive and diverse mobility options. 10 years of construction for just a few years of congestion relief is NOT worth it. Please be bold, brave leaders. Let's think of transit solutions that don't involve the same infrastructure we've been building since the 1940s.	See Comment #5
					Multimodal Transportation	The city of Austin does not need more highway lanes, and should focus on BRT options, connected bike networks, and extended tram lines. I don't want to use an interstate highway for local trips when in the city.	See Comment #20
					Bike/ped safety	Similarly, we must act to prevent future pedestrian/biker deaths and expanding highways will not do that. A substantial reduction in road deaths is TxDOT's only hope to achieve its "Road to Zero" plan by 2050. Providing other choices of transportation would reduce vehicle miles traveled (VMTs), prevent crashes, and more effectively enhance safety for non-car users of the road.	See Comment #30
1764	Joseph Rojas	3/1/2023	Email	jrojas@utexas.edu	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Travis County and I OPPOSE TxDOT's plans for I-35 and OPPOSE the expansion. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, Travis County, and other representatives to stand up for me.	See Comment #5
					Public Transit / Multimodal Transportation	Rather, I would encourage the use of these resources for a public transit-first project.	See Comment #13
					Reroute to 130	Other options could be redesignating another highway such as SH-130 as an interstate or a boulevard going through town.	See comment #3
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, and the success of freeway removals. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air, noise, and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18
1765	Joseph Tullis	3/7/2023	Email	info@email.actionnetwork.org	Air Quality/Noise	Mobility35 Program Manager Tommy Abrego, Your industrialization is getting out of hand and you're ruining our environment as well. Stop it!	See Comment #34
1766	Joseph Voss	3/6/2023	Email	jvoss@josephvoss.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I've lived in Austin my entire life, and I've seen as the city grow other forms of transportation have become much more common. In the mean time TxDOT has done little to accommodate them and have often caused dangerous conflicts between them and cars. I bike to work, and have to cross 35 at 4th street daily. This intersection is awful, it requires cars going up to 50 mph to slow down and let pedestrians cross at an unsignaled and unprotected cross walk. I can't count how many times I've almost been hit there because cars failed to give way. We need to prioritize making this area safer for the people who live and work here, not the traffic flying through the middle of downtown. Adding additional lanes do not ease congestion, and actively make the surrounding area less desirable and more congested. I drove on mopac every day while a student at first Austin High and then UT while it was undergoing expansion for the express lane, and for years the construction made traffic significantly worse through that area. After the express lane was completed, congestion through that area was the same if not worse than it had been prior to expansion. I'm terrified the same will happen during the decade of construction proposed for this plan, but in addition it will destroy the homes and businesses around 35. All for a negligible improvement if not worse congestion through the heart of downtown Austin. Please don't further expand a scar through the heart of my home town. I urge you to reconsider expansion, and to evaluate other options routing traffic away from the heart of the city.	See Comment #5
1767	Josh Allen	1/12/2023	Email	jallen@pjs.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Josh Allen	See Comment #8
1768	Josh Hostetler	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose the expansion of I35. This expansion project will merely encourage more non-Austinites to drive through Austin. All for lanes to be stuck in gridlock. I'm mostly annoyed that if you do this project, I'll have to write in and complain again about the inevitable expansion project as soon as this one fails to accomplish its goal of reducing traffic.	See Comment #5
					Business/residential displacement	This project will not help Austinites but will only bulldoze the homes and businesses of Austinites.	See Comment #21
					Regional connectivity	Instead of adding more lanes to a a highway in the middle of a city, we should be building high-speed rail between major cities and encouraging people to drive around the city with a bypass.	See comment #1

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1769	Josh Knowles	3/7/2023	Email	josh@everyactioncustom.com	Multimodal transportation	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposals. I wish I did not have to drive as much as I have to drive today. Driving is one of the most dangerous way to travel in Texas, with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.. The travel demand models that only seek to optimize this project to slightly speed up long distance single occupant vehicle travel do not represent my needs and desires or the vast majority of the reasons that I need safe, multimodal access in the Austin region. The regional growth forecasts that project a future with the vast majority of residents living in car-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the lifestyle that I want to live. Please build an analytical model to be able to understand how different alternative transportation investment scenarios will provide for safe, multimodal access for each neighborhood in the Austin region. This should analyze how many jobs people from each census tract or transportation analysis zone can reach within a half hour by walking, biking, wheelchair, transit, and personal motorized vehicles in the no build, alternative 2, modified alternative 3, ReThink35, and Reconnect Austin scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable Transit-Oriented Development scenario that was made available to the Texas A&M Transportation Institute when they were developing analysis for this project. Please optimize any scenario to improve safe, multimodal access for people across the Austin region for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant vehicle trips. Thank you for all that TxDOT is doing to improve safe, multimodal access for all. Sincerely, [redacted]	See Comment #20
						Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #20
						Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DEIS. However, I do not believe that the air quality and climate change analysis is sufficient. Specifically, I request that TxDOT address all the following before finishing the Final Environmental Impact Statement: – Air Quality analysis must look at PM 2.5, PM 10, and NOx. TxDOT only analyzed CO which is easy to study and they know they would clear. – Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level. – The fact that we are so close to non-attainment for PM 2.5 is likely why TxDOT did not do the analysis. And likely why they are pushing for an FIES and Record of Decision by August (prior to Texas being required to comply with new standards). – TxDOT needs to do a quantitative analysis and health impact assessment for all pollutants. – Greenhouse gas emissions analysis is incomplete, it only looks at construction, not long term. Also, the models are based on the CAMPO regional growth forecasts, which assume the expected effects on housing and other real estate decisions that widening this freeway will cause. The model must be able to analyze the cumulative climate emissions outcomes of variable alternative investment scenarios, travel behavior assumptions, and regional growth alternatives, or it is somewhat meaningless. Thank you for all that TxDOT is doing to improve the health of all the people of the Austin region and reduce the heavy negative health impacts of our transportation system.	See Comment #20
						Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero by 2050. Crashes are measurably more important than congestion and cost the people of the Austin region more – using National Safety Council costs of crashes methodology to compare to Texas A&M Transportation Institute congestion methodology. The Texas Transportation Commission Minute Order 115481 directs TxDOT Austin to "work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. The Commission acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing fatalities. It is further ordered that the divisions and districts of the department shall 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." I am concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Road to Zero goal. While reaching zero traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is on target to meet the 2035 goal to cut deaths in half is completely doable and within TxDOT's grasp, based upon the design of the facility and various choices that would result from unambiguously having this goal as the top purpose and need of this project. No project should move forward without a reasonable expectation that the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. Thank you for all that TxDOT is doing and will do in the further development of this project to end traffic deaths.	See Comment #20
1770	Josh Lowe	2/8/2023	Email	jlowe@stonelake.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Josh Lowe Vice President of Construction	See Comment #8
1771	Josh Mabry	3/8/2023	Voicemail	jlowe@stonelake.com	Public Transit / Multimodal Transportation	Hi My name is Josh Mabry I'm just a concerned citizen of Travis County. I called before but one of my last comments on the draft EIS is the ambiguity concerning the nontolled managed lanes which are essentially HOV lanes but at the same time in certain studies and parts of the draft EIS were considered the BRT lanes. I think that's disingenuous because there is currently no funding allocated for BRT infrastructure along the corridor. Although that might remain a possibility, but still CapMetro and perhaps even Austin Transit Partnership have not identified funding for CapMetro only currently runs UT shuttle lines and frankly three only limited to three different meetings in scoping with CapMetro is not adequate to accurately consider these BRT lanes. Secondly, in some of the studies associated with the draft EIS, the nontolled managed lanes were considered BRT lanes. In addition to the fact that BRT infrastructure is not included in the base design, and no coordination has happened - no meaningful coordination has happened with CapMetro or Austin Transit Partnership. And third, just – the fact that these were considered BRT lanes despite the fact that its twice the civil infrastructure that's needed for BRT in a situation like this - I mean you're planning for two lanes in each direction when the BRT really only needs one – I think that the draft EIS is inadequate. It does not consider proposal alternatives from the community. It is not comparatively is not a creative feasible alternative. Thanks	See Comment #13
					Do Not Widen/No Build	My name is Josh Mabry. As a concerned citizen of Travis County I wanted to raise some of the concerns that I had with the draft EIS for the Capital Express Project Central statement. One of them has to do with the fact that the draft EIS did not provide adequate information for the public to adequately assess it. This stems from the reference to the through trip study using 2019 data that was commission by the Austin District of TxDOT - sorry the interstate 35 (I-35) through trips study - I feel like this would bridge a lot of information gaps in the draft EIS and particular when you're looking at the greenhouse gas study because the reason we did tell if the vehicle miles traveled matches up with anything the traffic data appendix in the draft EIS does not include vehicle miles traveled in the segment in question. Secondly there's this off quote statistic that 82% of traffic is local but it is unclear where that comes from. And hopefully it doesn't come from the study published in 2014 by the Texas Transportation Institute that said basically because of the problems that were experienced with the automatic license plate recorders data collection campaigns that the results cannot be confirmed. That one and I suspect the one that is cited with the 2019 did it goes outside of the scope of this project. Another comment I have is that I don't think that considerations were adequately taken for avoiding the temporary constrictions staging area on Lady Bird Lake would divert the hike and bike trail. And then finally I don't think that the no build alternative would adequately considered with along with the proposal to retire the debt on the central Texas Turnpike System and I feel like coupled with the new build alternative that the retirement of that debt would be a feasible and proven alternative since it as a whole would be cheaper and while TxDOT has failed to adequately explain well, why category 12 discretionary funds, especially as identified in the 2022 UTP cannot be used for something like that. I feel like that has not adequately been considered, and I feel like opening up a free alternative to I-35 could more properly meet the purpose and need of the project and it hasn't been adequately considered. Thank you	See Comment #5
					Community Alternatives	Hi, my name is Josh Mabry, concerned Austin town, or, sorry, Travis County Resident. Less in my comments, was actually related to the comment number 27 of the scoping meeting initial round from March 2020. The response to that Theresa Goode, the study from the Texas Transportation Institute that even itself said that it should not be cited and wasn't reliable. Also, it wasn't necessarily considered with no build alternative and retirement of the debt of the Central Texas Turnpike system anyway. Anyway, this report that was also cited, this side of the hybrid approach, which none of - none of the design features on the I 35, Central, Texas, or, sorry, Capital Express Central really meets - anyway. That's my last comment for the night. Thanks. Bye	See Comment #4
1772	Josh Miksch	2/26/2023	MyCapEx Website - Comment Form	josh.miksch@utexas.edu	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1773	Josh Popkin	3/7/2023	MyCapEx Website - Comment Form	joshbpopkin@gmail.com	Do not widen/no build	I am strongly opposed to the expansion. Countless studies show highway expansion does not decrease congestion. We should be more forward thinking in terms of the environment and people's preferences (public transit) for transportation rather than spending our money on outdated methods to solve congestion. This money could be spent much wiser than the highway expansion. Furthermore, please reconsider the use of a portion of the Ann and Roy Butler Hike and Bike trail as a staging area. My family and I use that trail every week. It's beautiful and a part of what makes austin so special, a true and peaceful slice of nature in a large metro area.	See Comment #5
1774	Josh Rudow	3/6/2023	Email	jorudow@gmail.com	Bike/ped safety	Hello. My name is Josh Rudow, and I am a resident of the Mueller neighborhood in Austin. I strongly hope that TXDOT puts more of a focus on pedestrian and bicycle improvements in the 1-35 redesign allowing for greater crossings to help help the I-35 scar that has divided our community. There is too much of a focus on cars, and I don't think we need a 20-lane interstate on a rapidly warming planet. Please reconsider the current plans. Thank you. Josh -- Josh Rudow, Ph.D.	See Comment #30
1775	Josh Silverstein	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am writing to express my opposition to the current Texas Department of Transportation (TxDOT) plan for the expansion of Interstate 35 (I-35). As a concerned citizen, I believe that this plan poses several significant problems that could have negative consequences for our community. The proposed expansion would also cause severe disruption to the surrounding neighborhoods and businesses during construction, and the added traffic could lead to increased air and noise pollution, negatively impacting public health. In conclusion, I urge you to consider these concerns and to take a closer look at the current TxDOT plan for the expansion of I-35. We need to prioritize alternative transportation options, address the issue of congestion effectively, and minimize the impact on the environment and local communities. Let's work together to develop a more sustainable and equitable solution for our transportation needs. Thank you for your attention to this matter. Sincerely	See Comment #5
					Latent/Induced Demand	First and foremost, the current plan does not adequately address the issue of congestion on I-35. Instead, it focuses on adding more lanes to the highway, which research has shown only exacerbates traffic congestion in the long run.	See Comment #18
					Public Transit / Multimodal Transportation	Moreover, the plan does not consider the impact on public transportation and alternative modes of transportation. We need to encourage and prioritize the use of public transportation and active transportation modes, such as cycling and walking, to reduce our carbon footprint and promote healthy lifestyles. Unfortunately, the current I-35 plan does not address these issues, and instead, reinforces car dependency.	See Comment #13
					Air quality/noise	Furthermore, I am concerned about the potential environmental damage that could result from this expansion project. The expansion could impact sensitive ecological areas and wildlife habitats, and could increase the risk of flooding in the surrounding areas. We need to prioritize environmental sustainability in all our infrastructure projects, and this current plan falls short in that regard.	See Comment #34
1776	Josh Warner	2/16/2023	Email	joshwarner37@outlook.com	Business/residential displacement	I love this tea house. Please reconsider the project.	See Comment #21
1777	Joshua	3/7/2023	MyCapEx Website - Comment Form	jwebb24@protonmail.com	Do not widen/no build	Dear 1-35 Austin Project Team, This capital express project that plans to happen in Austin, Texas is terrible for our community, the environment and society. We need public transit, walkable spaces and community oriented events, not spending billions on construction and knocking down businesses and residents for another highway extension. You people have done this again and again, bulldozing through a city so you can park your oversized trucks and running your highways right through our city. Please invest this money in things that will benefit Austin. This is not a benefit. Please, we are asking you, DO NOT BUILD THIS. It is not worth it and there will be political ramifications if you do this. I know a lot of people who will stand up and say that this is terrible for our city. You know it will be deep down and killing more people so some rich person can drive their ugly car down a 20 lane highway is not worth it to the black and brown people who will feel its direct effects. Please be the change and kill this project. We are asking you to build a Boulevard with desperately needed mixed-use housing, with transit this will actually lift the economy of Austin, decrease expensive housing prices, help the environment, help fix inequality and allow people to live better lives. This extension is bad for Austin and we as a people DO NOT WANT IT! From a concerned Citizen.	See Comment #5
					Do Not Widen/No Build	Cars kills so many people. They have killed our loved ones, while America has one of the worst motor vehicle fatality rate of any major country. Your ugly pickup trucks kills people all because you people don't want to build transit that will help people get around this city.	See Comment #5
					Air Quality/Noise	The environment and climate change are something that will kills millions if not already. Car emissions are one thing that will undoubtedly increase if you build this stupid extension	See Comment #34
					Business/residential displacement	You are actively killing off the economy of austin by allowing people to move out of the city, into the suburbs and destroying businesses to build this highway.	See Comment #21
1778	Joshua Aaron Blumenkopf	1/4/2023	MyCapEx Website - Comment Form	jblumenkopf@gmail.com	Do Not Widen/No Build	I am commenting on the draft EIS for Capital Express Central in favor of alternative 2. Alternative 2 has direct connectors between US 290 and I35, easing commutes for residents of Manor, which is only 18% white. Additionally alternative 3's lack of continuous frontage roads means many cross streets are heard to get to. For instance under alternative 3, to exit for 12th street (near where I work downtown) from the north you would have to get off at 32nd street, and from the south would have to get out before Cesar Chavez. Under Alternative 2, you could get off from the north at E 15th street, and from the south avoid the light at Cesar Chavez.	See Comment #5
1779	Joshua Berntsen	3/7/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, Highway expansions are always an expensive failure. Projects like TxDOTs proposed plan for I-35 take years to complete only to end up worsening the traffic it was meant to solve. Soon after there will be calls to expand it even further. There are plenty other ways in which highway expansions decrease quality of life. Austin has the opportunity to stop and think about innovating new solutions for transportation. Ideally, Austin could reap the benefits of transitioning away from car-centered existence - more land available for deveopment, cleaner air to breath, a more connected populace, happier denizens who havent spent half the day in traffic. Austin cannot do this alone though, so in the meantime I support the ReThink35 proposal that seeks the proper steps in reaching the most beneficial and efficient outcome for our city.	See Comment #4
1780	Joshua Freiman	3/7/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, I am a longtime resident of north central Austin (Hyde Park, Hancock, Cherrywood, Mueller, and UT) and I write to declare my strongest opposition to the proposed expansion of IH-35. TXDOT must go back to the drawing board with its plan. I support the Rethink 35 proposal as the only humane alternative to rebuild Austin and do our part to preserve the planet for future generations. The proposal described in the Draft EIS will hobble Austin for a generation for no discernible benefit to the people of the city and at great cost to Austinites' environment, safety, and principles of equity. First, more lanes will lead to more traffic. The draft EIS repeatedly touts the benefits of reduced congestion. But over the lifetime of the roadway, these supposed benefits—if they ever materialize—will be wiped away. First there will be the extended period of construction which will increase congestion during the six-year construction period. Perhaps reduced congestion delays will be realized for the first few years. But we know what comes next. Poor land use policy means more people living further out and driving further in. This inexorable rise in vehicle miles traveled and vehicle travelers into the city center will grow precisely because this project made that rise possible. The Draft EIS attempts to sidestep TXDOT's responsibility in this obvious phenomenon: to the planners, it looks like this rapid population growth to the suburbs is already bound to occur, so TXDOT is merely helping the region out of its crisis. But the truth is that TXDOT's limited toolkit (read: build bigger highways) prevents it from providing meaningful regional planning that could avert the most damaging, car-dependent, and inequitable forms of development. Instead of participating in long-range planning that helps shift commuter behavior to high occupancy travel options, the CapEx Central plan insists on abetting the low-occupancy personal vehicle travel that abets dispersed land use at the expense of irreplaceable urban assets in the city center. To avoid the reasonable alternatives, the Draft EIS relies on false and misleading assumptions to justify its conclusions.This false/misleading information is especially galling and arbitrary because TXDOT split its "Capital Express" Program into three discrete "projects" in order to circumvent a true accounting of the environmental and fiscal impacts of its scheme. TXDOT alters its definition of the "project area" in a way that suits their purposes. When the goal is to defeat meaningful environmental review, the "project area" is an 8-mile chunk of Central Austin—and excludes the outlying impacts. When the goal is to reject a strong alternative solution to the region's traffic needs, TXDOT treats regional and exurban commuters as "local" traffic users. This is a critical assumption for rejecting community alternatives. Rethink35 proposes converting the current I-35 right of way to a lower-speed boulevard and redesignating SH130 as the interstate to circumnavigate Austin. At the level of design, TXDOT has done too much to accommodate distant cars and not enough to protect the interests of Austinites--especially those who travel by foot, by bicycle, or by public transit. A crossing at every quarter mile is essential, not just to suture East Austin to downtown Austin, but in the North Central and South Central portions of the project as well. Even at the supposedly "enhanced" crossings, the design is not modeled on how actual Austinites will live and work. Take the Airport Blvd intersection, close to my home - it is clearly designed purely for efficient vehicular circulation with little regard for the experience of anyone on foot or bicycle or non-motorized wheeled transportation. Single Point Urban Interchange (SPUI's) are claimed to be safer and more efficient for vehicular travel but they only make the overall pedestrian crossings longer and less appealing, more time consuming, increase general exposure to environmental hazards including air pollution, noise, the sun, and increase risk of injury or death. SPUI's discourage non-vehicular transportation thus incentivizing vehicular transportation - which should be included as a cumulative impact and considered as part of induced growth. The current design at Airport Blvd manages to increase the pedestrian travel distance across I-35 and/or Airport by twice what it currently is, not to mention the change in elevation that people on foot or bike are forced to navigate due to tunnels and overpasses. The SPUI at Airport unnecessarily forces pedestrian circulation elsewhere (i.e. in a tunnel or bridge, or around the intersection entirely) - by adding a fourth phase (on top of the standard 3 for typical SPUI's) the single point interchange could accommodate dedicated pedestrian and bicycle crossings of Airport Blvd in the center of the system directly under the north and southbound signals. Vehicles would still pass uninterrupted during the signal phases that allow throughput on Airport Blvd and the vehicles onto the turn-	See Comment #4
					Reroute to 130	TXDOT refused to study whether to redesignate SH130 as the interstate because, according to the Draft EIS: "Of the traffic on I-35 in Central Austin, 82 percent is local (local traffic refers to vehicles that originate and/or end within the project area)." Based on this (faulty) assumption, TXDOT concludes that it would not alleviate congestion to reroute through traffic given this large proportion of "local" traffic volume. But this is false. TXDOT chose to define the project area as "the central region of the Austin metropolitan area for a distance of approximately 8 miles along I-35 between US 290 East and SH 71/Ben White Boulevard." https://my35capex.com/projects/i-35-capital-express-central/. There is no evidence that 80% of traffic volume is created by trips in that 8-mile area and none is cited. Instead, the Texas A&M Transportation Institute's 2015 modelling estimates that approximately 80% of traffic is local when it originated or ended in the approximately 40 mile stretch of I-35 between Georgetown and Buda. See TTI, Incentives for Truck Use of SH 130 (PRC 14-23F), Figure 7, https://static.tti.tamu.edu/tti.tamu.edu/documents/PRC-14-23F.pdf. In other words, TXDOT arrives at its conclusion only by misrepresenting the percentage of "local" traffic within Central Austin. It is false to imply that 80% of traffic volume in the Central project area originates or ends within the Central project area. The cited 80% local traffic volume is certainly false with respect to the I-35 CapEx Central project area. But it is also apparently inaccurate for the 27-mile I-35 CapEx project spanning North, Central, and South. I demand an accurate study of traffic volume to reflect the project area for I-35 CapEx Central project and a meaningful engagement with the Rethink 35 Alternative, which complements the SH130 redesignation proposal.	See Comment #3
					Water Quality	I also find the Draft EIS's treatment of water resources dismissive. This design has a large amount of untreated stormwater diverted under Cesar Chavez and outfalling directly into the Colorado River below Longhorn Dam. Just because an NWP purportedly entitles TXDOT to this large, unregulated point-source pollution, it does not make it right. The lack of consideration in the design for water quality and sensitive aquatic habitat in the river is appalling. Even outfalling such a pipe in Ladybird Lake would be better than diverting it below the dam - at least some of the contaminants would settle out in an already polluted lake rather than run down river. I hope you will realize what a terrible idea this tunnel is and come up with a better solution to protect our rivers and the water source that is the reason we can all live here. Please don't use the excuse of meeting minimum requirements or budget constraints to justify this massive mistake. Are there any alternative solutions being discussed? Which regulatory agency do I need to call to get an explanation of how this is even legal? Have you informed all the communities downstream that they can forever expect more pollution and lower water quality in the Colorado river? What is specifically being proposed to mitigate for this widespread environmental impact?	See Comment #125
1781	Joshua Green	2/7/2023	Email	Joshua.Green@jll.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. One of the 2022 World's Most Ethical Companies® Jones Lang LaSalle For more information about how JLL processes your personal data, please click here This email is for the use of the intended recipient(s) only. If you have received this email in error, please notify the sender immediately and then delete it. If you are not the intended recipient, you must not keep, use, disclose, copy or distribute this email without the author's prior permission. We have taken precautions to minimize the risk of transmitting software viruses, but we advise you to carry out your own virus checks on any attachment to this message. We cannot accept liability for any loss or damage caused by software viruses. The information contained in this communication may be confidential and may be subject to the attorney-client privilege. If you are the intended recipient and you do not wish to receive similar electronic messages from us in the future then please respond to the sender to this effect.	See Comment #8
1782	Joshua Harper	1/31/2023	MyCapEx Website - Comment Form	Joshua13.media@gmail.com	Regional Connectivity	Railroads are the future and San Antonio is incredibly behind. We need public transit and a rail service would be much help people who can't afford cars.	See comment #1
1783	Joshua Kincheloe	1/18/2023	MyCapEx Website - Comment Form	Joshkincheloe6@gmail.com	Reroute to 130	The current I35 corridor (central segment) handles around 200,000 cars daily. That's the same number it carried in 1995: when only 600,000 people lived in the area. These numbers indicate that I35 accommodates trips with points A and B outside of Austin, so why should these trips go straight through this urban area? Furthermore, if demand has not increased, why expand the interstate's capacity to an absurd 20 lanes? Ultimately, the best option is to relocate I35 to the current SH130 corridor and replace I35 central with a boulevard. Austin residents would unanimously support this, because it preserves small businesses that would otherwise be demolished during expansion, not to mention reduce pollution and overall congestion. P.S. Maybe hire some real traffic engineers, because this proposal fails to adhere to basic understandings of mobility. TxDOT, with its blatant corruption, is truly an embarrassment to this state. I hope to see you all defunded one day.	See comment #3
					Air Quality/Noise	I'm a 16-year-old Austin resident and have struggled with severe air pollution sensitivity my entire life. An expanded I35 would truly worsen my quality of life, along with thousands of others in this city with similar health conditions. TxDOT's attempts to "greenwash" this project do not contribute to any improvements in this regard, and any claim that it does so (which TxDOT has stated) is misinformed, intentionally malicious, and outright untrue. There is no way to make a 20-lane urban freeway environmentally friendly unless it is torn down entirely.	See Comment #34
1784	Joshua Meiners	2/28/2023	VOH	josuemeiners@gmail.com	Do not widen/no build	This plan is invasive and does nothing to address the true issues with I35.	See Comment #5
					Latent/Induced Demand	Widening the road is a costly and temporary solution that will only promote continued traffic congestion – just look at what you've done in Katy, TX. When you make a container bigger, with time, that container will fill.	See Comment #18

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Regional connectivity	What we need are ALTERNATIVES to I35. You could invest a marginal amount of money, comparatively, to fund rail or mass transit that connects Dallas to San Antonio. This would eliminate the need for many who are forced to travel on I35 as their only option.	See comment #1
1785	Joshua Morgan	3/1/2023	VOH	Joshrmorgan@hotmail.com	Do not widen/no build	We are against expansion altogether.	See Comment #5
					Multimodal transportation	Capped is better than not but no expansion and moving funds to better public transportation, bikes, scooters, pedestrian and other modes of transport that are more consistent with the future density of austin is smarter and more appropriate than saddling us with yet more commercial traffic from Mexico.	See Comment #20
1786	Joshua Peters	3/7/2023	MyCapEx Website - Comment Form	joshhpeters@gmail.com	Business/residential displacement	The last thing we need is an expansion of I-35, we need more infrastructure to get people out of cars not encourage more car use. The expansion will also undoubtedly displace local businesses and underserved communities who live along the east side of 35. This is not the way forward. Please consider other options. Sincerely, Joshua Peters	See Comment #21
1787	Joshua Webb	3/7/2023	Email	Jwebb24@protonmail.com	Do not widen/no build	Dear Project Team, This capital express project that plans to happen in Austin, Texas is terrible for our community, the environment and society. You people have done this again and again, bulldozing through a city so you can park your oversized trucks and running your highways right through our city. Cars kills so many people. They have killed our loved ones, while America has one of the worst motor vehicle fatality rate of any major country. Your ugly pickup trucks kills people all because you people don't want to build transit that will help people get around this city. Please invest this money in things that will benefit Austin. This is not a benefit. Please, we are asking you, DO NOT BUILD THIS. You are actively killing off the economy of austin by allowing people to move out of the city, into the suburbs and destroying businesses to build this highway. It is not worth it and there will be political ramifications if you do this. I know a lot of people who will stand up and say that this is terrible for our city. You know it will be deep down and killing more people so some rich person can drive their ugly car down a 20 lane highway is not worth it to the black and brown people who will feel its direct effects. Please be the change and kill this project. We are asking you to build a Boulevard with desperately needed mixed-use housing, with transit this will actually lift the economy of Austin, decrease expensive housing prices, help the environment, help fix inequality and allow people to live better lives. This extension is bad for Austin and we as a people DO NOT WANT IT! From a concerned Citizen.	See Comment #5
					Air quality	The environment and climate change are something that will kills millions if not already. Car emissions are one thing that will undoubtedly increase if you build this stupid extension.	See Comment #558
					Business/residential displacement	not spending billions on construction and knocking down businesses and residents for another highway extension	See Comment #21
					Public Transit / Multimodal Transportation	We need public transit, walkable spaces and community oriented events,	See Comment #13
1788	Joshua Winkler	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a fifth generation Austinite, and someone who cares deeply about this city, I strongly oppose expanding the lanes of i35. Not only is the data in that this sort of expansion does not alleviate traffic, but the loss of homes and businesses in beloved parts of town would be devastating. A desire to do this sort of work is so deeply out of touch with what the needs of this city are. Please do not move forward with this plan.	See Comment #5
1789	Josiah	1/19/2023	MyCapEx Website - Comment Form	Josiahrodriguez333@gmail.com	Bike/ped safety	WE NEED RAIL WITH BIKE LANES ALONG SIDE IT NOT ANOTHER HIGHWAY EXPANSION IT ONLY CAUSES MORE TRAFFIC LIKE WHERE IS THE COMMON SENSE WITH YOU PEOPLE	See Comment #30
1790	Josue Plaza	1/31/2023	MyCapEx Website - Comment Form	plazajosue2@gmail.com	Regional Connectivity	Please add a commuter rail between San Antonio & Austin. Commuter rail options for this highway would be an enormous benefit for all residents. Please step away from car-centric infrastructure and begin supporting alternative methods of transportation like rail.	See comment #1
1791	Josy Johnson	3/7/2023	Email	info@email.actionnetwork.org	Business/residential displacement	Mobility35 Program Manager Tommy Abrego, Hello I live in east austin in 78702, & the impact of the interstate hwy affects my business, my life & our neighborhoods here in east austin. Sincerely,	See Comment #21
					Do not widen/no build	I oppose the current plan & want TXDOT to spend more time coming up with a plan that is not an expansion, the heart of our city needs roads for our community not an giant interstate with ten years of construction.	See Comment #5
1792	Joyce Pohlman	3/7/2023	MyCapEx Website -	jpresults@peoplepc.com	Business/residential displacement	I am very concerned about the impact of highway development on businesses located along the access road. We will lose some iconic Austin businesses.	See Comment #21
					East/West Connectivity	I am also concerned about east west crossings near 51st street and that I will have to drive a circuitous route to get across the highway.	See Comment #20
1793	JP Maxwell	3/7/2023	Email	jpmaxman@everyactioncustom.com	Do not widen/no build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero by 2050. Crashes are measurably more important than congestion and cost the people of the Austin region more – using National Safety Council costs of crashes methodology to compare to Texas A&M Transportation Institute congestion methodology. The Texas Transportation Commission Minute Order 115481 directs TxDOT Austin to "work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. The Commission acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing fatalities. It is further ordered that the divisions and districts of the department shall 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." I am concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Road to Zero goal. While reaching zero traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is on target to meet the 2035 goal to cut deaths in half is completely doable and within TxDOT's grasp, based upon the design of the facility and various choices that would result from unambiguously having this goal as the top purpose and need of this project. No project should move forward without a reasonable expectation that the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. Thank you for all that TxDOT is doing and will do in the further development of this project to end traffic deaths.	See Comment #5
1794	JP Maxwell	3/7/2023	VOH	jpmaxman@tipit.net	Do not widen/no build	DO NOT DO NOT DO THIS!! You are destroying Texas. Stop it. More lanes does not help. This is not the way. Please.	See Comment #5
1795	JP Sullivan	2/8/2023	MyCapEx Website - Comment Form	jp@radiuscivil.com	General support	I support the I-35 Expansion. I am heavily in favor of MAXIMIZING cap & stitching. We have an opportunity to right the wrongs of the segregationary designs of the past and create a design, even if more expensive, that reflects the city Austin is, but more importantly who we will grow in to in the next 50 years. We need to make the necessary investments in our infrastructure, and also understand the aesthetic, cultural, and human impacts connecting the two halves of our City, and providing extra greenspace would have.	See Comment #8
1796	JT Trujillo	1/13/2023	Email	Jtrujillo@mlrpc.com	Managed lanes	I travel on Mopac and see the benefits of the toll road. I avoid traveling on I-35 at all costs. I looked up deaths on the I-35 and was shocked at the stories/numbers. Thank you, JT JT Trujillo Maxwell Locke & Ritter	See Comment #305
1797	Juan Arango	2/10/2023	Email	Juan.Arango@eec-tx.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. I appreciate your consideration of this request.	See Comment #8
1798	Juan Padilla Jr	3/7/2023	Email	info@sg.actionnetwork.org	East/West Connectivity	Mr TxDOT TxDOT, I oppose expanding I-35 thru downtown. The east-west crossings should be at least every 1/4 mile to remove the segregation that it created. I don't want to travel around Austin on the interstate highway because it isn't safe, pleasant, walkable or bikeable.	See Comment #20
					Lower Speed Limits	All non-high speed roadways in Austin should be designed for 30 mph and be safe for all road users.	See Comment #395
					Air Quality/Noise	I strongly believe expansion will worsen traffic because it will encourage additional cars & trucks among other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes.	See Comment #34
					Community alternatives	I want alternatives to expansion, including community involvement which includes Reconnect Austin and Rethink35, to be fully studied before a final decision is made.	See Comment #4
1799	Juanita	1/31/2023	MyCapEx Website - Comment Form	Janiegarces@gmail.com	Regional Connectivity	Would love a railway from San Antonio to Austin! Please continue in these efforts are this is much needed in Texas!	See comment #1
1800	Judith Rockman	3/5/2023	Email	info@sg.actionnetwork.org	community alternatives	Mr TxDOT TxDOT, Dear Folks, I live in Austin on the east side of IH35, and I have never driven it. I don't drive; I walk and ride the bus. Consider the alternate proposals for reworking the highway. My preference would be to keep it simple, lower the main lanes. No HOV lanes. Only a few access points, so traffic is primarily regional. Then local lanes and crossovers restored to get that short trip traffic off the "interregional" highway. And spend big bucks on public, actual high occupancy vehicle transportation.	See Comment #4
1801	Judy Farley	3/7/2023	Email	judyfarley945@gmail.com	City of Austin	I would like to request that TxDot establish a street size that will be accessible from the new access roads. In the Ridgetop neighborhood, many of our streets are not wide enough for the resident's cars to be parked on the streets and then provide space for a westbound and an eastbound vehicle. When Txdot built the 51st street roundabout, you closed 53rd and 52nd streets to access by westbound traffic. Your planners truly recognized the difficulty residents had with west bound traffic. Before the roundabout, there were frequent wrecks on 53rd due to the narrow streets frustrating drivers. Many other streets in Ridgetop are of similar width, and they are also too narrow to navigate safely. To add to the safety issue, the neighborhood does not have sidewalks; so cars are also sharing the streets with pedestrians. I appreciate the amount of planning that TXDot puts into projects like this. Thank you for your consideration	Thank you for your comment, this area is outside of the I-35 Capital Express Central project limits. We will forward this comment to the City of Austin, who are responsible for potential improvements along this street.
1802	Judy Tough	1/30/2023	Email	toughero ne@icloud.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPad	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1803	Jules Elkins	2/23/2023	Email	jules@austin.utexas.edu	Climate change	The complete PDF is located in the public hearing summary, appendix F. Email copy: Mr TxDOT TxDOT, As an Austin resident and Professor of Environmental Health and Urban Planning, I wish to submit the following comments on the planned expansion of I35. 5. Engage the public in a robust and meaningful conversation about what kind of Austin we as a community want for the future. The average citizen's understanding of the impacts of infrastructure is more nuanced than it was fifty years ago. There is a broad coalition of people in Austin — neighbors concerned with continued negative impacts from a highway or people who are interested in different forms of mobility — that are pushing innovative options for transit that do not include cars and expanded roadways. We need to continue and expand this community conversation and ask again and again: Who is the greater good that benefits from a "utilitarian infrastructure project"? If the answer doesn't prioritize the planet, public health and safety for everyone — including people who cannot or do not drive — or the vitality of our precious public spaces, then we must fight for an alternative that does. Moving transit away from highways and cars is happening all over America. If we look in our backyard to Houston and the proposed expansion of I-45, there is tremendous public outcry over this proposed project because the impacts on the community are intense and the benefits questionable. In a 2019 Houston Chronicle editorial, urban planner and academic, Jeff Speck, wrote that the NHHIP "can be described as having significant costs and significant benefits. The costs are best understood as tremendous, and the benefits are best understood as false." We live on a rapidly warming planet. We know what kind of infrastructure projects are going to help, and which are going to hurt our chances of survival. These are not just roads, but questions of collective action. Most people want access to safe places to walk and bike where they live. Most people say they would like to reduce greenhouse gas emissions. However, the infrastructure that will allow us to do this requires tradeoffs, such as losing a traffic lane to put in a bike lane or muscling through a few months of construction near neighborhoods in order to build a new transit stop. In Conclusion Breaking free of the status quo will require creativity and a commitment on the part of transportation officials. It will require a clear mandate from voting citizens that they want to see funding go towards green spaces, bus service, and fixing inadequate sidewalk facilities, with less towards asphalt and road widening. It will require elected officials to show political courage and boldness and implement the will of a representative democracy — not just the squeakiest wheels with the largest campaign donations. Let's slow down and have this vitally important community conversation about our future as Austinites and the future of Austin.	See Comment #51
					Reroute to 130	2. Analyze real alternatives to expansion I encourage the analysis of a range of alternatives that make better use of existing pavement and take into account changing traffic patterns. Specifically, analyze an alternative that divert traffic from traveling through the heart of Austin.	See comment #3
					Caps/deck plazas	3. "Cap" is an excellent idea; "Stitch" is not Capping the existing highway is an excellent idea. Sinking and capping I35 in its entirety through downtown Austin will allow the important reconnection of east and west Austin. It has the potential to remove a source of pollution that exposes Texas students, downtown residents, and downtown employees to high levels of dangerous chemicals. It can create important green spaces that will alleviate the ever-increasing density of Austin's downtown, making it a healthy, livable city for the future	See Comment #42
					Air Quality/Noise	1. Health Assessment. Expanding I35 will significantly increase the levels of pollution to which residents of Austin will be exposed. There is a robust body of scientific evidence that shows that traffic-related air pollution (TRAP) is one of the major sources of exposure in urban areas and has been associated with a wide range of adverse human health effects. These include higher rates of asthma onset and aggravation, cardiovascular disease, impaired lung development in children, preterm and low-birthweight infants, childhood leukemia, and premature death. Emerging evidence links TRAP with neurotoxicity and the alteration of neurobehavioral function. The human health effects of the expansion of I35 have not been adequately assessed nor have they been communicated in any substantive or meaningful way to the public. Asking for public comment, and then basing decisions upon those comments, is misleading when the basic scientific information has not been presented. 4. Include the climate implications as a primary concern in the I35 plans. The transportation sector is the greatest contributor to US carbon emissions—and just as important as vehicles are the roads and highways they travel on. The State Highway Induced Frequency of Travel (SHIFT) calculator, developed by the Rocky Mountain Institute, shows that the impact of 8 additional lanes for 10 miles will induce up to 1,456 million vehicle miles travelled per year, which is about 15 million metric tons of C02 emissions by 2050.	See Comment #34
1804	Juli Triebwasser	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, TxDOT's plans and expansion is a bad idea. Do not let rich people do more dumb ideas with their big money. There's still so much traffic and adding lanes clearly does not help.	See Comment #5
					Public Transit / Multimodal Transportation	Please invest the money into public transit. Like seriously. It's the future. We've been adding lanes forever and it HASNT IMPROVED our lives at all.	See Comment #13
1805	Julia Austin	3/7/2023	Email	info@email.actionnetwork.org	Delwood	Mobility35 Program Manager Tommy Abrego, The proposed alternatives for rebuilding I35 through the central segment do not meet Delwood2 neighborhood needs and actually cause mobility issues. Closing one of the 4 entrances to the Delwood neighborhood will greatly increase neighborhood traffic from backed up cars on the right turn lane on Airport to North I35. The proposed pedestrian/mixed use pathways at the Airport I35 intersection seem to make it harder for people to cross, especially cyclists and wheelchair users. The tunnel idea is dangerous and will be scary to traverse because of multiple homeless people in the area, who will no doubt use it as a shelter. The design increases reliance on cars because it makes pedestrian and bicycle traffic more difficult. Please: • Keep the Fernwood Rd. connection to the Delwood 2 neighborhood. It's a major entrance that I use all the time. • Keep paths above ground. • Increase the number of connections across the highway in line with the proposals from the City of Austin and the NCINC (North Central I35 Neighborhood Coalition). • Improve the intersection of Airport and I35 so that it works for cars, pedestrians, people in wheelchairs, and cyclists. • Allow for capping the highway north of Airport Blvd. • Increase the number of crossings north of Airport Blvd. • Reconsider drastic highway expansion in favor of public transportation and other alternatives.	See Comment #184
1806	Julia Draper	3/7/2023	Email	info@sg.actionnetwork.org	Community Alternatives	Mr TxDOT TxDOT, Hello, I strong oppose the proposed expansion of I-35. Expansion of the highway is only going to create more congestion, pollution, noise, and heat islands, which will negatively affect the health of our city and the surrounding environment. Instead of creating more highways, we should be investing in more sustainable forms of transportation such as buses, trains, biking paths, and sidewalks. These solutions will make the city more accessible and decrease our carbon footprint. In addition, expanding such transportation options will not be much more expensive than the expansion of I-35–but it will save the city money in the long run by preventing infrastructure and health issues down the road. More highways are not the only option to help Austin adapt to its growing population. We need creative solutions that are more accessible and affordable, and better suited to a future of sustainability. In particular, we need community alternatives to expansion, such as Reconnect Austin and Rethink35, to be fully studied and invested in. As a fairly new Austin resident, I want to make this city my permanent home and contribute to its growing community. But I want that community to be intentionally designed with the people of Austin and the environment in mind.	See Comment #4
1807	Julia Knable	2/6/2023	Email	knablej18@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT.	See Comment #8
1808	Julia Mrnak	1/27/2023	Email	jmrnak@garzaemc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1809	Julia Ottenberg	3/7/2023	Email	julia.ottenberg@wonderspaces.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am an east/central Austin resident and I strongly oppose the expansion of 1-35. Thank you for your consideration.	See Comment #5
					Community Alternatives	I urge you to follow the Rethink35 plan instead. This highway expansion will not work, and will just make the city we love more congested, more polluted, less walkable/bikeable and less charming.	See Comment #4
1810	Julia Skrovan	3/7/2023	Email	info@sg.actionnetwork.org	Latent/Induced Demand	Mr TxDOT TxDOT, Expanding highways has been proven again and again to increase congestion, rather than relieving it.	See Comment #18
					Public Transit / Multimodal Transportation	Please encourage biking and public transportation, don't discourage it!	See Comment #13
1811	Julia Taylor	2/20/2023	VOH	taylorj@mooreassociates.com	General support	I support all of these improvements, except the provided information isn't clear about how many "normal" traffic lanes there will be in each direction. It only numbers the two HOV lanes. My concern is that we are not building for future growth. Austin is doubling every 20 years.	See Comment #8
1812	Julian Bautista	2/9/2023	Physical Comment	bautistajulian@hotmail.com	Business/residential displacement	first of all, I support the number build alternative Just bring it up to standards. 4th don't evict / kick out people from their homes and businesses, you already messed it up big last time. 6th crowded highways through an urban core are acceptable and safe.	See Comment #21
					Reroute to 130	7th cities are for people, not cars. If you need to move more cars build something outside of urban core - oh wait, you already did! Cars can use 183 and Mopac, just don't charge a toll, you will see congestion on I-35 drop immediately.	See comment #3
					Latent/Induced Demand	2nd people at TxDOT Please do research Induced Demand. 5th please learn about Induced Demand! 8th just Google Induced Demand.	See Comment #18
					Public Transit / Multimodal Transportation	3rd transit priority at all crossings over should be guaranteed. 9th prioritize transit and bikes. Listen to the people in the city not the people through it.	See Comment #13
					Caps/Deck Plazas	10th cap and stitch are a must to make the project acceptable.	See Comment #42
1813	Julian Francis Wait	3/7/2023	MyCapEx Website - Comment Form	jfwait@gmail.com	Wilshire	We respectfully request that TXDOT must mitigate traffic for the proposed 41st Street extension to Wilshire Blvd, which will increase traffic through the neighborhood significantly, being used as a cut-through to Airport Blvd in a 100% residential area. We request a longhorn at that intersection that would require a left-hand turn and route people directly to Airport Blvd, within seconds. The letter has some language you could use.	See Comment #9
1814	Juliana Bandin	2/11/2023	VOH	jlbandin@gmail.com	Business/residential displacement	Please do not expand i35 as it impacts many local business and communities that make Austin what it is.	See Comment #21
1815	Juliana Sheffield	3/7/2023	MyCapEx Website - Comment Form	julianasheffield@gmail.com	Public Transit / Multimodal Transportation	Many cities have demonstrated that merely widening overburdened highways is not an effective long-term solution for traffic. Please invest in the future of Austin, which, in order to accommodate its daily influx of citizens, must come to a progressive, community-concious, historically informed, environmentally sound solution. We can elevate, excavate, invest in public transportation, and look to larger, more congested cities who have been successful in quelling growth challenges. More lanes simply encourage more cars, destroy neighborhoods, and further divide our town. Thank you.	See Comment #13
1816	Julie Bollman	3/7/2023	Email	mjbollman@gmail.com	Air Quality/Climate Change	To whom it may concern regarding the I-35 Capital Express Central Project: I live very close to the forthcoming construction on I-35 (on Hollywood Ave. in the Cherrywood neighborhood in Central Austin) and have the following concerns. 1. TxDOT has not and must study NO2 (nitrous oxides), PM2.5 (particulate matter 2.5), and PM10 (particulate matter 10) in its Air Quality Analysis (DEIS Appendix P). Appendix P currently only analyzes CO (carbon monoxide), which is common practice from DOTs because it's easy to land within CO attainment standards and the analysis is easy to run. NO2, PM2.5, and PM10 pollutants are a more effective measure of pollution and a more significant threat to health; they are also more difficult for TxDOT to bring within the national standards, making the agency reluctant to assess them. 2. The EPA is set to tighten their standards for PM2.5 in 2023, which would put Austin into non-attainment. The standards have been tightened because PM2.5 is so much more of a serious health concern than CO. TxDOT is not required to help Austin get back into attainment status, but non-attainment status will put pressure on CAMPO and the TIP (Transportation Improvement Plan (CAMPO's long-range plan)). Non-attainment is also a reason why TxDOT chose not to analyze PM2.5 in the DEIS – they were worried about what the analysis might show. 3. TxDOT's greenhouse gas analysis (DEIS Appendix V) is incomplete. TxDOT must analyze long-term GHG impacts of the project in comparison to the No Build option (the current analysis is only for construction impacts, not long-term impacts). TxDOT should at least be looking at 20 years out, 30 years out, and 40 years out. 4. TxDOT must conduct a regional emissions analysis for NOx and ozone precursors. Austin has been flirting with ozone non-attainment and TxDOT should be studying these.	See Comment #18
1817	Julie Bracken	3/6/2023	Email	info@sg.actionnetwork.org	Air Quality/Noise	Mr TxDOT TxDOT, The proposed plan will generate more pollution, more emissions, more noise. The heart of a beautiful, vibrant city is no place for this kind of project. How many productive acres of real estate will be sacrificed for this highway? How many fatalities, cases of asthma? I strongly urge you to start over with the design, to either reroute through lanes around the city or spend the money to do it right and sink the whole mess underground. Thank you.	See Comment #34;

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1818	Julie Fredlund	3/7/2023	Email	julie.fredlund@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Julie Fredlund	See Comment #8
1819	Julie Thomas	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I have lived in Austin for over 27 years, most of them, including the last 15, I have lived off of IH-35. I vehemently oppose TXDOT's plans to expand IH-35 in particular and I oppose expansion of IH35 in general. As a long-time resident of this city, I expect TXDOT, Austin City Council and my other representatives to stand up for me and the other residents of this amazing city and not destroy it with an ill-advised, expensive, and useless highway expansion. Sincerely,	See Comment #5
					Community Alternatives	If something must be done, I am in favor of Rethink IH35's plan. We should be putting our investments into improving public transit, not building more highways as car pollution continues to destroy our environment.	See Comment #4
					Latent/Induced Demand	As we have seen with projects like the Katy Freeway, highway expansions do not reduce traffic. I grew up in Houston and visit my family there often, so I have seen firsthand the failure of this project. Freeway expansions increase traffic because of Induced Demand, as well as increasing air and noise pollution.	See Comment #18
					Air Quality/Noise	People living near freeways have poorer health and I have already seen how the highway noise has worsened over the years as Austin grows. I live off Burleson near Ben White and I used to not be able to hear traffic noise from inside my house. Now I can, even with super efficient double-pane windows. We do not need to make the noise worse by expanding IH 35. (Some of that noise is likely 35 too, as I am close to the intersection of Ben White and IH 35.)	See Comment #34
					east/west connectivity	Another horrible effect of this will be decreasing East-West connections by eliminating the Woodland crossing. Traffic at Riverside and IH35 and Oltorf and IH35 is already abysmal, I shudder to think about what those intersections will look like once Woodland is taken away as an option.	See Comment #20
					Business/residential displacement	Finally, the sheer mess that construction will cause will be horrible for our city, not to mention the loss of all the businesses and homes that are to be taken over by imminent domain to expand IH-35.	See Comment #21
					reroute to 130	We already have SH-130, we should incentivize through traffic to take that rather than IH-35, perhaps by toll reductions or other means.	See comment #3
1820	Julio Ramos	2/1/2023	MyCapEx Website - Comment Form	Mrjulioramos@gmail.com	Regional Connectivity	It would be nice to have a rail option between Austin and San Antonio. Rail and trolley option would be nice in San Antonio as well.	See comment #1
1821	Julio Rojas	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of the city of Austin. I oppose TxDOT's plans for I-35, and I oppose expansion. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Community Alternatives	I am for the Rethink35 proposal, redesignating another highway, such as SH-130, as an interstate and a boulevard going through town.	See Comment #4
					Latent/Induced Demand	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. Ten years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18
1822	Junichi Ohdera	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Dear Tommy Abrego, I am writing to let you know of my strong opposition to TxDOT's plans and expansion for I-35. As a resident of East Austin and avid biker and public transit user, I am dismayed that the City sees this expansion as a viable option for Austin's continued growth. At some point we will need to start thinking of our cities on the pedestrian level, for a livable breathable future. This expansion is pulling us far into the opposite direction and should definitely be rethought with more public input taken into consideration.	See Comment #5
					Latent/Induced Demand	Study after study has shown that more lanes only bring more traffic.	See Comment #18
					Community Alternatives	Not only that, I-35 has been a racial segregator and act of violence towards Black and Latino communities since it's beginning. Instead of expanding the Interstate, we have an opportunity to reroute non-local traffic around Austin and recreate I-35 as a usable, livable boulevard. I support the Rethink35 plan which you can find at https://rethink35.com/the-rethink35-plan.	See Comment #4
1823	Jusn Fueyo-Gomez	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose TxDOT's proposed expansions. I urge TxDOT and the Austin City Council to stand for what is right and create an urban area for the future, not entrenched in the flawed thinking of the past.	See Comment #5
					Public Transit / Multimodal Transportation	The region would benefit many times over from the time and funding for this project being invested instead in public transit.	See Comment #13
					Latent/Induced Demand	The evidence is clear--highway expansions do not work in alleviating traffic. Seeing highway expansions in Houston do little to prevent worsening traffic has only proven the law of Induced Demand.	See Comment #18
					Air Quality/Noise	Such a move would also be in line with sustainability goals and pollution control. Austin is well-positioned to be a leader in innovating to support a healthier and more efficient urban environment.	See Comment #34
1824	Justice Stanley	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Round Rock. Me and my fellow neighbors OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion! I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Community Alternatives	I am FOR The Rethink35 proposal, creating a boulevard and leading with public transit.	See Comment #4
					Air Quality/Noise	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #34
					Latent/Induced Demand	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. We know expansion leads to more congestion and a less beautiful, accessible, and green Austin. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18
1825	Justin	1/20/2023	MyCapEx Website - Comment Form	rescue.convent-0f@icloud.com	Public Transit / Multimodal Transportation	We need more reliable mass public transit options instead of more highway lanes that will end up clogged with traffic.	See Comment #13
1826	Justin Beal	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Highway expansions do not work, and have generally failed wherever they've been tried. I hope you consider other options instead of expanding I-35.	See Comment #5
					Public Transit / Multimodal Transportation	I support a public transit first option, making Austin more safe to walk or ride bikes in would be a good place to start. In the long term a local subway or comprehensive bus route system would be even better.	See Comment #13
1827	Justin Collins	2/1/2023	MyCapEx Website - Comment Form	jtcollins.tx@gmail.com	Regional Connectivity	I strongly believe rail transit is a necessity for our cities growth and reduced reliance in single person transport.	See comment #1
1828	Justin Day	2/7/2023	Email	justintday@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Justin	See Comment #8
1829	Justin DuRant	2/26/2023	VOH	JSTNDURANT@GMAIL.COM	Do not widen/no build	This project is a massive waste of taxpayer money and a disaster for the citizens of Austin.	See Comment #5
					Latent/Induced Demand	Widening I-35 will only serve to encourage more car use, quickly reaching a similar equilibrium point to the current state of affairs with no actual mobility benefits. In other words, Induced Demand will quickly (if not immediately) erode any of the reductions in travel times that the designers claim will be achieved. The Department of Transportation needs to realize that infrastructure designed to move the most cars (instead of the most people) will always be massively inefficient and economically unsustainable.	See Comment #18
1830	Justin Kosoris	2/24/2023	VOH	kosoris@gmail.com	Do not widen/no build	Studies of similar highway expansions consistently find no long term benefits to expanding freeways.	See Comment #5
					Bury/tunnel	Please consider limiting the expansion and burying the entire project, creating a boulevard in its place that increases connectivity between downtown and East Austin.	See Comment #25
1831	Justin Lanier	2/9/2023	Physical Comment	kosoris@gmail.com	Unrelated Comment	In future public outreach, I would advise that you carefully evaluate accessibility. 2 notable experiences at the Feb 9 event: 1. The speakers for the video were inaudibly quiet! This proved problematic for me (a 27 y/o w/ no hearing issues) and the older folks in the room. 2. Some of the oriented materials were illegibly small fonts. Again, I have no vision issues, but imagine my father who does being very frustrated. And having ASL translators available and close – captioning on the video would be a great step toward equitable engagement. Thank you!	Unrelated Comment
1832	Justin Moreno	2/1/2023	MyCapEx Website - Comment Form	justin.moreno36@gmail.com	Regional connectivity	Please build more rail lines (high speed) between major cities like San Antonio and Austin, Laredo to San Antonio, Houston to Dallas, etc. instead of dumping so much taxpayer $$$ on building one more highway lane that's going to cause more Induced Demand aka traffic. Less people driving on freeways, by taking other forms of publicly funded transportation, means less congested roads - saving taxpayers and the state so much money, time, and headaches.	See comment #1
1833	Justin Morgan	3/7/2023	VOH	jumorga1@gmail.com	Do not widen/no build	I think the upper decks should be kept, but their positions reversed. The upper decks should be in the fast lanes/inner lanes as those thru lanes are the ones traffic passing through Austin are taking. A lot of congestion occurs because of motorists switching lanes at that point. Also, there should be fewer onramps in the downtown core. It leads to congestion. I also think that much of the downtown segment of I-35 should be capped to allow for denser development or for parks. **For the record, these comments are my personal opinions, and not reflective of my work with Federal Highway Administration**	See Comment #5
1834	Justin York	2/6/2023	Email	york82@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Justin York 618-593-3917	See Comment #8
1835	Justin Zhang	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I live in south Austin . I oppose TxDOT's plans for I-35 and I oppose expansion of the highway. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Reroute to 130	I am for, redesignating another highway such as SH-130 and any public transit options that may be explored.	See comment #3
					Air quality/noise	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions.	See Comment #34
					Latent/Induced Demand	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1836	Justinne Pineda	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, To whom it will concern: I oppose the current plan of I-35 expansion. Highways are ugly, and expanding them by turning our beautiful landscape into concrete is absurd and should not continue. Please go outside. “More people are driving and that’s why we need to expand.” Because what other choice is there but to drive a giant piece of metal at 75 mph to get home? To go on a Target run? To visit my family? Why are we not given options? I do not want to stew in traffic — WHO EVEN DOES? —and I hate that I contribute to all this egregious noise and pollution. It’s almost as if people enjoy road rage. “Why can’t you just walk to work, then?” Great suggestion, but I’d rather not get hit by a giant piece of metal going 75 mph. There are barely any crosswalks that would allow me to walk there anyway. It’s extremely unpleasant. It’s like a magical quest, except terribly dangerous (!) and the only magic being that I somehow make it to my desk with all my limbs attached. Multi-modal transport is key. Community-forward projects like public transit that everyone can happily use. A rail system, waterway system, and busses. No one wants to be miserable or lonely and driving a giant piece of metal at 75 mph alone is very miserable. A more enjoyable driving experience for those who prefer cars because less of them would be on the roads. I see cars worth 3x my yearly salary going break GAS break gas BREAK BREAK and I can’t help but cringe. Paid all that money only for your car to… Twitch on I-35. “One more lane!” No. Thank you, J	See Comment #5
1837	Justinne Pineda	3/7/2023	Email	Lagyukutin@everyactioncustom.com	Community Alternatives	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the “problem” of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region. Sincerely	See Comment #4
					Community Alternatives	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposals. I wish I did not have to drive as much as I have to drive today. Driving is one of the most dangerous way to travel in Texas, with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.. The travel demand models that only seek to optimize this project to slightly speed up long distance single occupant vehicle travel do not represent my needs and desires or the vast majority of the reasons that I need safe, multimodal access in the Austin region. The regional growth forecasts that project a future with the vast majority of residents living in car-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the lifestyle that I want to live. Please build an analytical model to be able to understand how different alternative transportation investment scenarios will provide for safe, multimodal access for each neighborhood in the Austin region. This should analyze how many jobs people from each census tract or transportation analysis zone can reach within a half hour by walking, biking, wheelchair, transit, and personal motorized vehicles in the no build, alternative 2, modified alternative 3, ReThink35, and Reconnect Austin scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable Transit-Oriented Development scenario that was made available to the Texas A&M Transportation Institute when they were developing analysis for this project. Please optimize any scenario to improve safe, multimodal access for people across the Austin region for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant vehicle trips. Thank you for all that TxDOT is doing to improve safe, multimodal access for all. Sincerely,	See Comment #4
1838	Kade Kearney	3/7/2023	Email	kadekearney@utexas.edu	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, It is entirely irrational to further give in to the insane path we have taken in regard to our transportation infrastructure. If you refuse to give in, people will find new ways of transport (that you can instead invest money into), it is the only way. This will just be another egregious monument to the worship of cars. No longer can we dedicate more space to them. Do more. Sure it will annoy people and things will be tough for those who choose to drive on the road, but make it hard. Make them choose other options. Force cities to densify so that people don’t need to drive in and out everyday. Don’t give in for the love of everything rational and sane!!!!	See Comment #5
1839	Kai von Fintel	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, I OPPOSE expanding highways especially in or near a big city and I think that it is a BIG mistake. Expanding highways never alleviates traffic or makes the city better.	See Comment #5
					Air Quality/Noise	I, like many, hate the loud noise that high speed cars bring along with limiting the ability to walk somewhere instead of drive.	See Comment #34
					Public Transit / Multimodal Transportation	I am for walkable cities and this project is limiting that. TxDOT’s plan is VERY flawed and will leave a TERRIBLE impact for the city of Austin.	See Comment #13
1840	Kait Hardin	3/7/2023	Email	khardin@everyactioncustom.com	Do not widen/no build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the “problem” of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #5
1841	Kait Hardin	3/7/2023	Email	khard@everyactioncustom.com	Do not widen/no build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero by 2050. Crashes are measurably more important than congestion and cost the people of the Austin region more – using National Safety Council costs of crashes methodology to compare to Texas A&M Transportation Institute congestion methodology. The Texas Transportation Commission Minute Order 115481 directs TxDOT Austin to “work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. The Commission acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing fatalities. It is further ordered that the divisions and districts of the department shall 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.” I am concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Road to Zero goal. While reaching zero traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is on target to meet the 2035 goal to cut deaths in half is completely doable and within TxDOT’s grasp, based upon the design of the facility and various choices that would result from unambiguously having this goal as the top purpose and need of this project. No project should move forward without a reasonable expectation that the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. Thank you for all that TxDOT is doing and will do in the further development of this project to end traffic deaths.	See Comment #5
1842	Kaithleen Hernandez	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Highway expansions are expensive and tax payers deserve to have a say in how their money is spent. Highway expansion takes too long and causes more accidents and will be taxing to the people. Please redirect these funds to more useful things that would actually benefit the public good. Feeding a mega corporation does not benefit your people.	See Comment #5
1843	Kaitlyn Rodriguez	1/31/2023	MyCapEx Website - Comment Form	wirier-beyond.0r@icloud.com	Regional Connectivity	I support a railway to Austin!	See comment #1
1844	Kaleb Maskill	1/31/2023	MyCapEx Website - Comment Form	Kmmaskill@gmail.com	Regional Connectivity	A rail system between SA and Austin would be great for the two cities!	See comment #1

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1845	Kalen	1/31/2023	MyCapEx Website - Comment Form	Sophieuchiha00@gmail.com	Regional Connectivity	Hello! Me and the rest of the San Antonio/Austin population are extremely interested in a rail system between the two cities. It would make the commute a lot easier for people in both cities and cut down on traffic on 35, especially while road construction is underway. This would greatly improve the lives of commuters in Texas and would benefit the state with the revenue brought in overtime. A high speed rail would take an hour and a half long trip down to 15 minutes or less. Thank you!	See comment #1
1846	Kali Carpenter	2/25/2023	VOH	kali.carpent@gmail.com	Do not widen/no build	I believe that the expansion plan should be stopped until more is addressed.	See Comment #5
					Business/residential displacement	This plan will force out more local businesses and harm the local economy, and the limited data provided on the positive impacts of the expansion are nowhere near worth the harm this would have on our city's already struggling local community.	See Comment #21
					Latent/Induced Demand	We should not be pushing such massive changes in our city's roads that favor gestures of good will to state departments over the economic wellbeing of hundreds of local businesses and home owners.	See Comment #18;
1847	Kam McEvoy	2/24/2023	Email	info@sg.actionnetwork.org	East/west connectivity	Mr TxDOT TxDOT, I think there are smarter ways to work with the footprint we have to improve both the flow of traffic and east-west integration with either bridges (caps) on a lower level freeway or make I-35 a boulevard with walkable, bikeable options. Do the TxDOT decision-makers about Austin also live in Austin? Maybe you do, but this feels like a Houston or Dallas solution that's not a good fit for our city. You guys must also know there's a major public transit line going in, that should alleviate some of the north-south traffic, but it doesn't seem like you're factoring that into these Alternatives.	See Comment #20
					General Support	I really appreciated the change of on-ramps/exits northbound near St. Johns and the 183 overpass, where you separated out the exiting cars from the entering cars, without changing the width of I-35. It feels like having an upper deck and lower deck creates more flow issues than it solves. Seems like one lower deck that's 3 lanes would do the same as 4 lanes, if there were less exits/entrances. For instance, you need the one to St. David's, but the one at Dean Keaton is not necessary, as football traffic should go to MLK, where all the parking garages are anyway. I also love the frontage lane southbound between 290 and Airport that lets you bypass 51st St - you could have one like that at 32nd St to get to Dean Keaton.	See Comment #8
					Public Transit / Multimodal Transportation	More bridges and pedestrian-friendly options to cross I-35 would greatly improve Austin. The only not super-gross option near my house is Manor at I-35, and it still feels really unsafe when I'm bicycling with my children. Lots of students live in East Austin - currently there's no great way for them to walk/bike to campus, which is such a lost opportunity.	See Comment #13
1848	Kamrie Hammond	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I think it is incredibly unethical to force people to use so much space just to make their commute even longer. Thank you for your time and I hope you give this project a second thought.	See Comment #5
					Air Quality/Noise	Statistics show that widening highways actually slows traffic and has a devastating effect on the local ecosystem not only as homes of native wildlife are destroyed, but as emissions from heavy equipment pollute the air and the sound of construction scares away native species and everyone is forced to consume more resources just so they can get to the same spot even slower.	See Comment #34
					Public Transit / Multimodal Transportation	I believe the best way to solve the issue of a long commute long term would be to invest in public transport like trains. Trains solve many issues present such as: helping people arrive on time with minimal fuel emmisson, creating reasonable stops between major cities to incourage tourism, and large opportunity for investors to aid in improving the service and advertisement.	See Comment #13
1849	kansas haynes	2/14/2023	MyCapEx Website - Comment Form	hayneskansas@gmail.com	Business/residential displacement	Don't expand I-35 and tear down West China Tea.	See Comment #21
1850	Karen Brinkman	3/6/2023	Email	info@email.actionnetwork.org	Delwood	Mobility35 Program Manager Tommy Abrego, My family has lived in the Delwood 2 neighborhood for 40 years and we have experienced several prior attempts to expand 1-35. In this current proposal, I support the removal of the upper decks and capping of sections of the highway, however I strongly oppose the totality of the new proposal. The proposed alternatives call for closing one of the four entrances to the Delwood 2 neighborhood, which will greatly increase the difficulty getting in and out of the neighborhood and increase the cut through traffic as the right hand lane traveling north on Airport backs up. This occurs regularly now and will result in increasing safety issues for children and adults exiting the bus and those riding bikes in the neighborhood. In the new proposal, navigating the pathways at the Airport/ I-35 intersection are difficult for anyone without a car. The mixed use paths increase the distance wheelchairs must travel and cyclists have to dismount in order to manage turns and stairs. The proposed pathways include "tunnels" for pedestrians to walk beneath the 8 lanes of traffic on Airport instead of crossing above ground. Individuals considering using these "tunnels" are dissuaded by the fact that pedestrians are out of public view and easy prey for potential predators, especially at night. Additionally, TxDOT and other agencies know that our unhoused population use the current underpasses for shelter. These "tunnels" will continue to serve as shelter for this population with the potential for unfortunate outcomes for everyone. Please reconsider and allow capping of the highway north of Airport Blvd. For years, Austin has struggled to improve race relations, but this proposed highway design will only serve to aggravate the racial and economic segregation in central Austin where people of color and those economically disadvantaged live. Crossing the city from east to west and west to east will continue to be aproblematic for our citizens. This current plan will increase congestion, noise, water and air pollution. I believe that the current environmental studies rely on an outdated model and provide unreliable information. We have relatives living in Houston and I can say that the Katy Freeway is a catastrophe and an example of what could happen in Austin. I support routing 18 wheelers and other large vehicles to SH-130 with negotiated rates for their toll fees. Please consider such proposals as Rethink 35 and Reconnect Austin. Respectfully,	See Comment #184
1851	Karen Jambon	3/3/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, No! We are always behind what we should have done years ago. Other cities have, long ago, created roads that get one around a city, with strategic exits, that don't take you through a city. More importantly, our most urgent and sustainable need is for more robust public transportation. Expanding I-35 is a temporary fix that will need another fix in a few years and disrupts too much of "real" Austin. Stop going for the solutions that seem easy but whose long-term effects do not solve thevproblem	See Coment #13
1852	Karen Kalter	3/7/2023	Email	kkalter@utexas.edu	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I do not support the I35 expansion.	See Comment #5
					Latent/Induced Demand	Freeway expansions often have little to no effect on improving traffic congestion, and I do not think that the construction and delays caused by expanding the highway are worth it.	See Comment #18
					Bury/tunnel	I would much rather support a plan to redesign I35 without expansion, such as previous designs for and underground freeway and above-ground boulevard. Karen Kalter	See Comment #25
1853	Karen Kreps	3/7/2023	Email	pol@everyactioncustom.com	Do not widen/no build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region. Sincerely, Ms Karen Kreps	See Comment #5
					NEPA	I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives.	As stated in section 2.25 of the Environmental Impact Statement (EIS), TxDOT has participated in the National Environmental Policy Act (NEPA) assignment program since 2014. Under the NEPA assignment program, TxDOT is subject to the same procedural and substantive requirements as would apply if the responsibilities were carried out by the Federal Highway Administration (FHWA). As required by FHWA's regulations pertaining to actions evaluated under NEPA, the Capital Express Central project connects logical termini (US 290 East and US 290 West/SH71), has independent utility and significance, and does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. See 23 CFR 771.111(f). This is discussed in more detail in the EIS at sections 2.2.3 and 2.2.4. The Capital Express North and Capital Express South projects are separate projects with their own distinct purposes and needs and logical termini and were properly addressed in their own NEPA studies. In the EIS for the Capital Express Central project, TxDOT did include the Capital Express North and Capital Express South projects and various other past, present and reasonably foreseeable actions in the cumulative impacts analysis. See EIS at section 3.16.4.
					Community alternatives	Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals.	See Comment #4
1854	Karen McGraw	3/7/2023	MyCapEx Website - Comment Form	kmcgrawtx@gmail.com	Air Quality/Noise	Please consider air quality and other environmental impacts, including reduction in light pollution during IH35, during the future planning of IH35. Trucks are overwhelming cars already. Please consider more/longer "NO TRUCKS" lanes with technology that will capture offenders (which I see every time I drive IH35.). Please, please please don't miss this opportunity to move us into the future -- there has to be something better than current state!	See Comment #34
					Water quality	Plan for better capturing, monitoring, and treating of water runoff so it doesn't just find its way into our already burdened watersheds, streams, and lakes. Water is a precious resource in Texas and should be treated as such.	See Comment #125
					Public Transit / Multimodal Transportation	In addition, Texas must move beyond "one man, one car" thinking and build in consideration for light rail or at least bus lanes that would move lots of people at a time.	See Comment #13
1855	Karen Mendoza	3/7/2023	MyCapEx Website - Comment Form	KMENDO02@GMAIL.COM	Do not widen/no build	Please do not expand I35 in Austin. Research continues to show that adding additional lanes do not decrease traffic jams long term. The risks of more car accidents are not worth it.	See Comment #5
					Business/residential displacement	Expanding lanes will cause displacements for local businesses and it will affect the Lady Bird hike and bike trail.	See Comment #21
					Air quality/noise	It will cause damage to the environmental damages with more cars on the roadsbas well as noise pollution.	See Comment #34
1856	Karen Reagan	2/7/2023	Email	karen@texasstaralliance.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. We are long overdue for a revamp of the I-35 corridor that goes through downtown Austin. The proposed plan will knit the communities of east and west Austin into a cohesive entity. I've seen firsthand how this type of roadways has enhanced different cities across the country. It will help to alleviate congestion long term and improve community access to this public space. I am writing to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Best, Karen Karen Kenney Reagan Co-Managing Principal Texas Star Alliance Direct: (512) 653-6065 karen@texasstaralliance.com www.texasstaralliance.com	See Comment #8
1857	Karen S	3/7/2023	MyCapEx Website - Comment Form	kdmatthis@gmail.com	Do not widen/no build	The current plan is not community friendly. IH35 is an ugly scar dividing the city.	See Comment #5
					Reroute to 130	Before considering widening IH35, all through traffic should be moved to 130. This could be achieved by eliminating the tolls. Second best would be eliminating tolls on 130 for all through trucks and requiring that they go around the city.	See Comment #3
					Bike/ped safety	Any rebuilding should include better and safer pedestrian and bike crossings and interactions, which the current plan does not include. Pedestrian and bike crossings should be wide, not crossing or mingling with traffic, NOT tunnels (unsafe for most unarmed people), and pleasant and inviting.	See Comment #30
					Business/residential displacement	Before destroying local businesses and homes move as much traffic as possible out of the central city. Then reevaluate. The current plan is not good for Austin, will not be a safe route either on the roadway or in the neighborhoods around it.	See Comment #21
1858	Karen Zhang	2/11/2023	MyCapEx Website - Comment Form	Karen.zhang@utexas.edu	Business/residential displacement	Don't tear down West China Tea. Don't expand I-35, extra lanes do NOT help traffic issues.	See Comment #21
1859	Karina Gavin	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm utterly appalled that expansions are even still considered in today's world. I am tired of having to take a freeway just to go to the grocery store. Austin is supposed to be a "cutting edge" city, but road expansions are a 50s idea as a result of car industry propaganda. We are better than this.	See Comment #5
					Latent/Induced Demand	Research shows that road expansions -- especially freeway expansions -- only temporarily fix the problem. We have seen countless times across the country that expansions never solve the problem, they only make it worse.	See Comment #18
					Business/residential displacement	Homes and businesses demolished, communities broken apart, incredibly amounts of time, money, and resources poured into a project that ultimately only causes harm.	See Comment #21
					Public Transit / Multimodal Transportation	The only way to be rid of traffic is to remove cars from the road. And the only way to do that is to create fast, reliable, and interconnected public transit systems. Not only will they help with traffic, but also reduce pollution and provide equitable means of travel for all. Good public transit is also good for the city, as car infrastructure is incredibly expensive to maintain. With fewer roads, more buildings can exist. Buildings that can be taxed. It is better, financially, for cities to invest in public transit.	See Comment #13
					Community Alternatives	I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I expect TxDOT, Austin City Council, and other representatives to stand up for me. And I support Rethink 35's plan. I hope you will listen to the people of Austin and not the companies that benefit from this expansion.	See Comment #4

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1860	Karinne Berstis	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a long time Austin resident and strongly oppose expanding I35. I would support a plan that creates more walkable space, green spaces, and increases the safety of the I35 corridor, but the current plan does none of these to my satisfaction.	See Comment #5
					Latent/Induced Demand	The expansion will simply drive more traffic onto the high way rather than relieve congestion–this phenomenon is well documented in other cases. More lanes do not solve congestion.	See Comment #18
					Air Quality/Noise	Furthermore the destruction required for the expansion is wasteful and creates more impenetrable ground cover, which is a growing concern with increasingly severe weather events.	See Comment #34
1861	Karl Koebel	2/7/2023	Email	karl@marketplacetexas.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Karl Koebel, CCIM	See Comment #8
1862	Karl Schafer	3/6/2023	VOH	kds235@gmail.com	Do not widen/no build	More of an effort should to minimize the impact of the I-35 redesign on Austin's existing neighborhoods. The current plans do almost nothing to address this obvious issue, which should be a major priority for any redesign of I-35.	See Comment #5
					Reroute to 130	In particular, much more should be done to reroute truck traffic along highways that do not travel through central Austin.	See comment #3;
					Air Quality/Noise	In addition, more serious environmental studies are required to study the impact of the proposed changes on local air quality (esp. fine particulates).	See Comment #34;
					Construction	In addition, more serious environmental studies are required to study the impact of the proposed changes on local air quality (esp. fine particulates).	See Comment #178
					Water quality	In addition, more serious environmental studies are required to study the impact of the proposed changes on local air quality (esp. fine particulates).	See Comment #125;
					Water Quality	In addition, more serious environmental studies are required to study the impact of the proposed changes on local air quality (esp. fine particulates).	See Comment #125
1863	Karl Schmidt	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Expanding I-35 seems like an obvious grasp to please a presence that clearly never visits the city of Austin.	See Comment #5
					Racial justice	I-35 was a beautifully executed racial separation device that has done the exact intention of dividing our city. As downtown clearly expands towards 183 it certainly seems the east side is the next frontier of Austin, and to increase the separation of this region seems silly.	See Comment #3
					Public Transit / Multimodal Transportation	The options we need in this world are creative modes of transportation, alternative options to "exclusively portable living rooms" that seems to be the only option that works out.. if you live in Leander you can take a train, that's one blip on our rapidly expanding map. If we could encourage alternative methods to commuting, better busses, trains, bike infrastructure, walking paths, scooter options.. people would take advantage of them.	See Comment #13;
					Bike/ped safety	A lot of people I talk to feel so unsafe riding bikes they won't even do it alone. The only option we offer to people is cars, and it's clearly not working now. Addin g more lanes to 35 will only increase the width of the crawl of traffic, while increasing the isolation of the historic east side. Please consider the options of other methods of transportation instead of defaulting to feeding the auto industry and TXDOTs pockets, we beg y'all.	See Comment #30
1864	Karly J Williams	1/24/2023	MyCapEx Website - Comment Form	karlywilms@gmail.com	Regional Connectivity	The shelved plans to complement the highway with regular commuter rail need be brought back to alleviate the traffic. STOP KILLING PEOPLE ON WITH MORE LANES	See comment #1
1865	Karol Iruegas	2/12/2023	MyCapEx Website - Comment Form	karolashleyiruegas1@gmail.com	Business/residential displacement	Please don't expand I-35. West China Tea Company and other important local businesses will be displaced from their current buildings.	See Comment #21
1866	Kat Bentley	1/24/2023	MyCapEx Website - Comment Form	bentlk89@gmail.com	Public Transit / Multimodal Transportation	Please implement public rail and other public service-supportive systems along I-35 corridor. Increasing lanes isn't going to fix the traffic issue with the huge increase in population. NO BORING COMPANY TUNNELS.	See Comment #13
1867	kate	1/20/2023	MyCapEx Website - Comment Form	kaytlin428@yahoo.com	Public Transit / Multimodal Transportation	Widening roads does not help or ease congestion, there are tons of cities in the US, even Houston that are examples of already wide roads filled with traffic. Texas must consider rail travel as a means to clear roads and congestion. The budget and the desire is there!	See Comment #13
1868	Kate Gotimer	3/4/2023	Email	kate.gotimer@gmail.com	business/residential displacement	Hello, I am a member of the Cherrywood neighborhood of Austin and writing to submit comments regarding the CapEx project. I'm a supporter of the upper deck removal but please urge you to: 1.Minimize the highway expansion into the Cherrywood neighborhood, which would impact my home and children's daycare. Thank you for your consideration. Best, Kate Gotimer	See Comment #21
					caps/deck plazas	2.Do not design/build the Cherrywood segment in a way that precludes future capping/decking between Dean Keaton and Airport. 3. Explore deck plazas in the north central deck if these are also being proposed close to the convention center.	See Comment #42
1869	Kate Herling	3/7/2023	MyCapEx Website -	kdherling@gmail.com	Caps/deck plazas	please please cap until 51st street! I'd rather not see an expansion but if you have to do it, please cap it!	See Comment #42
					Bike/ped safety	We need more pedestrian-friendly areas that can accomodate walkers/bikers/ non -cars!	See Comment #30
1870	Kate McCarroll	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Expanding highways worsens traffic, increases pollution, and will further divide our city. Thank you for your consideration.	See Comment #5
					Public Transit / Multimodal Transportation	Instead we should be turning to more environmentally friendly and equitable solutions such as public transit and walkable/bikeable infrastructure.	See Comment #13
1871	Kate Meehan	2/24/2023	VOH	katesmash@gmail.com	Do not widen/no build	I am fundamentally opposed to the widening of IH-35. It is currently full of through-traffic due, in no small part, to the fact that the incredibly expensive to construct SH-130 has incredibly expensive tolls and is thereby underused.	See Comment #5
					Reroute to 130	We were sold a bill of sale that SH-130 would route through-traffic away from IH-35 and it has not. Instead of spending billions on highway widening, why don't we try first to use the existing underused highways in the manner they were intended? Stop tolling on I83 and SH-130 so it's economically feasible to bypass IH-35 and disburse traffic to more highways.	See comment #3
1872	Kate Thomas	1/31/2023	MyCapEx Website - Comment Form	K8WASH@YAHOO.COM	Regional Connectivity	A rail from San Antonio to Austin would make my commute faster and more affordable, not to mention make tourism more prevalent.	See comment #1
1873	Katerina Oudie	1/31/2023	MyCapEx Website - Comment Form	kmoudie@gmail.com	Regional Connectivity	A rail line between San Antonio and Austin would be a huge benefit for my family and I. My husband is about to graduate in a year and plans to work for one of the tech companies in Austin afterwards. This project would significantly cut down his commuting then.	See comment #1
1874	Katharina Stoll	1/13/2023	Email	kstoll@stgdesign.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1875	Katharine Gotimer	3/4/2023	MyCapEx Website - Comment Form	kate.gotimer@gmail.com	Do not widen/no build	Hello, I am a member of the Cherrywood neighborhood of Austin and writing to submit comments regarding the CapEx project. I'm a supporter of the upper deck removal but please urge you to: Thank you for your consideration. Kate Gotimer	See Comment #5
					business/residential displacement	Minimize the highway expansion into the Cherrywood neighborhood, which would impact my home and children's daycare.	See Comment #21
					caps/deck plazas	Do not design/build the Cherrywood segment in a way that precludes future capping/decking between Dean Keaton and Airport. Do not design/build the Cherrywood segment in a way that precludes future capping/decking between Dean Keaton and Airport.	See Comment #42
1876	Katharine O'Kane	1/22/2023	MyCapEx Website -	Kat@okane.net	business/residential displacement	Please do not expand I35 in 2025. We love the local businesses and if they were displaced it would be a massive harm to the local economy, local culture, and local population.	See Comment #21
					Reroute to 130	Please focus on the expanding highways outside of the center of the city like 130 - there is absolutely no reason to add additional lanes that cut through the middle.	See comment #3
1877	Katharine Sucher	3/7/2023	Email	info@sg.actionnetwork.org	Community alternatives	Mr TxDOT TxDOT, Hello, PLEASE know that constituents oppose expanding I-35 and want you to explore alternatives such as Reconnect Austin and Rethink35.	See Comment #4
					Latent/Induced Demand	All urban planners and experts know that expanding highways does not reduce traffic congestion (just look at the Katy interstate in Houston) and in fact INCREASE congestion due to Induced Demand.	See Comment #18
					Public Transit / Multimodal Transportation	I have lived in Austin in 2019 and want it to be my forever home. Safe, pleasant, bikeable and pedestrian-friendly infrastructure will go a long way towards making that happen.	See Comment #13
1878	Katherine dannenmaier	2/11/2023	MyCapEx Website - Comment Form	Hi@margotmoss.com	Business/residential displacement	I value west China teahouse and if the highway is expanded it will be decimated!	See Comment #21
1879	Katherine Ericksen	3/6/2023	Email	info@email.actionnetwork.org	Climate change	Mobility35 Program Manager Tommy Abrego, Hello, my name is Kate Ericksen and I OPPOSE TxDOT's plans and expansion. Climate change is the biggest problem of our generation, and we need bigger, creative solutions that put people and planet first. Simply put, highways expansions have been proven again and again not to work. Austin should be a national leader in climate solutions, and this expansion gets us no closer to that vision. I expect TxDOT, Austin City Council, and other representatives to stand up for me and our Austin community and oppose this expansion.	See Comment #51
					Public Transit / Multimodal Transportation	A public transit-first project could transform and invigorate Austin's economy and communities.	See Comment #13
1880	Katherine Kam	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, TxDOT, I can't believe in the year 2023 I am having to tell a DOT that expanding a highway is a bad idea. It is well known that highway expansions do nothing of value in the short and long term, they thwart efforts to make Texas cities truly resilient and economically-productive metropolitan regions, and go against the Safe System Approach. Expand IH-35 a nd deaths and injuries will continue to happen- that is a fact that cannot be disputed. I was so fascinated by transportation that I decided 14 years ago to get a PhD in transportation engineering, where we did a deep dive into traffic dynamics, travel demand, land use and transportation connection, etc. The evidence is clear: highway expansions do not work. It is truly bizarre that a DOT would even consider highway expansions. THOSE 3 transportation improvements would be absolutely amazing- giving people OPTIONS, giving people SAFE passage, and giving people their time back to be PRODUCTIVE (either working on the train, riding their bikes and getting exercise). WAKE-UP TxDOT!! This is not the 1950s. Get into the 21st century and implement what we know this region needs- and it is not more highway lanes.	See Comment #5
					Latent/Induced Demand	I grew up in Austin and have watched with every highway expansion (US 183, Mopac toll lanes, addition of SH 45 and SH 130, SH 71, etc) that traffic congestion just comes back. Look at US 183- now under expansion yet again. Why does traffic congestion come back? Sure there has been population growth, but congestion comes back because viable alternatives, that people have been begging for, such as a frequent commuter rail service along the IH-35 corridor, are being disregarded to the detriment of the economy and sustainability of the region. Expand IH-35 and traffic congestion will return- that is a fact that cannot be disputed.	See Comment #18
					Bury/tunnel	3) Depress IH-35 through Austin so that the east and west can reconnect again- a lin ear park for walking, biking, and low speed electric vehicles.	See Comment #25

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					Regional Connectivity	What should be done with that money instead? 1) Fund high speed passenger rail between Dallas-Fort Worth-Austin-San Antonio (to augment Houston-Dallas route), preferably with maglev, which is the better, safer technology (no risk of derailment, faster, and can have sharper curves and higher slopes, as needed). 2) Fund regional commuter rail trains between Georgetown and San Antonio to help workers access employment and not have to drive (and risk their lives doing so).	See comment #1
1881	Katherine Mahoney	3/7/2023	Email	kth.mahoney@gmail.com	Do not widen/no build	I'm writing today to oppose the expansion of I-35. I live on the East Side midtown. I live just four blocks from the mess that is the interstate and experience the noise, dirt and foul air from non stop traffic. To enlarge the huge mistake that is I-35 through Austin, bisecting the city with a horrible mess, flies the face of what makes a livableCity. You must pursue alternatives to this radically failed plan.	See Comment #5
					Bike/ped safety	Anyone who actually lives here wants safe, walkable, bikeable streets.	See Comment #30
					Reroute to 130	I-35 should be rerouted around Austin as seen in other cities that have a business loop diverting through traffic around downtown so the only traffic in town is local.	See comment #3
1882	Katherine Sasser	2/6/2023	MyCapEx Website - Comment Form	ksasser@sq1.us	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas!	See Comment #8
1883	Kathleen Davis	3/2/2023	Email	DavisKathleen@msn.com	Reroute to 130	My public comments on the proposed expansion of I-35 Capital Express Central Project – Draft Environmental Impact Statement: 1.18 wheeler trucks should be banned from I-35 through Austin and moved to I-30. Moving the trucks would expedite the remaining traffic through Austin on I-35. Driving I-35, I am convinced that TXDOT's assertion that these semi-trailer/18 wheeler trucks account for only 7 percent of the I-35 traffic. TXDOT Summary S- 1 states " It has ranked #1 in truck delay…". 2.I support the recommendations of Travis County and the City of Austin to make the I-35 expansion more in line with the least disruption and best interests of the citizens of Travis County and Austin. Kathleen Davis Austin, Travis County, Texas	See comment #3
1884	Kathleen Ensey	2/6/2023	MyCapEx Website - Comment Form	kateintex@yahoo.com	aps/deck plazas	As the daughter of a former Maryland road builder and Texas bridge builder, I am quite interested in this project. Now that I've had a chance to look into the project more closely, I want to request that you please include the north central area between MLK and East 51st for capping locations. I'm curious to learn whether consideration has been given to: 1: the effects of the pandemic particularly resulting in tele-working? 2: how much future traffic would even reach the magnitude that it does now since many workers won't even be traveling to downtown Austin? 3: the effects of misjudging the true need for highway expansion, resulting in wasting huge sums of money on all government levels? 4: the effect of prioritizing commercial interests that basically ignore the necessities of urban-core neighborhoods? 5: the effect of prioritizing corporate interests over residents' interests, which would continue to perpetuate the historic schism that the highway already has represented for years? 6: what is truly driving the need for the highway expansion such as TxDOT's long-term goal of such expansion not being to "U-turn"/change direction for a better solution?	See comment #42
1885	Kathleen Matz	3/6/2023	Email	info@sg.actionnetwork.org	Racial justice	Mr TxDOT TxDOT, Expanding I-35 will not only worsen traffic (as research has shown) but it will worsen air and sound pollution, make biking and walking more dangerous, and further the economic disparity plaguing our city. I-35 segregated Austin when it destroyed a black neighborhood and drew a line between the wealthy and working class neighborhoods at its creation. Expanding it is a slap in the face to the people who actually live, work, and raise families in the city.	See Comment #3
					Public Transit / Multimodal Transportation	Spend money on public transit and expanding hike and bike trails, and DON'T incentivize more 18 wheelers to clog up the main thoroughfare through our beloved city.	See Comment #13
1886	Kathleen McDonagh	3/7/2023	MyCapEx Website - Comment Form	mckath@utexas.edu	Wilshire	I am concerned by the city's proposal to extend E. 41 St. through to Wilshire Blvd. This will dramatically increase traffic in what is a solely residential neighborhood as cars choose to cut through to Airport Blvd. The Schieffer-Willowbrook Neighborhood Association has requested that the City and TxDOT mitigate traffic with the use of longhorns, so that cut-through traffic could not enter Wilshire from the 41st Street crossover but would be compelled to turn left onto the frontage road instead. This would still provide traffic with easy access to Airport Boulevard, while preserving the safety of families in our neighborhood. Thank you for considering this request.	See Comment #9
1887	Kathleen Stanford	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for the I-35 expansion. It is not necessary with plans for Project Connect underway and it is a waste of any tax dollars from the public. RECALL that historically transportation needs evolved from the late 19th into the 20th century and as we enter the first half of the 21st century, we are reaching that pivotal turning point again. DO NOT RESORT TO THE STATUS QUO. The US, including Texas, is being left behind the rest of the devolved nations because of our stupid obsession with cars. Get it together over there at TxDOT. I know yall are smart people who KNOW exactly what I am talking about. Kindly,	See Comment #5
					Air Quality/Noise	Highways cause a lot of problems for people, the local ecology, and environment: sound, light, and particulate matter pollution, urban heat islands, etc.	See Comment #34
					Public Transit / Multimodal Transportation	Younger generations already want public transportation, and older people who currently want the highway expansion, well no offense, will not be alive when the project is done (but their kids and grandchildren will be). Highway expansions have been implemented in other places across the country, most notably in CA and Houston, and they are wholly ineffective and problematic at best. Please be a little more reasonable and fucking creative. Listen to your people about what they want over the next 30 years in terms of transportation. We do not want this highway expansion and likely one day we will not even want I-35 as it is running through the middle of town. We want investm ent in better existing infrastructure e.g. improve the current highway and the rail roads (maybe rr are not in the funding bucket NOW, but they could be).	See Comment #13
1888	Kathleen Strong	3/7/2023	Email	kastro23@icloud.com	Do not widen/no build	Adding more lanes to IH-35 will mean more traffic going through central Austin. I oppose adding more lanes. It makes more sense to concentrate on mass transit through the city. Kathleen Strong	See Comment #5
					Air quality/noise	That, of course, means more noise and pollution.	See Comment #34
1889	Kathryn Anderson	3/7/2023	MyCapEx Website - Comment Form	Zjmiller1513@gmail.com	Public Transit / Multimodal Transportation	About the I35 changes- Please have a lane in both directions dedicated to buses. Please have on- and off- ramps dedicated to buses.	See Comment #13
					Water quality	Please make sure that no drainage goes into our lake. Thank you.	See Comment #125
					Air quality	Please incorporate more frequent measures of air quality.	See Comment #558
1890	Kathryn Arnold	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I've lived in Austin my whole life and have seen many changes, not all of them favorable. We have an opportunity here to have a positive impact on the city and we should not squander it by expanding I35. There is no reason to think this will improve traffic. To spend this amount of money for a non-solution is ludicrous. I support development that puts people and the environment first, not cars. Kathryn Arnold	See Comment #5
					Public Transit / Multimodal Transportation	More mass transit. Fewer highway lanes using up valuable space in town.	See Comment #13
1891	Kathryn Flowers	3/4/2023	Email	info@sg.actionnetwork.org	Air Quality/Noise	Mr TxDOT TxDOT, Dear TxDOT, I'm writing in regard to the I-35 expansion project. I am concerned and dismayed with plans to move forward on a significant expansion. In addition, this highway expansion is worse for the environment - our air, the aquifer, and other important natural features. . More pavement and built environment will not achieve those goals, which are shared by most Austin residents.	See Comment #34
					latent/Induced Demand	Expansion of highways is proven to induce demand, and will make Austin more dangerous.	See Comment #18
					Do Not Widen/No Build	Car crashes will increase and pedestrians and cyclists will be in further danger. Every death due to a traffic crash is an unnecessary one.	See Comment #5
					Public Transit / Multimodal Transportation	I don't want to use I-35 now, and I won't want to use it when it expands. I want a walkable, bikeable, LIVEABLE city	See Comment #13
					community alternatives	I would like TxDOT to invest money in a full study of alternatives proposed by Rethink35 and Reconnect Austin. These are community supported alternatives with significant support.	See Comment #4
1892	Kathryn Goodwin	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am opposed to the expansion of IH 35 through Central Austin including my neighorhood from Dean Keeton to US 290. I almost never use IH35 for my local trips. I use local roadways which are often not crowded even during rush hour. I am appalled by the amount of large trucks sitting in traffic during the late afternoon and evening. This plan you are proposing is out of date. It was designed many years ago. Other large cities in the US have done away with the portion of the major highways that go through the center of their city. We can do it too. Texas has a real opportunity here to join other cities in creating an alternative to widening an interstate highway which should never have gone through Austin in the first place.	See Comment #5
					Latent/Induced Demand	History has shown that expanding an existsing highway creates more traffic.	See Comment #18
					Reroute to 130	Seven percent of the traffic is a lot and these trucks could go around Austin on Highway 130.	See comment #3
					Business/residential displacement	While I applaud taking down the upper deck I am against widening the IH35 highway and destroying around 100 buildings including a day care center with 200 students and numerous homes near where I live.	See Comment #21
1893	Kathryn Goodwin	3/6/2023	VOH	kathywin@gmail.com	Do not widen/no build	I attended the public meeting held by TXDot at the Millenium Complex. While I am in agreement that the Upper Deck between Manor Road and US 290 should be torn down, I am against the widening of IH 35 between Riverside Drive and US 290.	See Comment #5
					Reroute to 130	I live in the area close to E38th 1/2 Street. and have lived there for over 40 years. I use the local portion of IH 35 less than 5 percent of the time. I take local roadways and find they are not usually crowded even during rush hour. I am appalled by the large commercial trucks on IH 35 during during the late afternoon and evening. They are 7 percent of the traffic that is a lot. They could go around Highway 130.	See comment #3;
					Business/residential displacement	I am totally against widening the highway through central austin which would destroy about 100 buildings including a day care center for 200 children. Surely TXDot can join other large cities in the US who tore down a large highway through there inner ciities. Please join them.	See Comment #21
1894	Kathryn McArdle	3/7/2023	MyCapEx Website - Comment Form	kate.mca@gmail.com	Do not widen/no build	I firmly oppose the planned expansion of I-35 through Austin, including (but not limited to) the section between MLK and Airport Boulevards, for many reasons, but in light of this environmental impact study, I will focus here on environmental harms.	See Comment #5
					Air Quality/Noise	Several peer-reviewed academic studies have shown that adding lanes to highways only serves to increase new traffic, adding congestion and - importantly for this environmental impact study - worsens air and water pollution and adds carbon emissions. There is just no way that adding lanes to I-35 is good for the environment. Any plans to alter I-35 should be done in ways that IMPROVE the environment, not worsen it, and improve options for non-car travel in and around Austin.	See Comment #34
1895	Kathy Bolstorff	3/7/2023	MyCapEx Website - Comment Form	kathybolstorff@gmail.com	Do not widen/no build	I cannot support the current proposal for the restructuring of I 35 through Central Austin. It does to do enough to enhance the lives of citizens who live in the area adjacent to the project. Quite the opposite, additional air pollution that will accompany increased vehicle trips will adversely affect the health of those living in the i 35 corridor. Additional traffic will also bring with it additional noise, for which there does not seem to be any accommodation. I have lived and worked within blocks of I 35 for the last 33 years. These issues directly affect the health and well being of me and my family (spouse and two children). I spend much of my morning commute just trying to leave our neighborhood. Taking one more access away will exacerbate the problem even further. Specifically, this proposal actually decreases the safety of entering and exiting my neighborhood at the northeast corner of Airport Boulevard and I 35 (Delwood 2). Closing the access point at Fernwood Rd. eliminates 25% of the access points for the neighborhood and the second safest access point (an assessment based on living in the neighborhood for 23 years). Removing the Fernwood Rd. access point will only increase the pressure on the Bentwood Rd. access point which is already hazardous for both entering and exiting the neighborhood due to traffic increasing their speed as they enter the frontage road from Airport Blvd in order to merge on to I 35. This coupled with frontage road traffic merging to the right in order to turn right on Barbara Jordan Blvd and monitoring pedestrian and bicycle traffic crossing Bentwood road at that point make it dangerous to turn on to the northbound frontage road for the Delwood 2 neighborhood and businesses between Bentwood Road and Barbara Jordan Blvd. The single lane of traffic moving from northbound Airport Blvd on the the northbound frontage road is still being required to merge with traffic coming from southbound Airport Blvd which is unlikely to alleviate the backing up of traffic going north on Airport Blvd from I 35 to Aldrich St during rush hour. This effectively cuts off all access to the Delwood 2 neighborhood at that time. The Fernwood Rd access point removes one of those many variables of access, the merging of traffic to the right on the frontage road in order to turn right on Barbara Jordan Blvd. This affords more frequent and less hazardous opportunities for entering and exiting the neighborhood. In the past, I have suggested and illustrated how a dedicated frontage road lane connecting Fernwood Rd and Bentwood Rd and making Bentwood Road entrance only into the neighborhood along with making Fernwood Rd exit only from the neighborhood would allow for safer acceleration and deceleration when entering and leaving the neighborhood via those access points. Please continue to work to find better solutions for all the stakeholders in this process.	See Comment #5
					Community alternatives	Instead of I-35 expansion, I support proposals like those from Rethink35 and Reconnect Austin. Let's designate a highway that doesn't go through the heart of Austin, such as SH-130, as an interstate. Let's replace I-35 with a transit and pedestrian friendly Great Streets boulevard, similar to the original East Avenue that it replaced. This plan will be safer for the many pedestrians and cyclists (like my son) who take their lives in their hands daily trying to cross I35 at Airport to go to school/work.	See Comment #4
					Delwood	Please also reference the position letter from the Delwood 2 Neighborhood Association, which I fully support.	See Comment #184
					East/West Connectivity	It does not do enough to alleviate the east/west barrier that was created by its initial construction.	See Comment #20

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Reroute to 130	The proposal seems mostly designed to accommodate those wish to pass through Austin rather than those who live in Austin. This is what SH-130 is there for!	See Comment #3
1896	Kathy Carr	1/11/2023	Email	Kathy.Carr@jedunn.com	General support	Dear Chairman Bugg and Commissioners:Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Kathy Carr, MCR.w | Vice President, Client Solutions Director JE Dunn Construction 1601 S. Mopac Expressway, Barton Skyway 2, Suite 450, Austin, Texas 78746 | www.jedunn.com direct 737.261.0793 | mobile 512.632.3001 | kathy.carr@jedunn.com In pursuit of building perfection®	See Comment #8
1897	kathy garland	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Please rethink your expansion plan for I35. Expanding I35 is a terrible idea. I35 in downtown Austin is a prime location for something creative that could be wonderful for everyone. Please look at what other cities have done in removing highways. This is an opportunity for greatness, not just a 50 year old idea of simply expanding.	See Comment #5
					Reroute to 130	All that traffic passing through Austin should be diverted east.	See comment #3
1898	Kathy L Jackson	2/18/2023	MyCapEx Website - Comment Form	kathyschmidtjackson@gmail.com	Do not widen/no build	How will TXDOT revise the current expansion proposal to achieve better outcomes to the I-35 Central Express Project? How can the plans meet the citizen's needs for the expansion to be "no higher, no wider?" It is imperative that TXDOT respond to these concerns as well: How will it increase the total number and frequency of at-grade crossings? How will it be equitable and enable covering north central I-35? The physical impact of this expansion on surrounding neighbors needs to be reduced and how will this be achieved?	See Comment #5
					Reroute to 130	Why are there not solutions to promote viable options to shift some traffic load to SH130?	See comment #3
1899	Kathy Macchi	3/5/2023	Email	kmmacchi@gmail.com	Bike/ped safety	To Whom It May Concern, I recognize the necessity of upgrading I-35 to current design standards in order to enhance safety. I support TxDOT's efforts to solve problems such as narrow lanes, the absence of shoulders, insufficient overhead clearance, and inadequate drainage. I live in the Hancock neighborhood in Austin, one of the neighborhoods most affected by its noise and air pollution, and will be most immediately affected by construction. I request the following modifications to the Preferred Alternative. I believe these have the potential to turn I-35 into an asset for my community 1. 3.Bike and pedestrian paths should be separated and follow the City of Austin design guidelines. 4.SPUI tunnel at Airport Blvd should be replaced with safer and emergency-accessible at grade crossing. The Capital Express Central project is a once-in-a-generation opportunity to make the right decisions for a bright future of our city, our state, and mostly our children. Whether congested by gasoline powered or fully electric cars (which, realistically, is a long, long way down the road here in Texas), a massive, up to 22-lane highway through the heart of any city will hardly ever be sustainable, and certainly not livable. I plead with TxDOT to fundamentally reconsider the I-35 Capital Express Central project and embrace a vision for the future that prioritizes equity and quality of life.	See Comment #30
					Caps/Deck Plazas	Large caps/decks, not mere stitches, are imperative if the highway's current footprint does not significantly shrink.A full North-Central Deck is preferable to stitches, which are unlikely to be used for purposes other than transit.	See Comment #42
1900	Kathy Smith	3/6/2023	MyCapEx Website - Comment Form	khornaday@sbcglobal.net	General Support	I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
1901	Kati Schuessel	1/24/2023	Email	schuessel@aquilacommercial.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Kati Schuessel	See Comment #8
1902	Kati Schuessel	2/8/2023	Email	schuessel@aquilacommercial.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. _____ Kati Schuessel Assistant Property Manager AQUILA Management Services is an AMO® This message contains confidential information and is intended only for the individual named. Do not distribute or copy this email if received by mistake. Please delete the message and notify the sender immediately if you have received this email by mistake. Email is not guaranteed to be secure and could be corrupted, lost, destroyed, incomplete, or contain viruses. AQUILA Commercial, LLC does not accept liability for any errors or omissions.	See Comment #8
1903	Katie Douphrate	1/30/2023	Email	kdouphrate@hill-wilkinson.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1904	Katie Howard	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am against the IH 35 expansion through Austin. Expanding highways does not work. I would much rather see a boulevard through town or expansion of public transportation.	See Comment #5
					Business/residential displacement	Expanding 35 will force local businesses to close and I am opposed to that as well. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #21
1905	Katie Mette	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of the Rosewood community and I sincerely OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am for a pedestrian forward plan to reduce car traffic through Rosewood and neighboring communities like a boulevard going through town and more emphasis on public transit. I believe the TxDOT plan is flawed and doesn't consider the direct impacts to my neighborhood. I avoid the interstate now and I don't want to have to use it more in the future. 10 years of construction is absolutely a nightmare and it incentivizes me to want to move out of Austin, a city I absolutely love. Please stand up for my family and our opposition to this interstate plan.	See Comment #5
					Public Transit / Multimodal Transportation	I want our two girls to grow up in a neighborhood, not a congested, construction zone. We ride the buses and the tram, and would love to see the city put more efforts towards public transit that can help local residents around the city.	See Comment #13
1906	Katie Orr	3/7/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, My name is Katie. I am a resident of Austin, TX and I oppose the expansion of I-35. Transforming an already car-centric city into one even less walkable is a message to the city of Austin that it values CARS over PEOPLE. Expanding the highway allows LESS accessibility, less community and more traffic. I do not want to live in a city where I have to use the interstate for local trips. I do not want to deal with 10 years of construction for marginal congestion relief. There is staggering evidence that highway expansion does not solve congested cities' problems. I am FOR Rethink35 and any plans that prioritize public transit improvement instead.	See Comment #4
1907	Katie Spence	3/6/2023	Email	info@sg.actionnetwork.org	Bike/ped safety	Mr TxDOT TxDOT, Expanding I-35 will only bring more traffic and congestion to central Austin. That means more pollution too. We have seen this in action in the aftermath of the I-10 expansion in Katy, TX. This project should instead have a goal of making Austin more walkable and bike-able. Please use Reconnect Austin and Rethink35 to study changes to 35 that could be made that would lessen the bad impacts of expansion.	See Comment #30
1908	Katie Vignery	2/14/2023	Email	vigneryk@gmail.com	Do not widen/no build	Hello. I am writing to express my concerns about the latest version of the proposed I-35 expansion plan. The attached article from the NY Times represents the most current research, which reveals that adding more lanes does not decrease congestion. I would strongly encourage TxDOT to revise the current plan to reflect current empirical findings. If the approved plan is essentially the same as the current one, I encourage TxDOT to extend the cap at least to 290 East.	See Comment #5
					Reroute to 130	I also strongly encourage TxDOT to consider requiring trucks to use Texas 130. Reducing or eliminating tolls is a sensible step toward making this option more palatable to truckers.	See comment #3
1909	Katrina Fairlee	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I am not in support of the current I 35 expansion plan. I imagine it's effects on Austin's water shed will be negative. I've never seen a new highway fix traffic issues, it just allows for more cars and more congestion. Austin should be looking towards alternatives in green infrastructure and transportation. It is just plain ugly. Austin does not need this going through the center of the city. thanks	See Comment #5
					Business/residential displacement	It will worsen traffic, displace business and homes, and discourages alternatives to driving. Austin should not add more concrete in the I35 corridor.	See Comment #21
1910	Katrina Meredith	2/20/2023	VOH	travelingtrina@gmail.com	Community Engagement	Downtown Alliance e-newsletter and My35 e-newsletter	See comment #320
1911	Katrina N	3/7/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
1912	Katy Atkiss	3/7/2023	Email	katyatkiss@gmail.com	Air quality/Climate change	Email Copy: Please find attached public comment from Texas Streets Coalition on the I-35 Central Draft Environmental Impact Statement. We look forward to your response to our concerns. The complete PDF is located in the public hearing summary, appendix F: Air Quality, Appendix P includes only an analysis of carbon monoxide (CO) and ignores the five other criteria pollutants, which are each components of tailpipe emissions, or produced by those emissions. These criteria pollutants (USEPA, 2018a) have been established by the Clean Air Act (CAA) of 1970 and its amendments, required the United States Environmental Protection Agency (USEPA) to establish National Ambient Air Quality Standards (NAAQS) for ambient air pollutants considered harmful to public health and the environment. These pollutants must be included in any air quality analysis, as NO2, PM2.5, and PM10 are much more dangerous than CO, and for the reasons outlined below. TxDOT is not doing enough for EJ communities by not studying NO2, PM10, and PM2.5. A quantitative analysis and a health impact assessment must be completed for all of the following pollutants, and compared between all proposed alternatives. The traffic modeling used to conduct air quality analyses in Appendix P is flawed and projects impossibly inflated traffic volumes for the "No Build" scenario, thus invalidating any comparison of "No Build" to "Modified Alternative 3." TxDOT should rerun each of its air quality analyses in the DEIS and compare Modified Alternative 3 scenario to the past 10-15 years of actual traffic data on I-35. The "No Build" scenario used in the DEIS is flawed and does not accurately predict traffic if no project were implemented. Instead of "No Build," TxDOT should use actual traffic data from the last 10-15 years to represent real traffic on I-35 in a future "No Build" scenario. TxDOT must include the more modern Dynamic Traffic Assignment (DTA) algorithm in modeling (Norm Marshall, Smart Mobility) to establish a realistic freeway capacity that is not exceeded in forecasts. TxDOT must build a feedback loop into their models to check for human rationale, such as whether or not someone would willingly commute 8 hrs per day. The Static Traffic Assignment algorithm typically used by TxDOT does not take into account changes in human behavior based on rational decision making. TxDOT must demonstrate their claim with data that a wider freeway with more capacity will improve greenhouse gas emissions because it will lead to less idling in traffic, if they continue to use it as justification for freeway widening projects. TxDOT traffic and other modeling results must be transparent, to allow the public to assess the impact of all alternatives. These include transparency in the models and parameters used, as well as all input and output data.	See Comment #18
1913	Katy Baldock	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a permanent resident of Austin, i strongly oppose TxDot's I35 expansion planIThe current expansion plan from TxDot is largely flawed and will do much more harm than good. It's not worth it to put Austin residents through this for a short-term "solution" for increasing traffic. There are better ways to go about this and I hope that you will listen to the many residents of this city who oppose this plan.	See Comment #5
					Air Quality/Noise	, I do not think this will effectively solve our problems with a growing city, it ignores the actual needs and welfare of Austin residents, will do more harm with construction and pollution, and many more negative impacts.	See Comment #34
					Community Alternatives	support alternative methods that will do more to solve this issue, such as the Rethink35 proposal.	See Comment #4

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1914	Katy Gentry	1/31/2023	MyCapEx Website - Comment Form	katycomal@gmail.com	Regional Connectivity	Id just love to ride a high speed train between Austin and San Antonio instead of sitting in traffic. Hell, maybe even connect Dallas and Soth Padre while you're at it.	See comment #1
1915	Katy Huff	2/24/2023	VOH	katy@madrev.co	Do not widen/no build	Hello beloved TxDOT fam, thanks for hearing us out about the highway expansion. As a decade long Austin resident, and someone who hopes to live here until the day I die, I would be staunchly opposed to the highwa expansion.	See Comment #5
					Public Transit / Multimodal Transportation	Let Austin turn the highway into a boulevard that connects the city together, instead of ripping it in half. I've seen the ideas for the cap and stitch and that's not good enough. As a city we need to create better public transportation and pedistrian infrstructure, not build more pollution causing highways.	See Comment #13;
					Air Quality/Noise	Let Austin turn the highway into a boulevard that connects the city together, instead of ripping it in half. I've seen the ideas for the cap and stitch and that's not good enough. As a city we need to create better public transportation and pedistrian infrstructure, not build more pollution causing highways.	See Comment #34
					Reroute to 130	Traffic instead should be routed around the city, via 183.The truckers going through Austin can drive around the city, im sure itll be faster anyway. Thank you for considering my voice.	See comment #3;
1916	Kavi Laud	3/6/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	What Austin needs is more public transit and a toll-free bypass for I-35, not even more lanes cutting through town.	See Comment #13;
					Latent/Induced Demand	Highway traffic will simply expand to fill the new capacity.	See Comment #18;
1917	Kay Condran	3/6/2023	MyCapEx Website - Comment Form	kaycondran@austin.rr.com	Air Quality/Noise	Highway noise abatement strategies - as a resident of the Travis Green Condominium community, at 1304 Mariposa Drive, Austin TX, 78704, situated on the west side of the proposed IH-35 right-of-way and new frontage road between Woodland and Oltorf Streets, I am requesting that the project account for and moderate the impact of noise generated by increased traffic moving through our neighborhood. Please add appropriate measures, including sound walls, sound-reducing paving materials, and sound-absorbing materials for retaining walls, barriers, etc. to reduce the overall volume of noise.	See Comment #34
					Construction	Construction activity noise and vibration abatement - as a resident of the Travis Green Condominium community, at 1304 Mariposa Drive, Austin TX, 78704, situated on the west side of the proposed IH-35 right-of-way and new frontage road between Woodland and Oltorf Streets, I am requesting that construction activities involved with the project be done in a way that negates or at least minimizes potential impacts to our buildings and residents within. Vibration from road cutting into the surrounding bedrock could cause foundation settlement, cracking of building finish materials, and other related damages. Please ensure measures are taken in advance of the project's construction to address these concerns.	See Comment #178
					Water Quality	Stormwater and erosion control - as a resident of the Travis Green Condominium community, at 1304 Mariposa Drive, Austin TX, 78704, situated on the west side of the proposed IH-35 right-of-way and new frontage road between Woodland and Oltorf Streets, I am requesting that measures be installed to reduce stormwater related runoff, flooding potential, and further reduce erosion in adjacent creek drainage areas. Our community and the adjacent Brooks Apartments are located partly along the southern shorelines of both the East and West branches of Harpers Branch Creek. The shoreline of the creek is quite steep in areas and any shifting of the earthen bank, due to either IH-35 / frontage road design, and construction related activities could cause flooding in storm events and potential erosion of the stream channel further into the bank and shoreline. This bank-side settlement and/or erosion could also cause foundation movements in buildings immediately adjacent to the creek's banks. As the project crosses directly over the Eastern branch of Harpers Branch Creek, please consider stormwater flow and stream channel bank-side erosion impacts from the increased impervious cover of the expanded IH-35 widening project in our neighborhood.	See Comment #125
1918	Kay Morri	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Expanding will only make things worse. Thank you.	See Comment #5
1919	Kayla Burgess	1/31/2023	MyCapEx Website - Comment Form	burgessk92@gmail.com	Regional Connectivity	I am in favor of the railroad to Austin.	See comment #1
1920	Kaylynn Parks	3/7/2023	Email	kcp339@nyu.edu	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, 10 years of construction for just a few years of congestion relief is NOT worth it. The environmental damage must be comsidered	See Comment #5
1921	Kaysie Blersch	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose TxDOT's plans of expanding I-35. We must protect the environment and the residents of that area.	See Comment #5
1922	Kayte Weeks	2/26/2023	MyCapEx Website - Comment Form	kayteweeks@gmail.com	Water Quality	I question this wetland delineation in its entirety. It looks like only one wetland delineation sheet was completed for the entire project, including its alternative routes. Being that the project occurs within many floodplains, I would expect additional aquatic features in the proposed right-of-way. Additional data is required for this prior to authorization for a USACE permit, in most cases.	See Comment #125
1923	Kayti Duffie	3/7/2023	MyCapEx Website - Comment Form	Kayti.duffie@gmail.com	Do not widen/no build	It's hard to understand who exactly this would service? Who in this city needs to have an official cut through in a neighborhood? (Especially if the residents in this particular neighborhood are asking for you to eliminate it from your plan??) This is a neighborhood surrounded by major streets! Please utilize the major streets instead of breaking up this east side community. We have 3 major schools in the neighborhood. One elementary, one alternative school, and one preschool. We don't need to jeopardize those kids with fast moving cars. Likewise, we have a new bike highway that was implemented by the city of Austin. If you push through with this plan, won't that money spent be a total loss? We also have a huge park that supports all different kinds of community activities like: sports, music, gardening, general enjoyment of the outdoors....and now it will just be another outdoor space that is impacted by even more increased car & truck traffic. Please don't build this cut through. Why are you stitching together the east side with central Austin? Who exactly is asking for that and what community voices are pushing for this? Please let us know. Because it's not the people who will be impacted by it, I promise. And finally, there are VERY little access points from Mopac to tarrytown/ west Austin. You guys did that on purpose to protect those neighborhoods....please consider doing that for the EAST SIDE too. We ALSO want community and a break from all the traffic and congestion.	See Comment #5
					Wilshire	In regards to the 41st Street extension to Wilshire Blvd- we are in OPPOSITION.	See Comment #9
1924	Keir Semmens	3/7/2023	Email	keirsemmens@yahoo.com	Do not widen/no build	Dear Commissioners, I have driven in Los Angeles. I have driven in New York. I have driven in Atlanta, Boston, Chicago, Honolulu, Houston, Seattle, and Washington DC. As diverse as these cities are, they all suffer from traffic gridlock. Over the decades, all of them have tried to build their way out of their traffic jams by adding more roads with more lanes. This has never worked. In each of these cities, traffic is worse than ever. Part of this is due to population growth. But much of it is due to mismatched incentives. New roads can improve traffic flow temporarily. Yet experience shows they soon draw extra traffic which erases any gains. As multiple studies confirm, this cycle has played out over and over. The last major expansion of Houston's Katy Freeway illustrates this perfectly. When it comes to roads, if you build it they will come. The numbers of drivers and vehicles always grow to fill the new lanes, and then some. For this reason, I oppose the existing plan to widen I-35. I am not against roads and vehicles. They are essential for both personal and commercial transportation. However, this proposal is a band-aid instead of a cure. Billions of dollars will be spent, only to leave future officials with a bigger headache to solve before mid-century. I urge you to reconsider the current plans, particularly given TxDOT's own recent experience from the Katy Freeway expansion. I know you don't want to waste taxpayer dollars. Please examine initiatives being adopted in other states facing similar challenges, and revisit alternative proposals offered by various parties here in Austin. Everyone wants a viable solution that improves traffic flow for the long term, while preserving Austin's amenity and quality of life. Surely we can figure this out. Kind regards, Keir Semmens	See Comment #5
1925	Keith B	3/7/2023	MyCapEx Website - Comment Form	one0001101@gmail.com	Do not widen/no build	Please do not expand I-35 for more lanes. Please do not create Induced Demand with a wider interstate, instead of encouraging carpooling, public transport, and public mobility options, like bicycles. Let's have European quality train service in Austin!	See Comment #5
					Public Transit / Multimodal Transportation	We need a public transport system that's more economically advantageous and better for the environment than more cars on I-35.	See Comment #13
1926	Keith Donahoe	1/12/2023	Email	Keith.Donahoe@southside.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Keith Donahoe Regional President, Central Texas 11815 Alterra Parkway, Suite 100 Austin, Texas 78758 O 512-381-2338	C 512-633-5744 keith.donahoe@southside.com CONFIDENTIALITY NOTICE—: This message may contain confidential information and is intended only for the named recipient(s). Please notify the sender immediately if you have received this email by mistake, and delete it from your system. Absent specific permission from the sender, you should not disseminate, distribute, or copy this email. Email transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message. If verification is required, please request a hard-copy version. Defamatory statements and copyright infringement by employees is prohibited by Southside Bank, and the Bank disclaims any liability arising from such communications.	See Comment #8
1927	Keith Donahoe	1/26/2023	MyCapEx Website - Comment Form	keith.donahoe@southside.com	General support	Dear Chairman Bugg and Commissioners: I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. Thank you for your dedication to serving the citizens of Texas. Sincerely, Keith Donahoe	See Comment #8
1928	Keith Donahoe	2/7/2023	Email	Keith.Donahoe@southside.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Regards, Keith Donahoe CONFIDENTIALITY NOTICE—: This message may contain confidential information and is intended only for the named recipient(s). Please notify the sender immediately if you have received this email by mistake, and delete it from your system. Absent specific permission from the sender, you should not disseminate, distribute, or copy this email. Email transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message. If verification is required, please request a hard-copy version. Defamatory statements and copyright infringement by employees is prohibited by Southside Bank, and the Bank disclaims any liability arising from such communications.	See Comment #8
1929	Keith Donahoe	2/8/2023	MyCapEx Website - Comment Form	keith.donahoe@gmail.com	General support	I support the I-35 redesign.	See Comment #8
1930	Keith Matthews	3/6/2023	Email	info@sg.actionnetwork.org	Community alternatives	Mr TxDOT TxDOT, To whom it may concern, I am writing to you today to express my opposition to the I-35 expansion. I believe this will only further the congestion already causing issue in the city. This expansion would only lead to more air and noise pollution and adverse health impacts on the community. These issues should be top of mind for TXDOT planners. Yet, road expansion is the only solution that has been proposed despite proven failures across the state. As an Austin resident, I prefer not to travel around town on crowded, congested highways. I believe we need investments in other forms of transportation such as public buses, trains, biking paths, or sidewalks, all of which reduce our carbon footprints, pollution, and congestion. While these projects are long term, I do believe that not only the city, but it's people would benefit from this healthier and more peaceful choice. I implore you to invest in a reimagined future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied and invested in. Thank you,	See Comment #4
1931	Keith Zimmerman	2/14/2023	Email	Keith.Zimmerman@cushwake.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1932	Keith Zimmerman/USA	2/1/2023	Email	Keith.Zimmerman@cushwake.com>	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. The information contained in this email (including any attachments) is confidential, may be subject to legal or other professional privilege and contain copyright material, and is intended for use by the named recipient(s) only. Access to or use of this email or its attachments by anyone else is strictly prohibited and may be unlawful. If you are not the intended recipient(s), you may not use, disclose, copy or distribute this email or its attachments (or any part thereof), nor take or omit to take any action in reliance on it. If you have received this email in error, please notify the sender immediately by telephone or email and delete it, and all copies thereof, including all attachments, from your system. Any confidentiality or privilege is not waived or lost because this email has been sent to you by mistake. Although we have taken reasonable precautions to reduce the risk of transmitting software viruses, we accept no liability for any loss or damage caused by this email or its attachments due to viruses, interference, interception, corruption or unapproved access. For information on how your personal information is processed, including information on how to exercise state or country specific Privacy Rights please view our privacy notice here: https://www.cushmanwakefield.com/en/privacy-and-cookies	See Comment #8
1933	Keith Zimmerman/USA	2/7/2023	Email	Keith.Zimmerman@cushwake.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. The information contained in this email (including any attachments) is confidential, may be subject to legal or other professional privilege and contain copyright material, and is intended for use by the named recipient(s) only. Access to or use of this email or its attachments by anyone else is strictly prohibited and may be unlawful. If you are not the intended recipient(s), you may not use, disclose, copy or distribute this email or its attachments (or any part thereof), nor take or omit to take any action in reliance on it. If you have received this email in error, please notify the sender immediately by telephone or email and delete it, and all copies thereof, including all attachments, from your system. Any confidentiality or privilege is not waived or lost because this email has been sent to you by mistake. Although we have taken reasonable precautions to reduce the risk of transmitting software viruses, we accept no liability for any loss or damage caused by this email or its attachments due to viruses, interference, interception, corruption or unapproved access. For information on how your personal information is processed, including information on how to exercise state or country specific Privacy Rights please view our privacy notice here: https://www.cushmanwakefield.com/en/privacy-and-cookies	See Comment #8
1934	Kelan Robinson	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As an East Austin native and resident for over 30 years, I urge TXDOT to be innovative in their approach to this project and consider a plan that promotes pedestrian scale transportation solutions that enhance the urban environment while embracing multimodal transportation - not simply adding lanes that will soon be full of more single occupancy vehicles. I was raised in East Austin and know the rooted pain I-35 has represented in our community's history. Any above-grade or at-grade expansion of this already ill-planned infrastructure project would be detrimental to our city. Kelan Robinson	See Comment #5
					Caps/Deck Plazas	Please revisit a true cap and stitch solution and create a plan to effectively divert as many semi-trucks to I-30 as possible.	See Comment #42
1935	Kelas	1/19/2023	Email	ladyfate@gmail.com	Do not widen/no build	Time and time again research has shown that adding more lanes to freeways does not improve traffic. It puts more cars on the road, and causes more congestion.. Why are you insisting on wasting millions upon millions of dollars to make a problem worse? How much are car and gas companies bribing you? Be smart. Think about the future for a change rather than who is putting money in your pockets, because short-sighted plans line this only sabotage Austin's future.	See Comment #5
					Public Transit / Multimodal Transportation	The only real way to deal with constantly increasing Austin traffic is by massively improving public transit options. Bike and pedestrian lanes are extremely important as well, but you will keep having this issue over and over and over again until you invest in robust public transit	See Comment #13
1936	Kelli Morrison	2/28/2023	MyCapEx Website - Comment Form	kelli@mh-tx.com	General Support	Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas	See Comment #8
1937	Kelly	1/20/2023	MyCapEx Website - Comment Form	Kellyjane22@comcast.net	Do not widen/no build	Improve public transportation. Don't expand the highways.	See Comment #5
1938	Kelly Bach	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi there, My name is Kelly and I am a resident of Austin, Tx. I am writing to ask you to stop the expansion of I-35. This expansion will cause more traffic and challenge for the residents of Austin. It will cause more pollution in a zone that directly affects the ecosystem of this area. This project will directly affect me and my quality of life. 10 years of construction is not worth the attempt to relieve congestion, which won't work anyway, the traffic will be just as bad. I live here! I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Please don't let this happen,	See Comment #5
					Community Alternatives	The reality is that highway expansion does not help traffic! Please consider the re-think I-35 proposal and/or reworking SH-130 to be an interstate highway.	See Comment #4
1939	Kelly Harper	1/27/2023	Email	kellyharper1@gmail.com	Business/residential displacement	Expanding I-35 should not displace homeowners. In a time when many people are already struggling to afford housing, it is unacceptable to intentionally displace people from their homes.	See Comment #21
1940	Kelly Harper	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a resident of Austin, in the Airport / E. 45th street area since the late 90's, I see the potential for more harm than good from the current proposed expansion of I-35. There must be a more forward thinking solution. Please consider ways to move truck and commercial vehicles to travel through less traveled routes rather than our primary thoroughfare. I expect the Austin City Counsel and TxDoT to work together seeking better solutions and remain open to new ideas for the safety, health of our city.	See Comment #5
					Community Alternatives	The Rethink35 proposal is more in line with the effort to think about creative solutions, as apposed to just adding more lanes. Highway expansions through tight residential areas will result in people losing their homes and small businesses as well as the problems associated with construction noise, pollution and debris. Which shows wreck less disregard for the people involved.	See Comment #4
					Bike/ped safety	When we expand I-35 in already tight residential areas, the neighborhood becomes a dangerous place for everyone including walkers, bikers, kids getting off the bus, pets.	See Comment #30
1941	Kelly Mahan	3/7/2023	Email	kwmahan33@yahoo.com	Water quality	TXDOT public comment response for proposed IH 35 expansion: Stormwater and erosion control - as a resident of the Travis Green Condominum community, at 1304 Mariposa Drive, Austin TX, 78704, situated on the west side of the proposed IH-35 right-of-way and new frontage road between Woodland and Oltorf Streets, I am requesting that measures be installed to reduce stormwater related runoff, flooding potential, and further reduce erosion in adjacent creek drainage areas. Our community and the adjacent Brooks Apartments are located partly along the southern shorelines of both the East and West branches of Harpers Branch Creek. The shoreline of the creek is quite steep in areas and any shifting of the earthen bank, due to either IH-35 / frontage road design, and construction related activities could cause flooding in storm events and potential erosion of the stream channel further into the bank and shoreline. This bank-side settlement and/or erosion could also cause foundation movements in buildings immediately adjacent to the creek's banks. As the project crosses directly over the Eastern branch of Harpers Branch Creek, please consider stormwater flow and stream channel bank-side erosion impacts from the increased impervious cover of the expanded IH-35 widening project in our neighborhood.	See Comment #125
					Air Quality/Noise	TXDOT public comment response for proposed IH 35 expansion: Construction activity noise and vibration abatement - as a resident of the Travis Green Condominum community, at 1304 Mariposa Drive, Austin TX, 78704, situated on the west side of the proposed IH-35 right-of-way and new frontage road between Woodland and Oltorf Streets, I am requesting that construction activities involved with the project be done in a way that negates or at least minimizes potential impacts to our buildings and residents within. Vibration from road cutting into the surrounding bedrock could cause foundation settlement, cracking of building finish materials, and other related damages. Please ensure measures are taken in advance of the project's construction to address these concerns.	See Comment #34
						TXDOT public comment response for proposed IH 35 expansion: Highway noise abatement strategies - as a resident of the Travis Green Condominum community, at 1304 Mariposa Drive, Austin TX, 78704, situated on the west side of the proposed IH-35 right-of-way and new frontage road between Woodland and Oltorf Streets, I am requesting that the project account for and moderate the impact of noise generated by increased traffic moving through our neighborhood. Please add appropriate measures, including sound walls, sound-reducing paving materials, and sound-absorbing materials for retaining walls, barriers, etc. to reduce the overall volume of noise.	See Comment #34
1942	Kelly McClendon	2/9/2023	Physical Comment	khannifin@gmail.com	Sound Walls	Does this noise barrier wall have to be so high? 20 feet seems like it would be an unfortunate eyesore. Cherrywood neighbors would love a cap and stitch across the highway.	See Comment #69
1943	Kelly Raley	2/25/2023	VOH	rkellyraley@gmail.com	Do not widen/no build	I'm generally not in favor of widening I-35.	See Comment #5
					Latent/Induced Demand	I do understand that much of the I-35 traffic is local, but if this is the case I'm still uncertain that expanding our limited access highway will address our current problems. Widening roads rarely works to reduce congestion.	See Comment #18;
					Reroute to 130	We built Highway 130 to increase capacity through Austin and increasing the capacity of I35 in town disincentivizes the use of 130 for through traffic.	See comment #3;
					Multimodal transportation	I am pleased to see greater east-west access across I35, especially for pedestrian and bike traffic. Growing use of scooters and e-bokes makes the expansion of bike lanes necessary and wise.	See Comment #20
1944	Kelsey Cooper	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I commute on I35 every work day. Austin could be on the cutting edge of transit solutions. Let's not go backwards and continue to try failed approaches, like massive highway expansion.	See Comment #5
					Reroute to 130	More construction and expansion will not solve our problems. We have the chance to be brave and try a bold alternative approach, such as using 130 as a highway or prioritizing public-first transit.	See comment #3
1945	Kelsey Huse	3/5/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Dear TXDOT, I am a resident of Austin. I have driven on I-35 my whole life. For the past several years I have avoided it entirely because I know too many people who have gotten in crashes on it. Expanding this highway does not align with Austin's Vision Zero and climate goals. As a pedestrian and bicyclist, having to cross 6 lanes of frontage roads is NOT ok.	See Comment #5
					Reroute to 130	This wound of a highway should be removed. SH-130 was built as the bypass. Make people use it!!!! Give Austin a normal city grid to increase connectivity. We need high speed trains for inter-city travel. The infrastructure in this state is embarrassing.	See comment #3
1946	Kelsey Nunez	2/14/2023	Email	kelseyanunez@gmail.com	Do not widen/no build	Hello, I'm writing as a concerned citizen about the plan for the I-35 rebuild. As we know, this barrier has existed for a long time. With this opportunity upon us, I feel it's important to make the best use of the space and the city. We need to keep in mind all the implications of making a highway more lanes, this has never alleviated traffic in the past. I truly believe that more green space on top of the highway is essential to not simply remove it but then create a crevice. We don't want that. The city wants to be innovative in the project and opportunity we have before us. The citizens and organizations opposed to alt. 3 need to be truly heard. Thanks for your time!	See Comment #5
1947	Kelsie Spencer	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Not only does this make Texas an even less walkable state than it already is, these expansions are harmful to the environment.	See Comment #5
					Racial Justice	These expansions often go through neighborhoods that house low incomes families as well giving them even less access to the things that they need. Stop building roads and put your money towards the people that live there.	See Comment #3
1948	Kelvin Odom	3/7/2023	Email	kelvin@mkodom.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I now live in the DFW metroplex, but I grew up in the Austin area and still visit family there frequently. I oppose TxDOT's plans to expand IH-35 and would encourage you to consider a plan that instead expands CapMetro's light rail network.	See Comment #5
1949	ken kille	1/30/2023	Email	kkille@me.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT.	See Comment #8

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1950	Kendal Gladish	3/7/2023	MyCapEx Website - Comment Form	khgladish@gmail.com	Do not widen/no build	This plan needs much more work. First and foremost we MUST have more public transit options surrounding the I35 expansion. We need light rail and more bus routes. This 25 years ahead with alternative energy—not just more carbon emitting autos. Anything else is shortsighted and ultimately dangerous to our future viability as an economic engine in Central Texas. Be bold!! Set a new standard for growth that benefits all citizens and that is based on more than commuter convenience.	See Comment #5
1951	Kendall Kibby-Deck	3/2/2023	Email	info@email.actionnetwork.org	Community alternatives	Mobility35 Program Manager Tommy Abrego, I'm an Austin resident and live near I-35, and I oppose the plans for expansion. I do not want to live with more noise and pollution.	See Comment #4
					Community Alternatives	A better proposal is the ReThink35 proposal, or building a park over the highway to connect communities that have been divided by it, or a public-transit focused solution. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #4
1952	Kenneth Cook	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I'm writing in to voice my opposition to the proposed expansion. I grew up in Houston and can confirm decades of highway construction and expansion there have done little to ease traffic congestion.	See Comment #5
					Public Transit / Multimodal Transportation	Resources should be directed towards more creative solutions to this problem like improved public transit and ride sharing incentives. We can do better than this.	See Comment #13
1953	Kenneth Mccleary	1/13/2023	Email	kennethmccleary@aol.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. As someone who can't afford to live in the city and has to live far south, the conditions are atrocious. As taxpayers, we deserve better roadways. Kenneth McCleary	See Comment #8
1954	Keri Pearlson	3/1/2023	Email	kpearlson@gmail.com	Noise	To the I35 Capital Express Central Project Team: This note is being written to express my concerns about the proposed project to expand and change the I35 highway. I'm a resident in the Towers at Town Lake, a condominium just west of I35, north of the lake, and south of Cesar Chavez and in what is considered the "Rainey Street area". Our address is 40 N. Interstate 35, so our property is right on the feeder road to I35. The construction proposed for the highway expansion and modification will run right next to our homes. Let me start by saying I'm grateful that none of our land will be taken over for these new projects. Thank you. While I'm supportive of modifying I35 to ease traffic congestion on the highway, and to update the highway, I'm concerned about the actual construction project itself. From all I have read and heard, the project team has failed to consider the impact the project itself will have on the neighborhood, and some of the proposed components of the final design will negatively impact the neighborhood. Further, it's not clear that the City of Austin and TxDOT have coordinated their project at all. This lack of coordination will cause great distress, and increase risk to those of us using the streets, sidewalks, and bike lanes in the area. As you may know, the convention center project, the I-35 project, and the continued expansion/construction of sky scrapers in the Rainey St area would all be happening at the same time. Cesar Chavez is already over congested due to just the Waterline project. Once we add in the convention center project and the proposed construction along I35, the primary entrance ways to the Rainey district (the intersections of Red River and Cesar Chavez, and the intersection of I35 and Driskill St) will be an even bigger nightmare than they are today. Add to this the special approval of the Austin City Council for a FAR (Floor Area Ratio) for the Rainey area of something above 20 (when the zoned ratio is 8, and New York City is 12), will make the density, the number of people (and vehicles) coming into and leaving the area, and ultimately the traffic even greater than today. It's not clear that the traffic coming into and out of the Rainey district has been considered as part of the I35 construction project. The staging areas, the street closures/narrowing, and the ultimate design for the intersection of Cesar Chavez and I35 need to consider the impact on the traffic flowing in and out of Rainey. I respectfully ask that more detailed plans be made for the construction project that consider the traffic and population changes underway in this area. Next, the plans I've seen for the reconstruction of I-35 eliminate the entrance to the highway that we currently have just north of Cesar Chavez on the northbound side. The plans seem to now require traffic to use a flyover bridge starting at 8th street. Eliminating the current entrance, without adding a newer one closer to the Cesar Chavez and I35 intersection, given the traffic increases in the Rainey District (and any other growth planned for East Austin south of Cesar Chavez), is ill advised. Would it be possible to find a way to add a northbound entrance between Holly and Cesar Chavez? Then traffic exiting Rainey on Holly would be able to jump on I35 before getting to the Cesar Chavez intersection. Finally, I'm concerned about pedestrian and bike access in the area next to my home. The plans I've seen do not include a pedestrian or bike lane on the bridge crossing I35 from River Street to Holly Street. Could the plans be upgraded to include pedestrian and bike lanes for this bridge? I often walk under I35 at Holly today to reach the East side, and that will not be possible after the project is completed if the current plans are not modified.	See Comment #69
1955	Kerry	3/7/2023	Email	kerryatx@gmail.com	Do not widen/no build	Dear TxDOT, I'm writing to voice my concern as an East Austin resident about the impending recommendations made to TxDOT regarding the CapEx Project and the proposed design for a 41st street west side to Wilshire east side thoroughfare. The connectivity from west to east can just as easily be accomplished via feeder road to airport blvd with out the disruption of a historical residential neighborhood. Longhorns were used when Mueller was redeveloped to mitigate cut through traffic on to Wilshire Blvd. The longhorns have been effective and could be implemented at 41st and Wilshire to move traffic to Airport Blvd. without disrupting a beautiful, old, historic family neighborhood. Sincerely, Kerry Morgan	See Comment #5
1956	Kerry Hall	3/7/2023	Email	klhall1206@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1957	Kerry Hall	1/17/2023	Email	klhall1206@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Mail for Windows	See Comment #8
1958	Keshav Prathivadi	3/6/2023	VOH	keshavp@utexas.edu	Do not widen/no build	I am vehemently against the I-35 expansion project. To begin with, traffic projections by TxDOT in years past that supposedly justify these expansions have never materialized. TxDOT projected nearly a nearly tenfold increase in traffic volume for I-35 in 2002 looking to 2020 and that volume never changed for those 18 years.	See Comment #5
					Business/residential displacement	This project will also claim multiple businesses without enhancing any of the surrounding area and making it extremely hostile to pedestrians and kneecap transit (Red Line, Blue line, Bus routes) through the city. In addition, eliminating the managed lanes would limit the footprint of the highway. These lanes add no value to the downtown project as it does not cater to anyone looking to go into downtown Austin.	See Comment #21
					Racial justice	As for the project itself, it fails to heal the damage done by the original project 60 years ago that divided our city.	See Comment #3
					Caps/deck plazas	Even the proposed caps (at the city's expense) will not alleviate the damage done by the expansion as they would be inaccessible and unsafe.	See Comment #42
					Bike/ped safety	One way to fix this is by narrowing the frontage roads from 6 lanes to 4 or 3 (one central turning lane) and designing the road such that the maximum speed would be no more than 30 mph. In addition, there should be no entry/exit points to I-35 through the downtown core to reduce the number of high speed vehicles on downtown roads. This will make it much safer for pedestrians and bicyclists to navigate the area.	See Comment #30
					Public Transit / Multimodal Transportation	As a city that is growing and investing heavily in public transit in the near future, I am disappointed to see TxDOT using a 1960s mindset to plunge some of the most precious real estate in Austin into construction for the next decade.	See Comment #13;
					Reroute to 130	$5 billion spent on this project could be better used on acquiring the SH 130 ROW and redirecting all non-local traffic along the city. People whose final destination is not central Austin should not need to drive through the heart of the city. I urge TxDOT to reconsider the path they are on or at least take into mind the comments of citizens who are concerned about the proven negative impacts of freeway expansion (temporary congestion relief, Induced Demand, displacement of residents, poor air quality, increased emissions).	See comment #3
1959	Keshav Prathivadi	3/7/2023	Email	keshavr1@everyactioncustom.com	Do not widen/no build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. . Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #5
					Community Alternatives	There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals	See Comment #4
					Multimodal Transportation	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposals. I wish I did not have to drive as much as I have to drive today. Driving is one of the most dangerous way to travel in Texas, with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.. The travel demand models that only seek to optimize this project to slightly speed up long distance single occupant vehicle travel do not represent my needs and desires or the vast majority of the reasons that I need safe, multimodal access in the Austin region. The regional growth forecasts that project a future with the vast majority of residents living in car-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the lifestyle that I want to live. This analysis should use multiple reasonable future growth scenarios including the equitable Transit-Oriented Development scenario that was made available to the Texas A&M Transportation Institute when they were developing analysis for this project. Please optimize any scenario to improve safe, multimodal access for people across the Austin region for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant vehicle trips. Thank you for all that TxDOT is doing to improve safe, multimodal access for all.	See Comment #20
					Community alternatives	Please build an analytical model to be able to understand how different alternative transportation investment scenarios will provide for safe, multimodal access for each neighborhood in the Austin region. This should analyze how many jobs people from each census tract or transportation analysis zone can reach within a half hour by walking, biking, wheelchair, transit, and personal motorized vehicles in the no build, alternative 2, modified alternative 3, ReThink35, and Reconnect Austin scenarios.	See Comment #4

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1960	kesten broughton	2/28/2023	Email	kesten.broughton@gmail.com	Bike/ped safety	I live at 12th and Chicon and commute to downtown by bike. 4th ave is bike friendly, but crossing to downtown at i-35 is by a no-light crosswalk which is not respected by traffic. Sometimes you must wait a minute or more for a break in traffic. The other crossings at 11th and 15th are no better. Things are much worse the further north you go as you must go far out of your way to cross from the east side to downtown. I would like to see much more done to improve on current connectivity before any plans to expand the i-35 go forward. If volume targets must be met, please consider using other north-south corridors like 130 or 183 that have less impact on an urban center. Sincerely,	See Comment #30
1961	Kevin Burns	2/8/2023	Email	kevin@urbanspacelifestyle.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1962	Kevin Burns	3/6/2023	MyCapEx Website - Comment Form	kevin@urbanspacerealtors.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
1963	Kevin Chau	3/6/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, Widening I-35 is one of the worst ways to make Austin a place unfriendly to everyone involved. Traffic congestion will be worse, people commuting will spend more of their day in cars, and we are spending enormous amounts of money for car infrastructure that could better be spend on proven transportation strategies. Europe and Asia are beacons for how we should develop a strong town where people aren't reliant on cars to participate in society. Changing Austin to become more pedestrian and bike friendly will pay numerous dividends with more economic growth, less spent on road infrastructure, more tourism, better public life for people, and a more enjoyable place to live. Growing up for 22 years in Austin, I can say it was frustrating spending a third of my life on a highway. Not having a car is essentially being put on house arrest. Let's invest in more biking infrastructure that's separate from cars. Let's build better public transit with headways where people don't have to plan their days around bus and train times. Austin should look towards it's sister city, Portland, for how we can keep the culture of the town. Austin doesn't have to become Dallas or Houston with sprawling highways and parking lots, we can keep	See Comment #13
1964	Kevin Crampton	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build		See Comment #5
1965	Kevin English	1/4/2023	MyCapEx Website - Comment Form	kevinjenglish@gmail.com	Reroute to 130	Is there any consideration for an entirely new freeway between TX 281 to TX 67 & I-35 from San Antonio to Arlington that bypasses Austin entirely west of Lake Travis?	See Comment #3
1966	Kevin Fleming	1/17/2023	Email	kevin@sq1.us	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Kevin Fleming 512-633-0668	See Comment #8
1967	Kevin Fleming	2/8/2023	Email	kevin@sq1.us	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Kevin Fleming 512-633-0668	See Comment #8
1968	Kevin Fleming	3/7/2023	Email	kevin@sq1.us	General support	Dear Chairman Bugg and Commissioners: I have been involved in Austin since 1984 with the development of 100 Congress, the office building at Cesar Chavez, and Congress Ave. We faced issues with I-35 at that time. It has grown to be a major hurdle for us all. I support the I-35 Capital Express Central design as proposed by TxDOT. Please approve this project and move forward. Thanks, Kevin	See Comment #8
1969	Kevin Fromm	3/7/2023	MyCapEx Website - Comment Form	Kjf1978@gmail.com	Reroute to 130	The toll roads east of I35 should be free and traffic that is not bound for Austin should have use as a bypass to reduce I35 traffic for those living in Austin while providing smoother traffic for those going to San Antonio or Dallas and beyond.	See comment #3
1970	Kevin Gilmartin	2/24/2023	VOH	kevin.gilmartin011@gmail.com	Reroute to 130	I believe that 35 does need fixing in certain areas. And it would be nice to not have the giant upper decks. But I think we need to do more to push traffic to 130 and not increase the amount of lanes going through downtown. Downtown is growing east because west doesnt want it. But we have this giant highway splitting traditional downtown with what is going on in the east.	See comment #3
1971	Kevin Ketz	3/7/2023	Email	kevketz@everyactioncustom.com	Do not widen/no build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposals. I wish I did not have to drive as much as I have to drive today. Driving is one of the most dangerous way to travel in Texas, with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.. The travel demand models that only seek to optimize this project to slightly speed up long distance single occupant vehicle travel do not represent my needs and desires or the vast majority of the reasons that I need safe, multimodal access in the Austin region. The regional growth forecasts that project a future with the vast majority of residents living in car-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the lifestyle that I want to live. Please build an analytical model to be able to understand how different alternative transportation investment scenarios will provide for safe, multimodal access for each neighborhood in the Austin region. This should analyze how many jobs people from each census tract or transportation analysis zone can reach within a half hour by walking, biking, wheelchair, transit, and personal motorized vehicles in the no build, alternative 2, modified alternative 3, ReThink35, and Reconnect Austin scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable Transit-Oriented Development scenario that was made available to the Texas A&M Transportation Institute when they were developing analysis for this project. Please optimize any scenario to improve safe, multimodal access for people across the Austin region for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant vehicle trips. Thank you for all that TxDOT is doing to improve safe, multimodal access for all. Sincerely, Kevin Ketz	See Comment #5
1972	Kevin Koch	2/9/2023	VOH	kevinkochaia@gnail.com	Business/residential displacement	Please do all you can to save historic structures and places for businesses where there is room, even if temporarily relocating the structures and returning them where space is available. The businesses at the edge of our neighborhood greatly enhance our quality of life. There would still be room for coffee shops and restaurants in several areas such as the east side at 31st/32nd.	See Comment #21
					Sound walls	Please offer neighbors input on sound wall design, and make them interesting	See Comment #69
1973	Kevin Koch	3/7/2023	VOH	kevinkochaia@gmail.com	Business/residential displacement	Please activate the "enhanced aesthetic opportunity areas." Make sure they don't become homeless campsites. Re-use existing historic structures in these spaces offer opportunities for businesses. There's enough room at 31st/32nd for the to continue with their same placement relative to the feeder road. These are lower-rent spaces that have interesting uses that serve the neighborhood. Living, activated spaces are less likely to be places for people to lurk and loiter. Please provide creative sound walls that express the culture of the city. Maybe the sound wall at 31st and 32nd could be the new Hope Gallery wall. Communicate with neighbors immediately adjacent (like us) about what to expect in terms of project staging, noise, dust, etc during construction. People are already leaving/selling up out of fear of the unknown, depressing home prices.	See Comment #21
1974	Kevin O'Donovan	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I wanted to write that I strongly oppose TxDOT's plans for I35 and I35 expansion. Studies have shown that expanding highways does not improve traffic flow long term and this will cause a lot of people to lose properties and businesses due to needed the land to expand I35.	See Comment #5
1975	Kevin Opp	1/5/2023	Email	kevinw.opp@gmail.com	Do not widen/no build	The proposed inadequate "caps" creates dead space for a high cost, and doesn't meaningfully create vibrant urban spaces where people can live, work, walk and bike. TXDOTs proposed caps are a compromise with the community, while not actually addressing the community's needs and concerns. The only viable alternative is Reconnect Austin's plan that buries the highway, and reclaims the right of way to build homes and businesses, and a civilized boulevard that's safe to walk, bike, and take a bus. I am strongly opposed to TXDOTs plan, and urge you to reconsider alternatives that have already been proposed.	See Comment #5
					Racial Justice	The latest highway expansion plan through Austin, Modified Build Alternative 3, is a generational mistake, one that will not meaningfully improve mobility and perpetuates the scar that divides Central and East Austin, while also destroying homes and businesses.	See Comment #3
					Bike/ped safety	The bike and pedestrian infrastructure as part of this build alternative are still woefully inadequate, as the project places car infrastructure first and foremost, and doesn't acknowledge the stark reality that highway expansion doesn't solve congestion in a rapidly growing city; cars simply take up too much space, and the only viable mobility solutions center walking, biking, and mass transit.	See Comment #30
1976	Kevin Reyes	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, If you widen that highway I will have to go in myself and shrink it. You will not have a fun time. You nasty pig	See Comment #5
1977	Kevin Stacy	3/7/2023	VOH	kgstacy@gmail.com	Do not widen/no build	We do not want businesses and housing demolished, we do not want to foster car dependency, we do not want billions of dollars spent on a project that will have no long-term impact on traffic in our city. I would prefer to see the highway removed from the city center completely and something useful built in its place. Barring that radical proposal, I would loathe to see the highway expand beyond its current footprint. If you're going to go ahead and foist this on us, for the love of God do whatever you can to make the thing as unobtrusive as possible, easier to cross for pedestrians and accommodating of Project Connect's goals. I wish y'all would spend a dime or two on mass transit instead of forcing everyone into a costly, dangerous personal vehicle. For what it's worth I am all for tearing down the unsightly upper decks. The rest of your goals are outdated and not shared by the majority of Austinites.	See Comment #5;

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
1978	Kevin Verde	2/22/2023	Email	kverde@gmail.com	Do not widen/no build	Mr TxDOT TxDOT, Dear City Leaders, I am writing to express my opposition to the proposed expansion of I-35 and urge you to consider alternative solutions. As a resident of Austin, I believe that the following points should be taken into consideration before any decision is made: I hope you will take these points into consideration and explore alternative solutions to the proposed expansion of I-35.	See Comment #5
					Community Alternatives	As a resident, I prefer safe, pleasant, and walkable and bikeable streets rather than traveling around Austin on an interstate highway. I would like to see community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
					East/West Connectivity	Firstly, it is essential that east-west crossings be available at least every 1/4 mile. This would help to reduce congestion and provide more convenient travel for residents.	See Comment #20
					Lower Speed Limits	Secondly, I believe that all non-high speed roadways in Austin should be designed for 25mph and be safe for all road users. This would make our streets safer for everyone and reduce the number of accidents.	See Comment #395
					Air Quality/Noise	Moreover, I believe that the proposed expansion will have severe negative impacts on our city, including worsened traffic, air, water, and noise pollution, health impacts, heat island impacts, and crashes. Therefore, I urge you to consider the negative impact of such an expansion.	See Comment #34
1979	Kevin Wang	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Highway expansions do not and have not ever worked to meaningfully reduce congestion. I do not want to have to use an interstate highway for my local trips in Austin. I visit Austin very frequently (multiple times per year) and also have thought about moving there but this I-35 highway expansion is a step in the wrong direction. The answer should not be to increase automobile traffic, which is noisy, dangerous to pedestrians, and polluting.	See Comment #5
1980	KG Ensey	3/7/2023	Email	kateintex@yahoo.com	Air Quality/Climate Change	I get it why TxDOT has submitted its Air Quality Analysis that focuses only on carbon monoxide - it's easier run the tests and it provides a better looking result for the IH-35 expansion plans; however, TxDOT needs to come clean by stepping up to perform its due diligence when it comes to the health of current and future citizens of Austin, not to mention planning ahead to meet near future EPA attainment. How? Such accountability would focus on TxDOT analyzing more definitive pollutants such as NO2, PM2.5 and PM 10, which would provide a more realistic and complete picture of the current lack of air quality - yes the current numbers might meet the current government standard now but in reality that standard is pretty lax despite the unhealthy effects plus it will be changing in the near future. Reality is needed as a main component versus rushing towards the project as it currently stands.	See Comment #18
1981	Kia Farhang	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi there. I'm a resident of Austin's 3rd City Council district and I oppose the proposed I35 expansion. While Austin IS very congested and getting more so by the day, TxDOT and the local community should focus time and money on improving public transit options - NOT putting more cars on the road. I want to live in a city where I can hop a bus or train to get across town instead of sitting alone in a vehicle. Please reconsider the I35 expansion. Thank you.	See Comment #5
1982	Kiera Quinn	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I strongly oppose TexDOT's plans for I-35 and its expansion. Widening highway I-35 will have no real affect on speed and traffic while construction would remain a burden for a decade. TexDOT's model, method, and motive are all inherently flawed and will not relieve traffic pressure but for a very short term. It is a waste of time, manpower, and Texan taxes. Interstate highways are not for local trips, and pushing Austinites that way will simply cause congestion and create risk. Instead,	See Comment #5
					Community Alternatives	I support prioritization of public transport or the proposal created by Rethink35. I expect Austin representatives to take into deliberation the opinion of me and their other constituents on the matter. Thank you for listening, your consideration means a lot.	See Comment #4
1983	Kim Beckham	2/8/2023	Email	KBeckham@abaustin.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1984	Kim Romano	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of East Austin, and I support re-thinking other ways to relieve congestion. Highway expansion plans DO NOT WORK. I am 47 and grew up in Southern California and saw how expanding the freeways led to more congestion. TxDOT's plan will lead to years of construction and I do not want to use a highway just to travel locally within Austin. Please please please do NOT support this effort. It's a disaster.	See Comment #5
1985	Kim Tidwell	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, As someone who lives/owns a home close to I-35 (I've lived here for over 10 years, and my partner has lived here 25), I oppose the expansion of I-35 for many reasons: 3 - more attention and money need to be paid to safer, more pleasant, walkable/bikeable/liveable streets, not 20-lane highways 5 - this plan doesn't address any of the alternative concepts like ReConnectAustin (https://reconnectaustin.com/) and Rethink35 (https://rethink35.com/) - I want these community alternatives to be studied and considered in good faith 6 - more focus needs to be applied to divert through traffic on the interstate AROUND Austin, not enabling more traffic running through the middle of the city	See Comment #5
					Bike/ped safety	we need better infrastructure for public transportation, biking, walking, and traveling on city streets, not more interstate lanes adding pollution, noise, congestion, and traffic	See Comment #30
					East/West Connectivity	this will further divide the east and west sides of Austin, making it harder and less safe for people to travel between the areas	See Comment #20
1986	Kimberly Hansen	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
					Community Alternatives	I am FOR the Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project...anything but expanding 35.	See Comment #4
1987	Kimberly LEVINSON	2/28/2023	Email	k.levinson@icloud.com	Do not widen/no build	The current plans for I-35 are lacking. They wipe out businesses and homes, while not providing nearly the number of crossings needed. Also, they will induce more demand for traffic without solving the problem. The better answer is to remove tolls from 45 and direct all truck traffic that doesn't need to actually enter Austin central city streets to bypass the city center. Also, the main lanes should be buried and an urban boulevard built on top, with plenty of crossings. That would open current feeder roads as developable space for shops, homes and businesses. Please reconsider your plans.	See Comment #5
1988	Kira Azulay	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am strongly opposed to the expansion of I-35 in Austin. I'm an Austin native, this will change my home for the worse. Highway expansions don't work, this has been proven time and again in Texas itself. I-35 has always been a nightmare to drive on, and 10 years of construction for this will make it worse now and when it is finished. Not to mention the negative quality of life impacts for Austin residents as this interstate slices through our beautiful city. No wider or higher!	See Comment #5
1989	Kirk Golinghorst	1/11/2023	Email	kgolinghorst@pjs.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Kirk Golinghorst President PJS of Texas kgolinghorst@pjs.com O 512-447-0477 | C 512-914-8234	See Comment #8
1990	Kirsten Dalquist	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, To whom it may concern: I-35 expansion will only exacerbate the horrible traffic conditions in this car-centered city. The research overwhelmingly shows that highway expansion does nothing except allow for even more traffic. PLEASE be smart and take the long-term solution and not the short-term easy fix. Thank you!	See Comment #5
					Public Transit / Multimodal Transportation	We need to shift Austin's focus away from being car-centered into being public transit-centered. This will be better for the environment and for people's mental and physical health.	See Comment #13
1991	Kirstin Ross	2/10/2023	Email	kirstin.ericson@me.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
1992	Kristen Clemmer	3/7/2023	MyCapEx Website - Comment Form	clemmer@gmail.com	Do not widen/no build	I have recently been told about the proposal of 41st merging with Wilshire Blvd in the renovation of I35 and while I know this is all complicated to plan, as someone who lives on Wilshire I am very, very against it. I bought this house as an investment in the childhood of my young son and an investment in my financial future as a single mom. That investment is grounded in the neighborhood itself - the amount of children running around playing football, riding bikes and neighbors walking the streets with their dogs. Making Wilshire more of a major thoroughfare than it already is threatens all of the reasons that I made the investment in the first place.- both in my neighborhood and in Austin. Please reconsider. Please understand that we have built a community that we are proud of and have deeply invested. You risk ruining it all and it brings me to tears to even think about it.	See Comment #5
1993	Kristen Lau Keiser	1/6/2023	MyCapEx Website - Comment Form	kristen.keiser@gmail.com	General support	I love the idea of putting the boulevards downtown on the west side of the highway! It keeps the neighborhood protected from traffic and excess noise. I can't wait for the highway to be dropped below ground as well.	See Comment #8
1994	Kristen Olson	1/30/2023	Email	kolson@hill-wilkinson.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Kristen Olson Office Manager kolson@hill-wilkinson.com Hill & Wilkinson Dallas ☐ Austin ☐ Fort Worth 512.658.1790 C • 512.287.6309 D www.hill-wilkinson.com	See Comment #8
1995	Kristen Self	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, My husband and I are residents of New Braunfels and are current commuters via I35. We oppose the expansion of I35. We feel this will only worsen the traffic on I35 and commute time as well as breakup the city of Austin. We have spent time in Europe using the rail system between cities and countries and feel a rail system along 35 is a better long term solution for traffic and the environment. Thank you.	See Comment #5;
1996	Kristen Wicke	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, To Whom it May Concern: I'm writing to express my opposition to expanding I-35. I object to the many negative consequences that can be foreseen - increased pollution, discouragement of walking, biking and public transit, and taking over more of the cities core neighborhood around I-35. For our community, I want more safe, pretty places to walk and bike. I don't think making larger highways will solve the transportation problem. Please look at alternatives to expansion.	See Comment #5

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1997	Kristi E. Stotts	2/7/2023	Email	kstotts@winstead.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Information contained in this transmission is attorney privileged and confidential. It is intended for the use of the individual or entity named above. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copy of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by telephone.	See Comment #8
1998	Kristin Davis	1/31/2023	MyCapEx Website - Comment Form	Kristindvsr@gmail.com	Regional Connectivity	I am for rail service between Austin and San Antonio along with any other rail lines for consideration in the future that would connect metropolitan areas in Texas. Rail service would decrease our dependency on cars that congest major highways like I-35.	See comment #1
1999	Kristin Marcum	1/26/2023	Email	kmarcum@ecprtexas.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Kristin Marcum Sent from my iPhone	See Comment #8
2000	Kristine Bray	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, When I lived in East Austin, I didnt have a car. The single biggest obstacle to me biking around was i35 - few crossing points, incredibly dangerous intersections due to it's many lanes and conflict points, it was a nightmare. It was also great, checking my air quality and seeing what fumes drifted my way. Expanding it will only make these, and it's many other problems worse, at incredible expense. Please "reconsider" i35.	See Comment #5
2001	Kristine Megna-Gaviria	1/13/2023	Email	KMegna-Gaviria@mlrpc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Kristine Gaviria	See Comment #8
2002	Kristine Robb	1/23/2023	MyCapEx Website - Comment Form	kristinerobb@gmail.com	Regional Connectivity	More lanes didn't work in Houston... why would it work here? We need public transit in San Antonio to alleviate the traffic, the sooner the better.	See comment #1
2003	Kristy Attaway	1/30/2023	Email	kattaway@hill-wilkinson.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2004	Kristy Wainscott Attaway	1/12/2023	Email	kattaway@hill-wilkinson.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT.	See Comment #8
2005	Krittika Joshi	1/31/2023	MyCapEx Website - Comment Form	drkrittikajoshi@gmail.com	Regional Connectivity	I think commuter rail service between San Antonio and Austin will help benefit my community. A high speed rail would enable the tech workers in Austin to potentially reside in San Antonio and create a tax base and more economic growth in the city.	See comment #1
2006	Krystal K	3/7/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, TX, I've been here for a long time & have lived in my different parts of town. Whenever I have to decide a new place to live, two things have come to mind: where's the nearest H E B and how far away can I get from I-35. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Expanding is not going to resolve anything, I am FOR projects like The Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project, etc. 10 years of construction for just a few years of congestion relief is NOT worth it. I lived RIGHT off of I-35, only a few years ago, just passed the river — and it really was an absolute nightmare getting home, most of the time. My only available route/entrance to my apartment complex was off of I-35, so a 5 minute trip home could take up to 20 or more, just because of the time of day (which is being nice about it, because traffic never seems to really end on I-35 and especially the few mile stretch near downtown). I don't want to use an interstate highway for my local trips. I actively avoid I-35 anytime I'm driving, because I'm expecting it to be completely awful. It would be a pleasant surprise if this decision was actually made to make this town better. So many people move here because of how weird or beautiful this place is, but I'm recognizing it less and less. Maybe we could make a bigger effort into changing the big wound, that is I-35, into something no one wants to "actively avoid" and actually give a crap about this town we love to call home. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Thank you for your time.	See comment #3;
2007	Krystal Maughmer	3/7/2023	Email	info@sg.actionnetwork.org	Community Alternatives	Mr TxDOT TxDOT, Hello, I'm writing to you as a longtime resident of Austin and would like to express my opposition to TxDOT's plans to expand I-35. We lived in the Cherrywood neighborhood for many years and still own property in the neighborhood. Our property is temporarily rented out, and we do our very best to keep the rent as low as possible to provide a more affordable housing option for our residents. We adore the neighborhood and want to ensure it is kept safe. Sincerely,	See Comment #4
					Air Quality/Noise	I'm very worried about what the environmental impacts of expanding the highway here would mean for the health of the community in this area. I-35 divides Austin and is truly a pain in the butt to utilize when traveling to and from central Austin. I hope more consideration will be taken into alternative options such as Rethink35's proposals to re-route non-local traffic. Thank you.	See Comment #34
2008	Krzysztof Drewniak	3/4/2023	MyCapEx Website - Comment Form	krzysdrewniak@gmail.com	Do not widen/no build	I write in opposition to the plans to expand I-35.	See Comment #5
					Latent/Induced Demand	Firstly, it is generally known that adding more lanes to highways does not resolve congestion problems due to Induced Demand.	See Comment #18;
					Climate change	In addition, because of the impacts already being caused by climate change, we should seek to reduce the number of cars on roads, and not expanding the highways. More highway is the opposite of what Austin, the state, and the world need right now.	See Comment #51
					Public Transit / Multimodal Transportation	In addition, as a visually impaired person, I rely on public transportation and walking to get around. Expanding the highway in Austin will make Austin harder to navigate for me and will make the city less safe for me and those like me because there will be more cars and more opportunities for things to go wrong when, for example, crossing under I-35.	See Comment #13;
2009	Kyle	2/16/2023	Voicemail	krzysdrewniak@gmail.com	Business/residential displacement	Hey, my name is Kyle, or you can reach me at 720-232-6836. I really believe in what the West Trinity House is doing for our, like, for our society, honestly. I don't know if they were compensated and relocated somewhere else. I think that would be fine too, but their existence, I feel, is very important. Because it's a third place where community can gather, basically, as a very quick, run down, like, it's where community forums, right? Where you can access community, first place, being your house, where you live, second place being, a public space. And as you can imagine, all three of those have shifted in our modern society. Being much more isolated. And West Trinity House, what they're doing if they have it set up at the heavy environments, I've been away where it's very,natural, to interact with others. And it absolutely works. And you do feel a sense of community when you're, when you're there. So I think it's vital to our culture, honestly, it, its a new way of structuring a public space. Maybe it's an old way that's coming back, or whatever.But it's very unique in Austin. And I think it's a way forward for us, as a culture that is feeling quite isolated right now. So, absolutely, I would read that you work with them either to avoid taking it over or to help relocate them. Thank you very much.	See Comment #21
2010	Kyle Folkers	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I've been an Austin resident my whole life, and I've watched this town grow shockingly fast. You could even argue that it has grown too fast for its own good. There hasn't been anywhere near enough time to upscale our little town's infrastructure to accommodate the million people that now live here. It's obvious that something needs to change. Getting around in this town can feel like a real chore, ESPECIALLY when it involves getting on I-35. The solution to that problem is NOT bogging down one chunk of I-35 after another with construction equipment for the next decade just to add a bunch of lanes that won't even fix the problem once they're finally finished. We've seen the results of highway expansion all over the US, and it's never pretty. We know that there are better ways of tackling this problem. It's high time we had a fully functional public transit system in this town. Making that happen would cost less money, less environmental destruction, and way fewer logistical headaches for citizens and builders alike to deal with. The space where I-35 currently stands could be a perfect place to start. So please, as a concerned citizen of this town, don't go through with the TxDOT expansion plan. We have a real chance to make progress towards a more livable Austin with the right action taken right now. On the other hand, we could set ourselves up to forever be a congested traffic nightmare of a town if we go through with the expansion. You all know which one the people of this town want, so vote like it.	See Comment #5
					Reroute to 130	We don't need the interstate to run right through our town anymore. We already have SH-130, which was built for the explicit purpose of rerouting heavy interstate traffic away from downtown. I support using SH-130 for its intended purpose. Once that happens, we can use the space where I-35 stands to start reimagining what our downtown area looks like. It's a perfect opportunity to experiment with building an area with walkable spaces, affordable housing, ample public transport, and other changes that the rest of this town sorely needs.	See comment #3
2011	Kyle Kriegel	2/7/2023	Email	kriegel.kyle@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2012	Kyle Lanmon	3/3/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Expanding I-35 is the wrong idea for Austin and is the wrong idea everywhere it is proposed. More lanes will only lead to more traffic as evidence by the Katy freeway in Houston. Having I-35 run through Austin bifurcates the community, unfairly punishes low income austinites, has extreme impacts on climate, contributes to noise, air, she water pollution, and will lead to more car crashes. If the goal is to build an efficient people-mover build a railroad! Everyone loves trains. The Texas Triangle would do so much to alleviate traffic, it is unbelievable.	See Comment #5
					Bike/ped safety	What Austin needs is safe, walk/bike-able streets and other alternatives to driving. The only way to truly fix traffic is to give people good alternatives to driving. If there is a timely, convenient, and safe alternative, people will choose it.	See Comment #30
					Community Alternatives	Please, fully research and consider the rethink35 plan as it seeks to unite Austin and provide safe streets for all.	See Comment #4
2013	Kyle Lewis	1/12/2023	Email	Kyle.Lewis@cbre.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2014	Kyle Morgan	3/7/2023	MyCapEx Website - Comment Form	poker.handy_0a@icloud.com	Parks	I strongly disagree with the decision to seize land for a construction staging area for six years. There are more creative ways to solve these problems that don't disrespect the community and our parks.	See Comment #150
2015	Kyle Reiley	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, I live in the cherrywood neighborhood next to I35. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Highway expansions never lessen traffic, they worsen it. Please just add more railways, please don't be dumb.	See Comment #5
2016	Kyle Shannon	2/28/2023	Voicemail	info@email.actionnetwork.org	Do not widen/no build	Hello, my name is Kyle Shannon. I am an Austin resident. I live at 2802 Salvador Bend Austin TX ZIP code 78728. I'm calling to express my sincere and serious concern for I-35 expansion. The impacts to society for car dependent lifestyles is significant here in Texas. I can speak from experience moving from Colorado to Texas, I have always been perplexed at how car dependent we are in this city and in this state.	See Comment #5
					Public Transit / Multimodal Transportation	So typically around I35 there is significant impediments for pedestrian traffic or bicycle traffic. Auto transportation should not be the primary mode of Transportation across millions of people. In power dependency is a terrible thing for society to you to find overtime.	See Comment #13;
					Latent/Induced Demand	Expanding the highway will further exasperate these problems, will require much more tax dollars to maintain, and will drive significant impacts to communities that live around I-35. There's tons of noise that comes from highways and expanding that will just make it worse for those communities that live around there.	See Comment #18;
					Bike/ped safety	And from my own experience walking around in that area it is not safe for pedestrians at all. Some things that I would encourage pursuing if expansion is to be honored is to put it all underground. Other cities are doing this. Many different cities are doing this and enable foot traffic or bicycle traffic to take place above where the highway is. If I had my choice I wouldn't want this expansion at all. But if it were to happen it needs to address the concerns of those living around there and to make it a livable, safe to walk, safe to bicycle area versus what it is right now - is none of those things. It's going to leave a drastic impact on Austin as a city and it's going to be drastic impact negative impact to those living near the highway.	See Comment #30
					Climate change	There is no excuse to have a large highway that takes up significant space and block different forms of Transportation, especially when – I don't prefer to drive in a car and many people do not prefer to drive a car. There's a lot of damage to our environment and it does impact the livability of neighborhoods in the area so, I think it's sensible to put it underground.	See Comment #51
					Air quality/Noise	I think it's sensible to put coverings over it. I think it's sensible to reduce the noise and pollution effects wherever possible.	See Comment #34
					Business/residential displacement	And absolutely homes should not be blazed or forfeited to support this is another aspect of this. These are my concerns. Please bring those forward and I hope we could reconsider how this is done. Thanks. Bye	See Comment #21

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2017	Kyle Shannon	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin Texas. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Car dependency has wreaked havoc on Texas, and the United States. Make the highway wider elsewhere if you must, but not in the heart of our city!! Throw it a mile underground. Reduce the noise and pollution, this plan is ridiculous. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Latent/Induced Demand	These Highway projects are asinine in scope, cost, and disrupt so many people's lives all for an incremental, temporary improvement! How can TXDot ignore Induced Demands? Our cities should focus on making things more walkable, and support alternate, PUBLIC modes of transportation, not dig us deeper into a helpless pit of car dependency! Redirect truck traffic outside of central downtown.	See Comment #18
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway or California's traffic in LA - just look!), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
					Multimodal Transportation	We have to explore alternatives to razing homes and businesses, invest in public modes of transportation, and greatly increase the capacity to support bicycle and pedestrian walking friendly infrastructure within cities, not make them more car dependent!	See Comment #20
2018	Kyler Burke	2/14/2023	MyCapEx Website - Comment Form	kyleraburke@gmail.com	Do not widen/no build	Please do not expand I-35 north of 45th street. Or at all really. Build public transit, don't expand highways!	See Comment #5
2019	Kylie Sharp	1/30/2023	Email	kylie.sharp@hwgc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2020	Kyra Perron	1/31/2023	MyCapEx Website - Comment Form	Kyraperron@gmail.com	Regional Connectivity	I would love if rail transportation could be made in between Austin and San Antonio. It would save so much commuter time and pollution and be more affordable than driving back and forth between the cities for my doctors appointments and to see my family.	See comment #1
2021	LA Rigler	3/4/2023	Email	larigler@gmail.com	Do not widen/no build	NO. I can't accept the idea that more traffic in the middle of a city is good for the city, or it's population. Please look at cities that are undoing such bad ideas in their towns. Learn from their mistakes. Just say NO. Lou	See Comment #5
2022	Laine Hardy	2/23/2023	Email	laine.hardy@gmail.com	Do not widen/no build	Good evening, I am writing to oppose the expansion of I-35 through downtown Austin. It makes little sense to expand this highway in the center of a dense urban area. Over and over again, all over the country, highways are expanded only to see traffic increase. We should not be repeating the same mistakes of the past, but instead looking for better solutions that do not encourage more traffic and congestion. Thank you, Laine Hardy Austin Resident	See Comment #5
					Reroute to 130	What TXDot should do is convert SH-130 into I-35 and route all through traffic around downtown like most major metropolises in the United States. Furthermore the current stretch of I-35 should be converted to a lower speed toll road that provides access to and from downtown for local traffic only. Trucking traffic should be forced to use SH-130 and tolls on that highway should be removed to encourage traffic to utilize that highway and alleviate congestion in downtown Austin.	See comment #3
2023	Lance Gliser	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, There is plenty of research to show that highway expansion does not solve congestion. It more often then not induces additional demand within a couple years and the congestion comes right back. There is no reason to deal significant damage to the city's existing core for minimal gains. . A perfect example is Amsterdam, which was care dependent! Massive portions of the city were moving towards roads and highways. They chose to change direction, and now it's an incredible destination for tourism and residency. Commercial does have to move through or around a city. It is not as sensitive to detours that could route it around the city. Residents are extremely sensitive. - I don't want to use an interstate highway for my local trips. - I don't want to increase noise pollution - I don't want to expand scar that will further divide the city into two and lower property values - I want transit that scales with density and demand - I want a new incredible neighborhood that will be filled with tax payers and commerce - I am willing to drive under a cap - I am willing to drive an extra 10 minutes to another route on the rare occasions a robust downtown can't provide what I need	See Comment #5
					Public Transit / Multimodal Transportation	Throughput is gained not from more lanes, but higher density usage of existing lanes. If you want to be a city for people who live and work here, focusing on the movement of people through more dense and efficient options is the only solution. That means focusing on options like light rail, busses with dedicated lanes that are more attractive because of their throughput compared to cars, and bikes. All of can address the actual throughput of local traffic far more effectively than more lanes. People desire to live in walkable, beautiful cities. Famous cities with high desirability make choices based on the people there, not the through traffic	See Comment #13
2024	Lance Hamm	3/7/2023	Email	lancehamm62@everyactioncustom.com	Do not widen/no build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero by 2050. Crashes are measurably more important than congestion and cost the people of the Austin region more – using National Safety Council costs of crashes methodology to compare to Texas A&M Transportation Institute congestion methodology. The Texas Transportation Commission Minute Order 115481 directs TxDOT Austin to "work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. The Commission acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing fatalities. It is further ordered that the divisions and districts of the department shall 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." I am concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Road to Zero goal. While reaching zero traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is on target to meet the 2035 goal to cut deaths in half is completely doable and within TxDOT's grasp, based upon the design of the facility and various choices that would result from unambiguously having this goal as the top purpose and need of this project. No project should move forward without a reasonable expectation that the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. Thank you for all that TxDOT is doing and will do in the further development of this project to end traffic deaths.	See Comment #5
2025	Larayne Dallas	3/7/2023	Email	ldallas@austin.utexas.edu	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I have lived in Austin, Texas since 1986 and know that "highway improvements" here bring destruction of businesses and neighborhoods. After that come more vehicles and more congestion. It is the same as I saw in New Jersey — where we lived before moving here. I oppose the current TxDOT plans to make I-35 "better" through Austin and oppose expansion. If we need to speed interstate traffic through Central Texas, please consider moving the vehicles to outside of central Austin on SH-130. Building major highways through cities is widely considered a historical mistake made — unfortunately — in many cities. Plans to spiff up I-35 through Austin are ignoring what we and others have learned.	See Comment #5
2026	Larnzell Harper	1/19/2023	MyCapEx Website - Comment Form	larnzell@gmail.com	Regional Connectivity	Please consider finding funds to build a commuter rail that connects San Antonio to Dallas. Thank you.	See comment #1
2027	Laron Cheek	1/31/2023	MyCapEx Website - Comment Form	icepig@gmail.com	Regional Connectivity	Would LOVE any type of commuter rail in Texas. Connecting San Antonio to Austin and eventually Dallas would be a huge win for the state.	See comment #1
2028	Larry Bales	2/6/2023	MyCapEx Website - Comment Form	lbales@jw.com	General information request	The Texas Department of Transportation will host a virtual public hearing with an in-person option to gather input on proposed improvements on I-35 from US 290 East to US 290 West/State Highway 71. The purpose of the public hearing is to request public comment on the draft Environmental Impact Statement (EIS) and to present the Preferred Alternative.	General information request - information was provided to stakeholder
2029	Larry Bales	2/8/2023	MyCapEx Website - Comment Form	LBALES@JW.COM	General information request	The Texas Department of Transportation will host a virtual public hearing with an in-person option to gather input on proposed improvements on I-35 from US 290 East to US 290 West/State Highway 71. The purpose of the public hearing is to request public comment on the draft Environmental Impact Statement (EIS) and to present the Preferred Alternative. Question: will that be updated and posted to the My35CapEx.com website? Thank you. Larry	General information request - information was provided to stakeholder
2030	Larry Hankamer	1/5/2023	Email	lhankamer@aol.com	Do not widen/no build	Leave I 35 as is. Construction will take many years and will make travel along I 35 very slow and difficult and inconvenient for all of those years.	See Comment #5
					Reroute to 130	The best solution is to leave I 35 as it is and convert Hwy 130 to I 35 East. Simple. Much less cost. No inconvenience. Thru traffic can take I 35 East.	See comment #3
2031	Lathrop Smith	1/13/2023	Email	LSmith@mlrpc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2032	Laura Baker	3/7/2023	Email	lbaker95@hotmail.com	Do not widen/no build	To whom it may concern, I have lived in Austin for 35 years. During this time the Austin city government has essentially pimped out the city to the highest bidder without planning for expansion or consideration of the existing citizens. It has been one of the greatest and most incompetent Long-standing governments I've ever seen. Now course you can't use the freeway effectively because there's too many people. I do not recommend expanding 935 as you suggest I recommend that you expand airport a little bit that you expand Shoalcreek a little bit and that you expand Burnet Road a little bit and also that you stop pimping the city out to every high better because it makes you feel important, Rich it's stupid. Thank you.	See Comment #5

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2033	Laura Boreing	2/7/2023	Email	lboreing@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
2034	Laura Brady York	2/25/2023	Email	laurajeanannbrady@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2035	Laura Carbonneau	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, We have learned from other cities that widened their highways that more cars just come to fill them up. This is my main reason to oppose the current plan for I-35 in Austin. Please don't expand I-35.	See Comment #5
					Community Alternatives	We need to look at the alternatives from Reconnect Austin and Rethink 35. I live close enough to I-35 that this project will impact me probably on the daily.	See Comment #4
					Air Quality/Noise	Not only emissions from the traffic, but also noise from more cars is deeply troubling. Also, I prefer to bike over driving, and I worry that I won't have great alternatives, and fewer people will choose to walk or bike over driving. I want safe, pleasant, walkable and bikeable streets.	See Comment #34
2036	Laura Cisneros	3/7/2023	VOH	cisnerospost@icloud.com	Do not widen/no build	This project moves Austin in the wrong direction. All the research shows that expanding and adding more lanes just leads to more traffic. This project is wrong on the approach, wrong on the design, wrong for the community.	See Comment #5
2037	Laura Cottam Sajbel	2/24/2023	VOH	lcottam@sbcglobal.net	Do not widen/no build	Expanding the highway is not the best method for alleviating congestion, especially when an expansion comes at the cost of people's homes in a city short already on housing	See Comment #5
					Business/residential displacement	The proposed expansion takes out businesses and housing and further widens the unhealthy divide between East and West Austin.	See Comment #21
					Latent/Induced Demand	We need to rethink a solution that will already be overcrowded again by the time it os built.	See Comment #18;
					Reroute to 130	We need alternative routes for heavy trucks that encourage them to bypass the downtown.	See comment #3;
					Regional connectivity	We need instead a regular train between Texas's major cities. We need creative thinking rather than another dangerous Katy freeway. Please listen to forward thinkers offering alternate solutions to a devastating expansion.	See comment #1
2038	Laura Cunningham	1/31/2023	MyCapEx Website - Comment Form	lauraborelious@gmail.com	Regional Connectivity	Add high speed light rail between Austin and San Antonio. Having access to both cities would help economic growth.	See comment #1
2039	Laura Forster	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, This just isn't the right way to accommodate growth of our city. The traffic will never ever ever get any better if all we do is make more roads. Please reconsider this short sited and poorly thought out plan.	See Comment #5
					Business/residential displacement	This plan will displace so many businesses and homes. Providing adequate and accessible public transportation takes those people who don't want to drive off the roads, freeing the roads up for people who HAVE to drive.	See Comment #21
					Public Transit / Multimodal Transportation	Maybe instead of building a bigger highway, we should use that money to really get a good railway, better inner city bike lanes and bus systems and better foot paths in place.	See Comment #13
2040	Laura Gilmour	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I have been in Austin for 6 years now and I have voted in every single election - local and state wide. I have always believed the only two things Austin needed was well connected public transportation in the form of rail-based transportation and mountains. While mountains are impossible I do believe the city could be an example to the southern region in what a train transportation system could bring to the city. Expanding 35 to the monstrosity in the current plans that would continue to divide the city is unacceptable..	See Comment #5
					Air Quality/Noise	The city deserves to be walkable, the neighborhoods explorable by foot and public transportation - not constant car travel and certainly not expanded highways which makes the city even more unneighborly, congested, with even higher pollution	See Comment #34
					Community Alternatives	I am certain the state can re-review the Reconnect Austin and Rethink 35 proposals to incorporate these solutions into the next steps for downtown Austin and I35.	See Comment #4
2041	Laura Gottesman	2/7/2023	Email	lauragottesman@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
2042	Laura Johnson	2/6/2023	Email	austinsocialplanner@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2043	Laura Miller	3/7/2023	Email	misslom2007@gmail.con	Construction	Mobility35 Program Manager Tommy Abrego, We Not need the pollution the construction traffic it's not going to help born and raised here please do not do this to our city	See Comment #178
2044	Laura P Martinez	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, My family recently moved back to Austin after moving around 16 years with my husband's career in the US Army. Our assignments in many different states and countries including Colombia, Germany and Kuwait gave us a chance to see different ways of managing transportation and the many benefits of a downtown that is not divided by a highway. I feel very strongly that the city should not expand the highway right in the center of a thriving business and entertainment district. This type of expansion has not show to reduce traffic, but instead adds pollution. There are better ways to develop the infrastructure that would be so much more beneficial to the quality of life in Austin for residents and visitors alike. Thank you for your consideration.	See Comment #5
2045	Laura Strawn	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a native Austinite, I oppose the current plan for multi-lane expansion of IH-35 through downtown Austin.This is a major decision that will change the character of downtown Austin for many lifetimes, and should be conducive to our quality of life as much as possible. Thank you. Laura Strawn	See Comment #5
					Community Alternatives	I prefer a plan like Rethink 35 or other options with buried or tunnel lanes, or with park caps over the freeway to connect the east and west sides of town.	See Comment #4
2046	Laura Tull	3/6/2023	Email	lautul1995@gmail.com	Do not widen/no build	I have been following the progress for the reconstruction and expansion through my neighborhood association in Hancock for a couple of years and the one aspect of the project that concerns me is the expansion of the lanes. There was a similar expansion in Houston, which when completed was back to capacity within a year. I believe that Austin's expansion will have the same fate. You can't expand a highway forever so alternatives have to be found. Please reconsider the expansion. I am in favor of taking the toll off 45 and 130 to accommodate thru traffic. The other issue in our neighborhood is crossing Airport at 45th. There seems to be some issues for people with disabilities, elderly, etc in getting across. I hope you will address this issue.	See Comment #5
					Caps/Deck Plazas	Otherwise, I love the idea of sinking the highway and creating caps and stitches to connect neighborhoods.	See Comment #42
2047	Laurel Power	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose widening I-35 because I-35 is already a smelly, loud, toxic, dangerous nuisance running through the city center. Expanding I-35 would destroy businesses and homes, but reducing it to a boulevard with traffic calming medians and shade trees would open up more land for downtown housing, small local businesses, and safe walkable/bikeable streets.	See Comment #5
					Reroute to 130	I think that diverting interstate traffic around the city would ease downtown congestion, and a lovely tree-lined boulevard would do more to connect the city than congest it.	See comment #3
2048	Laurel Power	3/1/2023	Email	laurelpo@utexas.edu	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of East Austin and I oppose the expansion of I-35. This would create more locations for local businesses downtown and also on the diverted interstate, and would potentially allow for more (hopefully affordable) housing density downtown.	See Comment #5
					East/West Connectivity	Expanding the already noisy and polluting highway would displace more people from their homes and workplaces, will create a construction nightmare downtown, will further divide East and West Austin -- contributing to further gentrification, and will encourage more cars in the city center, wrecking the air quality and walkability of the city.	See Comment #20
					Community Alternatives	I like Re-Think I-35's proposal to turn I-35 into a pedestrian and bicycle friendly tree-lined boulevard for local traffic, and move interstate traffic outside of the city center.	See Comment #4
2049	Lauren Ash	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, My name is Lauren, and I grew up in a suburb on the corner of two major intersecting highways. I had no idea how much my life was shaped by the presence of such traffic until I was older and lived someplace else, a walkable city that also had remarkable public transportation. I was devastated to return "home," where I now I had to live with the realization that I didn't actually LIKE driving, it was just the only option. Expanding I-35 will trap Texans in this cycle: expand, congest, expand, congest, until someday someone will realize that "just a few more lanes" does nothing in the long run. Please stand with Texans and put a stop to this ridiculous cycle. The future is not on the highway. Many thanks,	See Comment #5
					Latent/Induced Demand	The French understood "Induced Demand" when opening up commercial railways to passenger trains–suddenly the option to travel by train was available, and thus popular. Why don't Americans? More lanes won't reduce traffic, much less eliminate it altogether.	See Comment #18
2050	Lauren Cebulske	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a Austin resident in North University. I strongly oppose TXDots plans for expansion. Highway expansions do not work and I do not want to see this happen to Austin. lauren cebulske	See Comment #5
					Community alternatives	I am for the rethink 35 proposal.	See Comment #4
2051	Lauren Gaines	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Please no more cars on the roads! I'm tired of the planners coming up with new ideas instead of trying something the rest of the country already has! Please can we walk before we leap into something too expensive and lengthy. Lauren Gaines	See Comment #5
					Public Transit / Multimodal Transportation	We need to expand the metro rail! Too many ppl already have to commute into Austin for work and can't afford to live here. If we could rely on dependable trains that weren't effected by traffic or weather then everyone would benefit. The surrounding towns would also receive more tourism without fear of drinking and driving. Please look into putting a rail going north and south to at least San Marcos! Look into Chicago and their above ground rail system. We need to be smart and consider everyone who contributes to Austin not just the car dealerships and big oil companies. Please please please the bus system sucks and is over worked! I was born at Breckinridge hospital in 1984 in downtown Austin and have grown up here. I work as a hair stylist and pay my taxes. I'm a cyclist and an avid bus user. If you live far far east or south your options for timely transportation is extremely limited.	See Comment #13
2052	Lauren Luft	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I've been living in Austin for 9 years and recently purchased my first home here. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. There are many other options that have not been considered and explored to free up the ongoing traffic issues on I-35.	See Comment #5
					Community Alternatives	Please consider the Rethink35 plan and other possible alternatives to expanding an already problematic road. I expect our representatives to consider the well being of myself and others in coming to a better solution.	See Comment #4

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2053	Lauren Noonan	2/8/2023	Email	lnoonan@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.Lauren Lauren Noonan Commercial Escrow Assistant WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
2054	Lauren Stanley	3/6/2023	VOH	lauren@larsstanley.com	Latent/Induced Demand	I'M NOT SURE HOW MANY TIMES WE HAVE TO LEARN THE LESSON THAT SOLVING ROADWAY USE IS NOT ACHIEVED BY INCREASING THE CONDUIT SIZE TO ACCOMMODATE MORE VOLUME. ALL THAT DOES IS BEG MORE VOLUME. LOOK AT THE EVIDENCE - FROM KATY FREEWAY IN HOUSTON WITH 11+ LANES IN EACH DIRECTION, TO YOUR BEDROOM CLOSET THAT FILLS UP NO MATTER HOW BIG IT GETS. WE NEED TO RETHINK HOW WE ACHIEVE QUALITY OF LIFE, AND STOP SPENDING EXORBITANT PILES OF MONEY ON CHASING THE WRONG FIXES, AND PRODUCING MORE PROBLEMS IN THE WAKE.	See Comment #18
2055	Lauren Stott	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Greetings, My name is Lauren and I am a resident of West Austin. I STRONGLY oppose the lane expansion of I-35 in Austin. We know from existing multi-lane highway projects that highway expansions do not ease traffic congestion. My decision to live in Austin long-term is incredibly dependent on the outlook of a less car-dependent future for this community.	See Comment #5
					Latent/Induced Demand	We know there is a demand for more multi-mobility and less vehicle concentration on Austin roads. Instead, we must support sustainability and growth of other mobility methods like bus routes, train options, and bikeways.	See Comment #18
					Multimodal Transportation	Please don't succumb to the outdated mobility standards that are pushed by the automotive lobby. Instead, help Austin become a multi-mobility leader that will help all people in this community thrive and grow.	See Comment #20
2056	Lauren Sustaita	2/12/2023	VOH	lrnsustaita4@gmail.com	Do not widen/no build	DO NOT EXPAND NORTH I35	See Comment #5
2057	Lauren Wright	2/7/2023	Email	lwright@austinchamber.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Lauren Wright	See Comment #8
2058	Lauri Che Kelly	1/19/2023	MyCapEx Website - Comment Form	lc_kelly@sbcglobal.net	Regional Connectivity	Rail system for passengers sorely needed! We must have funding for mass transit passenger rail project on IH-35 between San Antonio and Austin to reduce traffic, traffic accidents, conserve on fossil fuel consumption (cost to individual drivers) and related greenhouse gas emissions that contribute to climate change. Please forward a plan for this that also serves those, like me, in the senior population who want to remain mobile between cities without having to drive that stretch of dangerous highway.	See comment #1
2059	Laurie Berman Young	3/7/2023	Email	laurie.berman@gmail.com	Reroute to 130	Dear I35 planners, I live in a neighborhood that will be drastically impacted by the proposed changes to I 35. Please see our neighborhood concerns below. What I don't understand is why the 183 toll road remains empty while trucks and other cars passing through still use I 35. This is not ok. I propose we change I 35 to a toll road where residents do not have to pay and it is cost prohibitive for those passing through. We need to divert this traffic out of the city. Additionally, the intersection at Airport and I 35 needs further review. As the plans stand, it will be nearly impossible for us to turn left out of our neighborhood, meaning that you will have a mass of people clogging the I 35 intersection going in the wrong direction. We must be able to turn left out of Delwood 2 to access our kids' schools. Additionally, the businesses that are going to be impacted with this plan are significant. Austin is already losing so many of the mom and pop businesses and now even more are in jeopardy because of this poor planning. Rethink I 35. Thank you, Laurie Young Delwood 2 resident Comment from Delwood 2 Neighborhood Association on TxDOT Draft Environmental Impact Statement on the I-35 Capital Express project. The proposed alternatives for rebuilding I-35 through the central segment do not meet Delwood 2 neighborhood needs and actually cause mobility issues. The proposed highway designs do not meet Delwood 2 mobility and access needs. The proposed alternatives call for closing one of the four entrances to the neighborhood. This will increase the difficulty of getting in and out of the neighborhood, and increase the cut through traffic in the neighborhood when the right hand lane traveling north on Airport backs up, which it does regularly at all times of day. Neither of the proposed alternatives address this issue, and instead focus on the left turn to go south on I-35, a section of traffic that only backs up briefly during rush hour.	See comment #3
2060	Laurie Filipelli	2/24/2023	VOH	lauriefilipellu@gmail.com	Do not widen/no build	Dear TXDOT, Thank you for the opportunity to contribute to this conversation. I'm disappointed at the lack of vision that has gone into this plan.TXDOT should by definition focus on more than building roads and explore other avenues for moving people.	See Comment #5
					Latent/Induced Demand	While we all agree that there is highway congestion, there is no clear evidence that more road = less traffic. (See Houston.) it is disingenuous to imply that road construction is a traffic solution. Please do you homework and look at the data.	See Comment #18;
					Public Transit / Multimodal Transportation	Instead we need to make public transportation convenient and affordable. I am against this short-sighted wasteful plan. Thanks for reconsidering, Laurie Filipelli	See Comment #13;
2061	Laurie Logue	1/23/2023	Email	Laurie.Logue@ifinancial.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.As a 40-year resident in Austin, I am pleading and begging you support the funding. I completely, wholeheartedly express my full support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2062	Laurie Logue	2/8/2023	Email	Laurie.Logue@ifinancial.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Laurie Logue P 512.351.7499 IFinancial.com Independent Financial is a trademark of Independent Bank, Member FDIC. Independent Financial does not support the transfer of personal non-public information through an unsecured means. Please see Independent Financial's full disclaimer at https://www.ifinancial.com/home/security-statement.html. | This email is covered by the Electronic Communications Privacy Act, 18U.S.C., Sections 2510-2521, and is legally privileged. Unauthorized review, use, disclosure or distribution is strictly prohibited. If the reader of this message is not the intended recipient or an employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution, or reproduction of this communication is strictly prohibited. If you have received this communication in error, please notify the sender immediately and discard the original message and any attachment(s). Thank you for your cooperation.	See Comment #8
2063	Lavanya Krishnan	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, To whom it may concern. I am a resident of east Austin . With the increase in sky rises and population - Publix transit should be the cities number one priority, not highway expansion. 10 years of construction for just a few years of congestion relief is NOT worth it. I live in the middle of the city in one of the most prime locations in east Austin and have had to deal with unbearable noise from the highway. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Reroute to 130	I OPPOSE TxDOT's plan for I-35 and I OPPOSE expansion and believe the highway should be purposed as a boulevard and all non local traffic should be redesignated around the city, such as on SH-130.	See comment #3
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
					Business/residential displacement	Expanding it will impact the the cities' land owners and business from building in prime location because of the awful impact of living or running a business on or near a highway.	See Comment #21
2064	Lawrence Sunderland	1/11/2023	Email	lsunderland@mac.com	City of Austin	Summit St. is a street that runs from Woodland to Riverside parallel to IH 35 and just 1/2 block in from the highway and access rd. As a home owner for 25 years, I have seen the increase of traffic on Summit grow. It can become very congested when there is a back up on the highway, as folks try to cut over to Riverside. Also the foot and bicycle traffic has greatly increased mainly due to younger home owners moving in and a new affordable housing project on the interstate at Woodland. Bus service to the Woodland and IH35 crossing is non existent. Therefore residents must travel to either Oltorf or Riverside for transit, at least a 1/2 mile walk. Summit being parallel and quieter then the sidewalk along the interstate it has become the preferred route for bikes and walkers. I am not opposed to the closing of Woodland to cross traffic. But I am concerned that we are making no provision for traffic calming and sidewalks on Summit to provide a safe and calm path for walkers and bikers Summit St. needs traffic calming and sidewalks all the way down. Old East Riverside would be ideal for a one lane one way street headed out of the neighborhood and built out as a woonerf. https://nacto.org/docs/usdg/woonerf_concept_collarte.pdfthe It would be he perfect entry to the Riverside Corridor and would help calm the traffic for the residents along the side of Old East Riverside. Larry Sunderland 1507 Summit St.	Thank you for your comment, this area is outside of the I-35 Capital Express Central project limits. We will forward this comment to the City of Austin, who are responsible for potential improvements along this street.
2065	Leah Buratti	3/3/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I've lived in Austin for 12 years, and I strongly oppose widening I-35. . . I love being able to bicycle in Austin, and crossing under I-35 is already a challenge. Please focus on alternatives to expanding I-35, and let's work on keeping Austin walkable and bikeable.	See Comment #5
					Reroute to 130	Thru traffic needs to be taking 183 or 130 as intended! That is the real solution to the challenges of I-35	See comment #3
					East/West Connectivity	Expanding I-35 will only make traffic worse. I do not want to see Austin transformed into a mass of freeways, and expanding I-35 would only further divide East Austin from downtown	See Comment #20
2066	Leah McLeroy	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Dear Mr. Abrego, I'm writing to voice my strong opposition to TxDot's plans to expand I-35. I live 1,000 feet from the highway in Cherrywood, in the house where I was born. I'm a proud native Austinite, but this expansion is making me feel almost ashamed to call Austin my home. I wonder why you aren't trying to pull this charade in West Austin? Too many people with money and power live there? Thank you for reading my opinion, and I hope you will make the right choice for the people of Austin. I expect my city representatives and TxDot to take a stand in support of me, my fellow citizens, and the generation of children who will grow up to contend with environmental assaults such as this proposed pointless bloated monstrosity of a highway.	See Comment #5
					Community Alternatives	I wholeheartedly support the Rethink35 plan, and I'm appalled that TxDot and its sycophants are flagrantly denying the plain and simple facts: highway expansions such as this have never worked, and there is no convincing data to support otherwise.	See Comment #4
					Latent/Induced Demand	They induce demand and make congestion worse in the long run. They do not solve the problem they propose to fix. This begs the question: why does anyone want this in the first place? Whose benefit is it for, really, if the data clearly does not support it??	See Comment #18

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Racial Justice	Not to mention the radical increase in air and noise pollution that this will create. The highway noise is already incredibly loud in my yard, often drowning out regular conversation, and making it impossible to enjoy being outside. And the increase in the already harmful air pollution caused by the highway... Why on earth would you want to further divide the city on racial and economic lines by creating a loud polluting mega-highway through a major urban area. This is also just another in a long line of cruel acts of environmental racism and classism.	See Comment #3
2067	Lee Ann Cameron	3/7/2023	MyCapEx Website - Comment Form	almalee93@gmail.com	Do not widen/no build	I strongly oppose the TXDOT plan for I-35 through Austin. Prioritize bus only lanes and on/off ramps. Prioritize public transit over private vehicles. Bury the freeway as much as possible. And DON'T make the people of Austin pay for it. This is a TXDOT plan–TXDOT MUST pay for it, and not the already overburdened people of Austin. Please review the input of citizen groups. We demand that you consider the environment as well as the culture of Austin.	See Comment #5
					Public Transit / Multimodal Transportation	We need to focus on building infrastructure for buses and trains and find ways to divert traffic from I-35.	See Comment #13
					Air quality	We need serous environmental review, which at a minimum must include greater measurements of air quality, and finding ways to treat water runoff, save our drinking water (once it's gone, it's gone forever.)	See Comment #558
2068	Lee Howson	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, My name is Lee Howson and I'm a resident of Austin TX. My home is a 40 second drive away from I-35 crossing at 51st street and I deeply and emphatically loose the direction TXDOT has chosen to pursue in expanding I-35 to allow more car and truck traffic to use the interstate. I'm begging TXDOT on my hands and knees to listen to the people who live here instead of following the east route of endless and unthinking expansion. Expanding I-35 may be the thing that pushes me away from my home city for good. It would be incomprehensible not to listen to the needs of the people rather than some quota on paper over an artificially driven problem. Thank you for your time and I hope you make the choice the people living here are crying out for. Best regards, Lee	See Comment #5
					Community alternatives	The details laid out in this website give some insight into ways I think we could make a real difference and improve the lives of centrally located Austinites - https://rethink35.com/the-rethink35-plan	See Comment #4
					East/West Connectivity	to connect east to west for miles and miles instead of burdening our with more traffic	See Comment #20
					Air quality	We have the ability to not only stop a bad plan from being implemented, but to also choose a much better solution that bridges out city's ugliest scar (I-35), more division, more pollution, and more problems.	See Comment #558
2069	Lee Manford	3/7/2023	MyCapEx Website - Comment Form	lmanford54@gmail.com	Do not widen/no build	Connecting 41st with Wilshire Blvd, connects a largely commercial street (Hancock shopping center) with a 100% residential street, providing a pass through to Airport Blvd. Wilshire Blvd does not cross Airport Blvd into the Mueller development due to the potential for increased traffic cutting through a residential area. Connecting 41st and Wilshire poses the same potential increase in traffic through a residential area. As a homeowner who lives on Wilshire Blvd, such an increase in traffic endangers children playing or walking to school in the neighborhood, endangers residents walking their pets, and endangers runners and walkers in the neighborhood. A residential neighborhood street should not be a pass through for traffic.	See Comment #5
2070	Lee Miller	2/9/2023	Physical Comment	leemillerIII@gmail.com	Do not widen/no build	Please do not proceed with this project! We need to think more holistically about what problems we have and how we will solve them. I support a no build solution.	See Comment #5
2071	Leigh Torian	2/7/2023	Email	ltorian@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Leigh Torian : Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
2072	Leissa K Kimball	1/31/2023	MyCapEx Website - Comment Form	kassiel69@hotmail.com	Regional Connectivity	I would love commuter rail service San Antonio to Austin. It would make commuting so much easier and ease traffic congestion and pollution problems.	See comment #1
2073	Leo Anderson	3/1/2023	Email	sailibration@sbcglobal.net	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Please get that freeway out of the center of our city. We already have SH130... let's use it!!!! I don't want my gas taxes to pay for more concrete and more congestion. Please create a boulevard that caters to people and low speeds through our city. Lobby to use those Txdot funds to build mass transit in our city! Leo Anderson	See Comment #5
						Please don't widen I35. Send the traffic to SH130 and lets convert the present I35 into a boulevard that supports people not cars. Lobby to use highway funds to expand mass transit!	See Comment #5
2074	Leo Anderson	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Re-design I35! Turn it into a neighborhood boulevard! We already have Highway 130. Let's use it!	See Comment #5
2075	Leonardo Martinez	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I work as a transportation planner & have a masters degree in urban planning. The science, the community, & the process in how TxDOT is going about this expansion is wrong. In conclusion, I OPPOSE ANY EXPANSION of I-35, as it will affect the connectivity in the Mueller neighborhood to central Austin & will not improve it at all for people like myself that do NOT own cars. I want FREEDOM to not NEED a car, & this expansion further perpetuates car dependence in Austin.	See Comment #5
					Latent/Induced Demand	Expansion only worsen traffic as shown in Induced Demand studies. The community, including myself, OPPOSE expansion & rather have transit investments or a bulevard options. Lastly, TxDOT seems to only listen to people who mention their own alternatives, rather than ALL the possible alternatives.	See Comment #18
2076	Leonardo Pozzobon	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Downtown Austin is some of Texas' most valuable real estate. It would be a terrible waste of my money as a taxpayer to use turn it into an expanded highway, and just eventually end up looking like Houston. How about taking Dallas'example and run a different interstate far from Austin's downtown	See Comment #5
2077	Lesa Walker	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Dear Mr. Abrego, I write to oppose TxDOT's plans for I-35 and to oppose expansion. I support the Rethink35 proposal. As a public health physician I am very concerned about the I-35 expansion and its impact on children who live, go to school, and play in the vicinity of I-35. Increased highway construction and traffic will worsen air pollution and generate more asthma and asthma ED visits and hospitalizations. Intentionally expanding the highway while knowing that this will adversely impact the health of children and community members is unacceptable. Please do not go forward with the TxDOT I-35 expansion proposal. We must come together to find better ways to address transportation that do not endanger innocent children and families. We need a better plan (such as the Rethink35 proposal) that will help strengthen the health and well-being of our community. Thank you,	See Comment #5
					Latent/Induced Demand	TxDOT's proposal ignores Induced Demand, construction impacts, pollution impacts, the failure of almost all highway expansions, and the success of freeway removals. The proposal's traffic modeling is flawed.	See Comment #18
					Air Quality/Noise	Highway expansions do not work. They worsen congestion, air, noise, and water pollution, and safety, and do not promote other transportation options beyond driving. 10 years of construction for just a few years of congestion relief is not worth it.	See Comment #34
2078	Leslie Reynolds	3/7/2023	VOH	lesliegreynolds@gmail.com	Do not widen/no build	I strongly oppose the current plan to expand i35. Furthermore, it will not solve the traffic problem on i35. Anyone who has driven in Houston knows that more lanes = more cars.	See Comment #5
					Business/residential displacement	Not only will the proposed construction be massively disruptive to the lives of Austinites and the local ecosystem, it will displace numerous homes and business.	See Comment #21;
					Public Transit / Multimodal Transportation	The city should invest in more sustainable, effective options to reduce traffic, such as expanded public transportation.	See Comment #13
2079	Lesly Carbajal	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, my name is Lesly Carbajal and I have studied city planning for many years. I am a resident of Austin, TX. I've gone to school in Austin, lived here for years and love this city. And that is why I . I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am incentivising other modes of transportation. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Latent/Induced Demand	TxDOT's proposal ignores Induced Demand, construction impacts, pollution impacts, the failure of almost all highway expansions, and the success of freeway removals. The proposal's traffic modeling is flawed.	See Comment #18
					Air Quality/Noise	Highway expansions do not work. They worsen congestion, air, noise, and water pollution, and safety, and do not promote other transportation options beyond driving. 10 years of construction for just a few years of congestion relief is not worth it.	See Comment #34
2080	Leta Moser	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Hello Public Servants, I live in Cherrywood and am car free–I enjoy the area due to it's accessibility by bicycle, walking, and public transit to desirable areas. I vehemently oppose expanding I-35; this move will only further prioritize a car-centric culture and advocate for more cars, congestion, noise, and pollution. These undesirable qualities are can be any city; this is not what I want Austin to become, nor would it be in the spirit of keeping Austin unique. To keep Austin unique we must prioritize alternatives to getting around–not only making access points accessible and safe, but desirable and pleasant! With this in mind, I'd like for you to consider: • • Austin has made strides in improving the amount of bike lanes available around the city, and i would like to see that continue to improve. After establishing their safety, though (eg no potholes, adequate clearance of obstacles) a meaningful next step is to make the bike lanes enjoyable (cars/noise/pollution far away, riding through pleasant areas that are well lit). Thank you for taking the time to take my concerns under consideration. I hope you will oppose the expansion of I-35.	See Comment #5
					Bike/ped safety	Prioritizing safe AND pleasant walk/bike-able streets. Have you ever been to Eugene OR? It is a dream to take the (all paved, riverfront) bike/walk path to zip up and down the river. Not only is it safe for cyclists and pedestrians (our own path-no car traffic anywhere close to the pedestrian zone), with access points well thought out to on/off ramp, but it is PLEASANT and ENJOYABLE commute–peace is offered in looking at the river instead of looking down at road concrete (concerned about broken glass or a flopped over cycling 'barrier' that is now in the bike line and a major obstacle).	See Comment #30
					East/West Connectivity	East-west crossings *at least* every 1/4 mile–let pedestrians pass through the chaos without undue, out of the way, routes. alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied. What is the behavior that is trying to be encouraged? How can that be backwards designed and prioritized?	See Comment #20
2081	Letti Garza	1/13/2023	Email	LGarza@mlrpc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Letti Garza	See Comment #8
2082	Levi Perry	1/31/2023	Email	lperry@hill-wilkinson.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2083	Levi Sitters	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Dear City Council Members, I am writing to express my strong opposition to the proposed expansion of I-35 in Austin. While I understand that the city is looking to improve transportation infrastructure, I believe that this project would have significant negative consequences for our community. Additionally, the expansion would result in increased pollution and noise. Air quality is already a major issue in Austin, and adding more cars and trucks to the road would only exacerbate the problem. The increased noise levels from the freeway would also negatively impact the quality of life for those living near the proposed expansion. In conclusion, I urge you to reconsider the proposed expansion of I-35 in Austin. We need transportation solutions that prioritize equity, sustainability, and the well-being of our community. Let's work together to find a better way forward.	See Comment #5
					Public Transit / Multimodal Transportation	Furthermore, there are several alternatives to the I-35 expansion that should be explored. For example, we could invest in public transportation, such as expanding our light rail system or improving bus service. This would not only reduce traffic on the roads but also provide more equitable transportation options for all residents.	See Comment #13
					Racial Justice	Firstly, the expansion would perpetuate segregation within our city. The current I-35 already divides communities and this expansion would only worsen the problem. Low-income neighborhoods and communities of color would be disproportionately impacted by the construction and increased traffic. Instead, we should be investing in transportation solutions that promote equity and connect all parts of our city.	See Comment #3
2084	Lewis Monroy	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, In my 7 years in Austin, the heaviest traffic I have experienced has occurred on this roadway. I, and everyone I know in this city, witness what feels like an accident a day. I witness reckless driving by motorists, often dragging in semi drivers from their inconsiderate actions, and constantly feel unsafe when using this motorway. Not to mention the perpetual state of construction under which this highway has always been. I must admit, I am no engineer, no city planner, no expert in infrastructure; but as someone who has lived in big cities and suburbs my whole life, as someone who has seen cities endlessly expand to try to keep up with growing populations, these projects always cause more harm than good for working class citizens. Not only furthering our dependency on motor vehicles, but also giving reckless motorists more space to exceed speed limits, and attempt dangerous maneuvers for the sake of gaining a few inches of advantage. I must mention also the constant diversion and disruption of traffic during the actual construction process, and the danger under which workers operate on the roads. As a homeowner and patron of local business, I truly cannot even begin to fathom how a government organization tasked with improving the lives of its residents and travelers, could even consider any project that would displace, forcefully, so many people and operators from their homes and businesses, e specially at the astronomical expense that is expected, which will no doubt be exceeded by the project's completion. Again, as someone who traverses the roads of downtown Austin almost every day, I truly cannot begin to understand how the massive expansion of this already cumbersomely large motorway could benefit any of the individuals forced to use it. Ultimately, it is my belief that any efforts in the goal of reducing our city's dependency of motor vehicle transportation would be the most useful and effective way of using the funds assigned to this area.	See Comment #5
					Public Transit / Multimodal Transportation	I truly believe that a better alternative in the long term would be to improve roads that circumvent the city, to at least reduce the amount of large commercial vehicles traveling on a road that while it was built for interstate travel as its name implies, has turned into the main commuting avenue for a large portion of its workforce traveling in single owner automobiles. While this is not a final solution, I do think it is a step in the right direction.	See Comment #13
2085	Lexy	1/19/2023	MyCapEx Website - Comment Form	Lexytg@gmail.com	Regional Connectivity	Instead of the I35 capital express project, you should include a plan to revive the Lone Star Rail proposal to link Austin and San Antonio with regular commuter rail. widening roads without improving transit is a waste of money, as it only induces more demand and results in the same traffic and more pollution.	See comment #1
2086	Leyla Shams	3/2/2023	MyCapEx Website -	justleyla@gmail.com	Do not widen/no build	DO NOT EXPAND I35. The people of austin DO NOT WANT THIS.	See Comment #5
					Community Alternatives	please listen to rethink35!!!!!	See Comment #4
2087	Lia Truitt	1/27/2023	Email	ltruitt@ecprtexas.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2088	Liam Michael Verses	3/6/2023	Email	LVERSES@mitre.org>	Reroute to 130	Email copy: Hello, I wish to submit the attached PDF document as a public comment to the I-35 Capital Express Central Project DEIS hearing. My comment mainly deals with SH 130 and the potential to mitigate traffic congestion caused by heavy trucks. Please note that substantive material is on pages 2–3; page 1 is a cover page while page 4 has references. Best, Liam Verses The complete PDF is located in the public hearing summary, appendix F: TxDOT need consider providing incentives for trucks to move onto SH 130, regardless of whether TxDOT proceeds with either build alternative or chooses the No Build Alternative, but especially in the latter case. TxDOT could enact dynamic pricing in Austin to disincentivize I-35 use during AM and/or PM peak hour and thereby shift traffic to SH 130. Short of redesignation or removal of tolls, TxDOT could "incentivize the use of SH 130 for all truck trips… not destined for the cities between Georgetown and Seguin (i.e., encourage trucks to use SH 130 to travel around the congested areas by providing discounted toll fees)" … In short, TxDOT must mitigate the outsized traffic impact of heavy trucks.	See comment #3
2089	Liam Traicoff	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Don't enlarge the highway that splits our city in half. Get rid of it!	See Comment #5
2090	Libby Farris	2/25/2023	Email	libbyfarristx@gmail.com	Do not widen/no build	Dear TXDOT people: In 1967 when I was a freshman at UT, I started making regular trips between my hometown of San Antonio and Austin. I-35 was already a congested mess at all times and 50 years later, it's worse and no viable mass transit exists between the two cities. This is clearly a failure on the part of TXDOT to imagine and execute anything better than MORE LANES when tackling highway congestion. That's a statewide problem. In Austin, it's a local tragedy–where the most vital and potentially creative sector of our city–its downtown–is continually left saddled with a broken freeway. Travel and tourism, convention business, restaurants and retail businesses all are hobbled by I-35's stupid placement. I lived in Boston for a year and was struck by the remarkable transformation of the Big Dig, where removing downtown freeways opened up the historic harborfront resulting in public parks, enormous redevelopment tax-revenues, lower pollutant emissions, and a lively human-centric neighborhood. There is one good thing about the current stretch of I-35 that cuts through downtown Austin. IT MOVES AT SNAIL'S PACE, which preempts who-knows-how-many high speed collisions. When I'm forced to drive through downtown I actually enjoy inching along at 2 mph as it gives me the opportunity to view the new downtown skyscrapers. I would much prefer that the road be left as it is than spend another penny to create still more lanes. The current plans proposed by TXDOT are awful. Start over. Think again. Stop repeating the same pointless mistake of thinking more lanes will fix anything. Libby Farris	See Comment #5
2091	Libby Farris	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm a 50-year resident of Austin. I'm strongly opposed to TXDOT's plan to expand I-35. Any moron can see it will not make any improvement and only make an uglier mess of our downtown environment.	See Comment #5
2092	Libby Farris	3/7/2023	MyCapEx Website - Comment Form	libbyfarris@outlook.com	Do not widen/no build	I am opposed to TXDOT's current plan to expand I-35. I would prefer to reduce the lanes and move traffic to I-30. It's time we reclaim our city for humans not high-speed traffic.	See Comment #5
2093	Liberty Walker	2/9/2023	Physical Comment	liberty@walkerselect.com	General Support	I am so excited to see how the decks will add to the community! I look forward to improving transportation in Austin. Best of luck to a smooth construction.	See Comment #8
2094	Liesel Moultrie	1/27/2023	MyCapEx Website - Comment Form	Liesel.Moultrie@gmail.com	Regional Connectivity	We need a train between Austin and San Antonio. Please consider putting one in. It will relieve some traffic and commuting by train is so nice and stress free.	See comment #1
2095	Liliana Cramer-Orozco	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Instead of expanding, we need more green areas or areas where people could bike or walk to/ from places. We need to rethink the urban architecture thinking about our planet and the people. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
2096	Liliana Torres	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #5
2097	Lillian Mcvey	1/24/2023	MyCapEx Website - Comment Form	Lillianmcvey@gmail.com	Regional Connectivity	Texas should be spending money on expanding passenger rail as opposed to expanding the highways. The SA, Austin, Huston, and Dallas area is expanding rapidly it only makes sense long term to connect these areas by rail, Texas has the opportunity to lead the way. Railways connecting cities and inside the cities would make such a huge impact on us and our children.	See comment #1
2098	Lilo Pomerleau	3/5/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose the expansion of I-35. Studies have shown that adding lanes will not ease traffic. It is necessary to review alternatives to the proposed expansions under consideration. Community alternatives should be studied.	See Comment #5
2099	Lily Coffman	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I think the i35 expansion creates a deep divide between communities in Austin. In our lovely city, many people are stopping in for university and leave within a few years of graduating. As this is great for each individual, it begs the question of how we can create a more unified Austin with who stay, have been here for decades, and those wanting to create a inclusive space for ALL austinites. Expanding i35 will only create more pollution and place a temporary fix for a systematic issue. How are we supposed to move towards a more green city? We can look at Paris, France, for example. The road along the Seine was changed into a boulevard without cars. This has allowed local businesses to flourish as well as making the city even more walkable. Instead of expanding highways as typically done, how amazing would it be to create an Austin for everyone that is sustainable and allows us to a more green future.	See Comment #5
2100	Lily Turner	2/8/2023	Email	lturner@austinchamber.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT.	See Comment #8
2101	Lily Wilkerson	3/7/2023	MyCapEx Website - Comment Form	lilyhwilkerson@gmail.com	General Support	This project has been delayed long enough. I-35 Downtown has remained fundamentally unchanged for nearly 50 years while the population of Austin has tripled, and the region has grown even further. The existing design is outdated and unsafe. Downtown is plagued by short ramps, tight merges, and wide, sloping concrete embankments that waste valuable land. In my experience driving and traveling on the 35 corridor, most of the congestion stems from Downtown's short ramps and the entire central segment's short, steep ramps. Modernization projects like the Oltorf improvements, spacing out and lengthening ramps, have made a clear impact on traffic in their sections of 35. A cohesive redesign including the managed lanes would go even further toward fixing our city's traffic problems. I have heard what many say about "Induced Demand" and the concept that widening a highway only makes traffic worse. I can point to half a dozen examples around this city of recent projects that have done the opposite. The 183 South improvements, which I use daily, have been a godsend for East Austin, making a previously clogged corridor into one of the least congested highways in the city. The MoPac Intersections projects at Slaughter Lane and La Crosse Avenue have shaved minutes off my daily commute. Further North, the MoPac Improvement projects may have gone over budget and taught us all valuable lessons about using first-time contractors, but they really have made traffic better on that segment, and not just for the toll users. I-35's Capital Express Central is adding more capacity than any of those projects (except perhaps 183 South,) and it's adding it for miles and miles along a corridor that desperately needs it. As someone who has lived in Austin her entire life, and seen this city grow - and its traffic slow - I whole-heartedly support the current Modified Alternative 3, as I have ever since this project was a far-off proposal. We've studied enough. I've read the EIS, and I don't think there's anything more to say. Just get building already.	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2102	Linda Cangelosi	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Please take a huge step back from this expansion plan. Enlargement of a very flawed divider of central Austin only serves to reinforce the damage done over decades to divide east and west Austin. I have lived in Austin 55 years, before that in Houston, and have driven back and forth between the 2 cities a number of times. Look at IH10 and what a horror it is-- construction projects practically non-stop, ever-widening and ever-filling lanes of cars.	See Comment #5
					Latent/Induced Demand	Induced Demand just creates a worse traffic mess than what was there, and wastes billions of dollars. TxDOT designs highways and spends billions of tax dollars because that is what it was created to do, and does so with a mid-20th century mentality. I urge cooler heads and smarter minds to discard the current expansion plan and find a less destructive way to serve Austin in the 21st century.	See Comment #18
2103	Linda Crosson	1/30/2023	Email	licrosson@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
2104	Linda Fields	2/27/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, While I-35 has been obsolete for decades, widening the highway is a horrible option. We do not want the gap wider between east and west Austin that would create an even greater barrier than already exists. I-35 improvement needs to be smarter and more thoughtfully and carefully designed than simply widening the highway. Widening I-35 is not the answer!	See Comment #5
					Bike/ped safety	We need safer access for pedestrians and bicycle riders between east and west Austin; wider will not make it safer. We need greater coordination between the City of Austin, TxDOT, and transit and mobility providers for bus and train travel in order to lessen traffic on I-35 and to provide adequate and accessible options to driving.	See Comment #30
2105	Lindsay Buhman	3/7/2023	Email	info@email.actionnetwork.org	Climate change	Mobility35 Program Manager Tommy Abrego, Hi, Please actually consider thinking about the choices that you are making. We know climate change is real, we feel it, Austin Energy feels it, the Texas grid feels it, residents & trees feel it. Continuing on the same path because it is easy will lead us in more of the same, but continually worse problems. Texas has the opportunity to actually innovative and change the way that people live and move. You have that choice. Doing more of the same for the gas and oil companies is old news, and it will fail us over and over until we change. I believe the time is now. Stop building highways that create more traffic for cars that burn a very finite resource. Ask around for alternative solutions because I promise you they are out there.	See Comment #51
2106	Lindsay Burnette	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Dear Tommy Abrego, I am writing to let you know of my strong opposition to TxDOT's plans and expansion for I-35. As a resident of East Austin and avid biker and public transit user, I am dismayed that the City sees this expansion as a viable option for Austin's continued growth. Study after study has shown that more lanes only bring more traffic. At some point we will need to start thinking of our cities on the pedestrian level, for a livable breathable future. This expansion is pulling us far into the opposite direction and should definitely be rethought with more public input taken into consideration.	See Comment #5
					Racial Justice	Not only that, I-35 has been a racial segregator and act of violence towards Black and Latino communities since it's beginning.	See Comment #3
					Community Alternatives	Instead of expanding the Interstate, we have an opportunity to reroute non-local traffic around Austin and recreate I-35 as a usable, livable boulevard. I support the Rethink35 plan which you can find at https://rethink35.com/the-rethink35-plan.	See Comment #4
2107	Lindsay House	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am for a public transit first project	See Comment #5
2108	Lindsay LaGrange	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am for the rethink 35 proposal.	See Comment #5
2109	Lindsay Olinde	3/7/2023	MyCapEx Website - Comment Form	lindsayolinde@gmail.com	Air quality	I live a block away from I-35 and problems with asthma already. The air quality measurements need to be improved and to the EPA suite during and after construction for better adaptive management on both construction and community notifications for poor air quality days. We also need more camps to more genuinely aim restoration after the divide that I-35 worsened for decades. Environmental and community-based improvements need to be made to ensure this design is the right design for the future.	See Comment #558
					Water quality	I'm also an environmental engineer and treating the runoff and first flush should be treated with bioswales, etc similar to Engineering With Nature from the Army Corps of Engineering research. Harris County also has several good examples.	See Comment #125
					Business/residential displacement	Our children also went to Escuelita del Alma, and it's a Hispanic heritage and local cultural institution that will be wiped by away by the current plans. Our long term neighbors are also going to be displaced by this plan.	See Comment #21
2110	Lindsey Bourland	3/6/2023	Email	info@sg.actionnetwork.org	Community Alternatives	Mr TxDOT TxDOT, Hello, I am writing to you today to express my opposition to I-35 expansion. Empirical evidence suggests that adding more lanes to highways only attracts more cars and leads to more congestion. This increased use leads to more air and noise pollution, creates heat islands (in an already hot enough city), and has adverse health impacts in the community. These issues should be top of mind for TXDOT planners. Yet, road expansion is the only solution that has been proposed despite proven failures across the state. As an Austin resident, I don't want to travel around town on crowded, congested highways. I implore you to invest in a reimagined future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied and invested in.	See Comment #4
					Multimodal Transportation	We need investment in other forms of transportation such as public buses, trains, biking paths, or sidewalks, all of which reduce our carbon footprints, pollution, and congestion. While these projects are long term, capital intensive, and necessitate a transformation of our infrastructure, these circumstances are not much different from the proposed expansion.	See Comment #20
2111	Lindsey Cochran	2/18/2023	MyCapEx Website - Comment Form	lindseycochran@gmail.com	Wilshire	Comment about the cross-through between 41st and Wilshire Ave. Wilshire Ave. is a residential neighborhood and at the crosssection of Wilshire and Airport is a community park. The park is used by multiple neighborhoods across the East Side. Children are often playing and there are little league teams that use the space. I often see large children's birthday parties and other family gatherings. The worry is that drivers will begin to use Wilshire ave. as a traffic cut-through via WAZE and google maps. This would dramatically impact the community and the use of our park. It is deeply concerning that TXDot has not mentioned the impact of cut-through traffic on our neighborhoods. People live here. These plans will impact us. Our voices and needs matter.	See Comment #9
2112	Lindsey Futrell	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of North Central Austin and I ADAMANTLY OPPOSE the planned I35 expansion. increase traffic in and around downtown, and negatively effect nearby homes and businesses. I sincerely hope you reconsider this expansion. For the sake of TX residents and visitors to our home. Utilisation of highway 360 and highway 183 will better serve our city. Thank you, Lindsey Futrell	See Comment #5
					Bike/ped safety	Expansion of this corridor would greatly decrease walkability for all residents,	See Comment #30
					Reroute to 130	I propose bolstering and maintaining corridors that direct traffic AROUND Austin in an effort to reduce traffic and create a safer downtown area. Interstate and long haul traffic should be directed AROUND Austin, NOT THROUGH one of the busiest metros in our state.	See Comment #3
2113	Lindsey Holubec	1/12/2023	Email	LLH@rileymclean.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2114	Linnann Guest	3/6/2023	Email	Linnann@moreland.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2115	Lisa Alvarado Stilwell	2/7/2023	Email	lisaalvarado51@outlook.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Mail for Windows	See Comment #8
2116	Lisa Brannan	3/7/2023	MyCapEx Website - Comment Form	lisa.brannan@gmail.com	Do not widen/no build	I am an OG, original Austinite. I grew up here and remember when the City was a fraction of its current size. I35 has ALWAYS been a nightmare. We can all agree our current I35 system is way overdue for an overhaul. We waited this long. There is no reason for us to not work in visions of the City for the future, not repeating and expanding the same tired way. We cannot sustain in a livable way without looking at environmental impact, scaleability & alternate methods available to take cars off the road. There are only so many lanes that can be added and built in an ever expanding (limited size and resourced!) City. Please take into account some questions and considerations. Early plans suggested TXDOT would pay for the project. How has that changed? Why do Austin taxpayers have to foot the bill for the region and the state? Business interests have taken ENOUGH from the taxpayers. This impacts us daily, and we should have voice in this matter. Are you listening? This is still in the planning process. Now is the time to make a move for our future.	See Comment #5
					Water quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source). Water is life and a limited resource. We must build smart to ensure we are actively working to preserve and protect what resources we have.	See Comment #125
					Public Transit / Multimodal Transportation	Encourage public transportation by providing safe and reliable methods outside of the vehicle. We should have direct BUS ONLY on ramps and off ramps and bus only lanes so transit gets a priority over one person one vehicle;	See Comment #13
2117	Lisa Schneider	3/6/2023	Email	constituently@gmail.com	Do not widen/no build	To TXDot: As a resident of the Skyview neighborhood in Austin, I appreciate the opportunity to provide comments on the draft Environmental Impact Statement for the Capital Express Central Project. • TxDOT's projected traffic growth and commuting times are exaggerated because commuters will change their driving patterns as alternatives become more available or favorable. • Expanding the highway would not eliminate congestion due to Induced Demand. • TxDOT can improve highway safety immediately by reducing the speed limits on the highway and access roads. • The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. • The project would encourage the use of single-occupancy vehicles, promote urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan. • • Widening the highway with the limited connectivity, currently in Modified Build Alternative 3, would perpetuate, expand, and worsen the demographic divide that began with the city 1928 master plan. including: • Ensure that all crossings between 51st and U.S. 290 are at grade. • Work with the North Loop, Ridgetop, and Windsor Park neighborhood associations to evaluate adding another full crossing (automobiles, bikes, and pedestrian lanes) between 51st and U.S. 290. Revising the project to more closely align with the needs of Austin and its communities who live along I-35 will result in better outcomes over the decades to come. Thank you for your consideration.	See Comment #5
					Community Alternatives	Having carefully considered the alternatives presented in the DEIS, I urge TxDOT to choose the No Build Alternative because the benefits of Modified Build Alternative 3 would not justify the costs and impacts on the community. As noted by many well-informed members of our community:	See Comment #4
					Business/residential displacement	In order to expand the highway, the project would confiscate land from businesses and residents near the right of way, disproportionately impacting small businesses and minority communities.	See Comment #21
					East/West Connectivity	If, however, TxDOT continues to pursue Modified Build Alternative 3, then I urge TxDOT to work with the City of Austin to ensure that the expanded highway includes adequate east-west crossings, as outlined by the Austin City Council Resolution on 2/23/2023,	See Comment #20
2118	Liv	3/7/2023	Email	liv.seidel@gmail.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, and come from Chicago. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. nor about the safety of the hundreds of thousands of drivers that use I-35 every day. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me and those who would be disproportionately affected by TxDoT's plans to expand I35.	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air quality/noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
					Racial Justice	Further displacing folks for expansion of I35 that will NOT even assist in reducing traffic shows that Austin doesn't give a **** about rewriting it's racist history,	See Comment #3

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2119	Livia Barrett	3/1/2023	Email	lbarrett@thoughtbarn.com	Bike/ped safety	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, city council district 5. I had read about how bikable of a city Austin was and it was one of the reasons I moved here. I have since discovered the division of the city by high traffic, dangerous roads and interstates makes it nearly impossible to ride my bike to do everyday tasks. I believe I-35 expansion would both destroy somewhat safe bike routes and bring even more traffic through the middle of the city making it even more impossible to ride simple distances between bisected areas of town. I should be able to ride 6 miles to get to work but the dangerous traffic makes it impossible leaving me to drive as well only increases the problem. I see in no way how 1-35 expansion would improve this. Thank you for your time!	See Comment #30
					Community Alternatives	I believe ideas such as Rethink 1-35 are far more likely to bring positive change by means of easier carless travel. I currently already avoid interstate driving at all costs, I do not want to be forced to use it due to the destruction of other means of travel bec ause of expansion. Highway expansions have a long history of failure to reduce traffic congestion and only increase negative attributes such as noise pollution and encouraging car travel.	See Comment #4
					Public Transit / Multimodal Transportation	Please instead expand efforts to make car less or public transportation easier and safer. Austin has the potential to be a better city and learn from others past failures.	See Comment #13
2120	Liz Richardson	2/11/2023	Email	UpliftAustin@hotmail.com	Do not widen/no build	I hate to be so negative, but the plan for IH-35 is insane. More lanes mean more cars. Have you ever seen the freeways in LA? What we need is transit. We need an alternative to driving. I would be happy in Austin if there were comprehensive public transportation. It has been shown that most people drive alone, so the HOV lanes won't magically ease congestion. Please rethink this plan.	See Comment #5
2121	Liz Salas	2/7/2023	Email	lsalas@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Thank you, Liz Salas Liz Salas Post Closing/Policy Administration Heritage Title Company of Austin, Inc. lsalas@heritage-title.com2500 Bee Caves Road | Building 1, Suite 100 Austin, TX 78746 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any unintended loss of privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
2122	Liz Schwartz	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Mr Abrego, I live in South Austin, my elderly parents in North Round Rock. I drive i35 multiple times per week as I care for them. I see the traffic. I sit in the traffic. And yet I am writing to tell you that I oppose i35 expansion. We do not need more lanes, we need more viable N/S routes.	See Comment #5
					Reroute to 130	We must start pushing more long haul traffic around I35 and not through the heart of the city. 130 is supposed to be an alternative to avoid the city and yet not nearly enough trucks or passenger cars use it because the tolls are outrageous! It should not cost a semi $75 to drive a loop road around a small city. We can better address traffic needs going through the city if we divert long haul trucks around. We need to remove the tolls on 130. Open it up so there is a valid route around and we would dramatically help the traffic issues.	See comment #3
2123	Lizett Sanchez-Howard	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Travis county. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion for the following reasons. -Long-term air pollution significantly increases the risk of pediatric asthma. Here is a link to an article discussing this on the American Lung Association website (https://www.lung.org/clean-air/outdoors/who-is-at-risk/highways) -Children of color in Travis county are 3.5 times more likely to be hospitalized for asthma than white children. -There are over 80 daycares, schools and hospitals within .3 miles of I35. Here is a link to a Google map showing this: (https://www.google.com/maps/d/u/0/viewer?mid=1LRF6tuv6TdYnXa0tBBmOYmtyyuw4MPw&ll=30.267349761246756%2C-97.72945385&z=13) -Widening highways and paving new roads often just spurs people to drive more. Here is an article from the National Center for Sustainable Transportation website based on research done on highway expansions and their negative impacts: https://ncst.ucdavis.edu/research-product/increasing-highway-capacity-unlikely-relieve-traffic-congestion -Expanding will INCREASE transportation emissions, a horrible thing to do to our climate which is already in a steep decline. Transportation is the nation's largest source of greenhouse gases, producing 29 percent of emissions. Expanding I35 will make this bad situation, WORSE. Think about PEOPLE'S health, think about CHILDREN'S health, think about our ENVIRONMENT think about CLIMATE CHANGE! The TxDOT needs to come up with much safer and healthier alternatives. There is data out there on this. Research it! and find a better solution. Lastly, I am a mother of 2 young children. My daughter Natalia has asthma. Asthma is a terrible condition to suffer through because EVERY breath you take can be a struggle. It's a horrible experience. I speak from personal experience, I work very hard to try to keep Natalia as healthy as possible. This highway expansion could make her situation worse. I fear for her and I feel heartache knowing how much she is going to struggle with her respiratory health. There are countless children in Travis county that go through this same experience. HELP these children! Come up with safety and healthier plans because people's health is literally at stake.	See Comment #5
2124	Ikrupacorp	2/22/2023	Email	Ikrupacorp@gmail.com	Reroute to 130	Dear Friends, Managers and Decisionmakers, I oppose expanding I-35. All high-speed and transit traffic should be re-routed to the outskirts of the city, to Toll Road 130 or other alternatives outside of the city limits. Expansion of I-35 will worsen the traffic and create many other problems. We need to slow-down the cars and create streets that are safe and pleasant. We need streets where people can walk, bike, and stroll without the air- and noise pollution. Please help improve the quality of life in Austin and do not support the I-35 expansion project. Thank you. Les Krupa	See comment #3
2125	Lloyd Doggett	3/7/2023	MyCapEx Website - Comment Form	lloyd.doggett@mail.house.gov	Air quality/noise	A little of the potential harm could be offset by "capping" significant portions of I-35 and "stitching" East and West with widened bridges. Recently, the $1.5 million appropriation that I previously obtained to advance engineering on this cap and stitch program was supplemented by the U.S. Department of Transportation with a $1.12 million grant. Reuniting East and West by capping and stitching I-35 could offer significant benefits for our entire community. TxDOT is receiving about $35 billion as a result of the Infrastructure law approved by Congress last year. Some of those funds can and should be used to provide all of the supports needed for future capping and some of the cost of capping. I join the requests of the City of Austin and Travis County to make significant changes to this project to, at a minimum, make it less harmful than as currently proposed.	See Comment #34
					Climate Change	I am greatly concerned about many aspects of the proposed I-35 expansion, including more air and water pollution and more greenhouse emissions worsening the climate crisis that we are already experiencing. Of particular concern is more storm water runoff of pollutants into Austin's treasured creeks and Lady Bird Lake.	See Comment #51
2126	Lloyd Wilson	2/7/2023	Email	lwilson@sonderhospice.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Best, Lloyd "Sonder - The realization that each person we see around us is living their own vivid, meaningful life." -This e-mail and any attachments may contain CONFIDENTIAL information, including PROTECTED HEALTH INFORMATION. If you are not the intended recipient, any use or disclosure of this information is STRICTLY PROHIBITED; you are requested to delete this e-mail and an attachments, notify the sender immediately	See Comment #8
2127	Logan	3/7/2023	MyCapEx Website - Comment Form	lac017shsu@gmail.com	Do not widen/no build	TxDot needs to hit the drawing board again. Closing off OUR beautiful lake trail to "add just one more lane" and closing off OUR lake that we use to paddle board and kayak on in the summer as well!	See Comment #5
					Public Transit / Multimodal Transportation	Add more public transit so the ones that need to drive can and drive in less traffic.	See Comment #13
					Business/residential displacement	Also whose bright idea is it to just knock down businesses to add more lanes.	See Comment #21
2128	Logan Daum	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm a resident of Austin and I oppose the plans to expand I35. We should not be adding more cars through downtown Austin at the expense of residents. At the very least, I expect TxDOT to respect the demands of the Austin City Council. It does not make sense to force a highway through a city of 1 million people without listening to what the people actually want.	See Comment #5
					Multimodal Transportation	We need to focus on alternative forms of transportation such as active and public transportation. These alternatives are healthier, more equitable, more sustainable, and safer. Years of expensive construction for a highway expansion that will only relieve traffic for a few years before becoming congested again is not worth it.	See Comment #20
2129	Logan McCaul	3/7/2023	MyCapEx Website - Comment Form	loganmccaul@gmail.com	Caps/Deck Plazas	then they should at least fund capping I35 from the lake to at least 51st	See Comment #42
					Public Transit / Multimodal Transportation	Since TXDOT is doing nothing valuable for residents of Austin with the highway expansion, such as building public transportation options to reduce car demand,	See Comment #13
2130	Logan Schugart	3/1/2023	VOH	schugartl@gmail.com	Caps/Deck Plazas	The lanes between airport and 290 need to be sunk further to allow additional caps/stitches in this region. Downtown adjacent neighborhoods will be well served by this design but those of us in Windsor Park in the northeast have no connection aside from 51st street. The ped bridge at 55th is far too little connectivity between our neighborhood and North Loop/Ridgetop.	See Comment #42
2131	Lora Blackwell	3/7/2023	MyCapEx Website - Comment Form	Blackwell.lora@gmail.com	Do not widen/no build	The current plan is not up to par. We need to incentivize carpooling with HOV and bus-dedicated lanes and on/off ramps. Without preference given to common-sense ridesharing solutions, I expect continued and constant gridlock. Let's keep at this and come up with fixes to existing plan.	See Comment #5
					Bury/tunnel	For public safety, we need more caps and longer buried segments in order to facilitate critical walkways and mixed use corridors.	See Comment #25
					Water quality	I'm concerned about the environmental impact, particularly runoff directly into COA water.	See Comment #125
2132	loren george	1/31/2023	MyCapEx Website - Comment Form	rid.name-Og@icloud.com	Regional Connectivity	Reduction if traffic on I35 will benefit everyone except those contractors getting kickbacks. Citizens want rail, need rail. Build the dang rail.	See comment #1
2133	Lorri Haden	3/6/2023	MyCapEx Website - Comment Form	lorrilh@hotmail.com	Public Transit / Multimodal Transportation	I am no in favor of expanding I-35, Instead, we should focus on expanding public transportation options and ridership.	See Comment #13
2134	Lorri Haden	3/6/2023	MyCapEx Website - Comment Form	lorrilh@hotmail.com	Do not widen/no build	I am no in favor of expanding I-35. Instead, we should focus on expanding public transportation options and ridership.	See Comment #5
2135	Louis DeAngelis	2/14/2023	VOH	louis.deangelis217@gmail.com	Do not widen/no build	If the money is going to be spent on this project, I don't support anything that adds extra width or height to the highway at ground level. The highway is already a massive eyesore and extremely dangerous to drive on, or try to cross on a bike or on foot. I only support expansion if the whole thing is capped or buried in some fashion.	See Comment #5
					Public Transit / Multimodal Transportation	If that is not the case, I would much rather see the money be spent on bettering the public transportation system which in time will reduce vehicle traffic, or at least offer faster and more reliable alternatives.	See Comment #13

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2136	Lucas Clarke	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am an Austin resident, living in the North Loop. I oppose expansion efforts for I-35. Austin should be on the forefront of re-imaging transport in a nation and state frequently presuming the automobile should be central and frequently ignoring data that highway expansion is a flawed method to handle congestion. Austin is compact, forward-thinking, and has the resources to take a new approach; an integrated, accessible travel system that is public, efficient, and safe. I appreciate your consideration.	See Comment #5
2137	Lucas Lyons	1/31/2023	MyCapEx Website - Comment Form	pittoncanvas@gmail.com	Regional Connectivity	We need high speed rail between our cities, not one more lane. The roads and traffic never ease no matter how wide you make them.	See comment #1
2138	Luci Harris	3/7/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, I am a resident of the Holly neighborhood in Austin, TX. I vehemently opposed TxDOT's plans for I-35 and I oppose expansion. I am for a more walkable city, or investing in public transportation. Expansions don't work. We need alternatives to driving. The residents of central Austin will not feel the potential relief of the project, but will feel the pain of construction for TEN YEARS. Please stop this project. No one who lives close to I-35 wants it. We are all here and we do not want it. Please represent us.	See Comment #13
2139	Luis Castillo	2/6/2023	Email	lcast90@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
2140	Luis Fuentes	3/7/2023	Email	info@email.actionnetwork.org	Regional Connectivity	Mobility35 Program Manager Tommy Abrego, We deserve walkable cities in DFW with abundant public transport that allows the citizens to easily and freely explore their cities. We need to end the billion dollar highway projects that provide unsustainable results. Enough highways we are begging you. They cause noise pollution, air pollution, lead to more car accidents and death, in a few years it will be congested again. Please invest in high speed rail!!! We can connect Dallas, Houston, and Austin! So many people will buy into it and we can expand local business by listening turning highways into town center hubs where we can stimulate the economy. I am begging you not to go through with this project. If there is any humanity in you, please listen to the will of the people	See comment #1
2141	Luis Osta	3/2/2023	Email	info@email.actionnetwork.org	Bike/ped safety	Mobility35 Program Manager Tommy Abrego, I live in Downtown Austin, I regularly have to cross i-35 by foot, biking and utilize it for driving. The expansion of i-35 would be bad for drivers, and extremely bad for folks going around town on foot or bike. The expansions of highways has been shown time and time again (see Katy Freeway for a local example), if we want to improve congestion we need to give folks better alternatives to driving. Especially when combined with the extreme environmental and economic costs of this expansion, it makes it an extremely damaging action to take. For absolutely everyone in the area & who'll be living throughout Central Texas. I sincerely hope that you do not expand this highway and instead invest in other, better forms of long-distance transportations, as well as work with the cities to build out a more substantiable form of transport. And if this expansion must happen (which it should never), it should be fully buried and the caps should be able to support actual real development and building which can at least offset the extreme cost & damage that this will have to the city and region as a whole.	See Comment #30
			MyCapEx Website - Comment Form		Water quality	Please be sure to minimize the impact on our water systems. Lady Bird lake serves as our reservoir.	See Comment #125
2142	Luke Borders	3/7/2023		lukeborders@gmail.com	Public Transit / Multimodal Transportation	Please add in the capacity for preferred mass transit to the plan. Be that rail or bus, it would make the highway more future proof and robust.	See Comment #13
2143	Luke Legate	3/2/2023	Email	luke@gfoxconsulting.com	General Support	Dear TXDOT, I am writing in favor of utilizing every tool possible to make Interstate 35 a functioning highway. IH 35 is a Federal highway that is needed for international trade, moving goods due to NAFTA and is a matter of national security. Please forget trying to add bike lanes or other plans to make a national highway a pedestrian mode of transportation. The city of Austin does not have the authority to make 35 their own pet project. Thank you, Luke Legate	See Comment #8
2144	Luke Obermann	2/10/2023	VOH	luke.obermann@gmail.com	Do not widen/no build	I am not in favor of the current I-35 proposal as it stands. Seattle did this with their old viaduct - they tore it down and rerouted the highway underground and it opened up an entire area of the city that's come to life.	See Comment #5
					Bury/tunnel	We need to cap the entire interstate underground from Town Lake to at least 183. Anything less will only exacerbate the physical barriers between East and Central Austin. We have an opportunity to create a more livable city - let's do it.	See Comment #25
2145	Lydia Nogle	1/21/2023	MyCapEx Website - Comment Form	Lydiab84@gmail.com	Regional Connectivity	We don't need more lanes! We need high speed rail!!! Its about moving more ppl more efficiently and cars are not going to do that! State wide high speed rail would grow our economy exponentially.	See comment #1
2146	Lyman Labry	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	I oppose TxDot's plans for I-35 and I oppose I-35 expansion in Austin. I do support alternative solutions such as proposals but forth by such groups as Rethink Austin and Reconnect Austin. These proposals are progressive, viable, and sustainable solutions for handling congestion. Honestly, interstate highway expansions do not work. The Katy Freeway is just one in state example. I utilize alternative mobility solutions such as a bicycle. I do not want to utilize an interstate highway for local trips on those days when cycling is not possible. I respectfully demand that TxDot, the Austin City Council, and other officials to stand with me. Austin deserves better. Sincerely,	See Comment #5
					Community Alternatives	I oppose TxDot's plans for I-35 and I oppose I-35 expansion in Austin. I do support alternative solutions such as proposals but forth by such groups as Rethink Austin and Reconnect Austin. These proposals are progressive, viable, and sustainable solutions for handling congestion. Honestly, interstate highway expansions do not work.	See Comment #4
2147	Lyndon Breckenridge	3/6/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. For such an innovative place we should know that highway expansion does not create better transportation and it does not support sustainable economic development. When I first came to Austin I felt a special charm in the air. When I reflected I realized it's because the downtown area is not inundated with highways. It feels safe. It feels local. I feel connected to the city everyday. I love the atmosphere. Austin is a pedestrian friendly city and it can be even better if we prioritize pedestrians in the downtown area. I support public transit first. I support a mix of transit options that prioritize pedestrians first. I support the Rethink35 proposal. Highway expansion would significantly harm Austin. I oppose highway expansion. And I think it is obvious that the character of the city would be changed for the worse with more highway expansion. Austin is extremely attractive and can be even better with a public transit or pedestrian oriented plan. I expect TxDOT, Austin City Council, and other representatives to stand up for me and the public at large. I support sustainable public transit first development that prioritizes, buses, trams, bike lanes, and walking.	See Comment #13
2148	Lynn Murphy	2/9/2023	Physical Comment	lamqya@gmail.com	Do not widen/no build	While I understand a project addressing a deficient transportation system is much needed, I am disappointed that this proposed solution falls into the traps that many other cities have. With all the planning, consideration, and expertise that I know went into this proposal, it still short of the needs of the community.	See Comment #5
					Public Transit / Multimodal Transportation	Residents of Austin have been begging for efficient public transit for decades, and the most time consuming and capital intensive solution the city is offered still falls short of providing us with an effective way to move about our own community. As it stands, this proposal is an insufficient use of time and money.	See Comment #13
2149	Lynn Schoenfield	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, It is shortsighted, as more and more people are looking for greener downtowns where people can walk and use public transportation if necessary. This improves the health of the city.	See Comment #5
					Reroute to 130	I would like TxDOT to consider alternatives to the planned expansion of I-35 through Austin, such as making another highway such as SH-130 an interstate.	See Comment #3
					Latent/Induced Demand	The current plan will induce demand and increase pollution for tire wear particulates, making it a less livable city.	See Comment #18
2150	M A	3/7/2023	Email	phw64712@omeie.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am writing to OPPOSE TxDOT's plans for I-35 and its expansion. As a resident of Austin, I know there are many more things the city could be using it's time and resources besides I35. Expanding the highway will not aid with congestion as we've seen in other city's such as Katy/Houston. The expansion of I35 will simply disrupt traffic further, for years to come while construction is occurring, causing more accidents and pollution. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. If you care about anyone actually living in the city then you would dedicate more time and money to projects that would actually help the city, not further exacerbate existing problems. Why don't y'a ll fix the existing roads that have pot holes that tear up the bottom of your car and tires, this makes people not to take the back roads, forcing them onto the highway. Think about PEOPLE NOT PROFITS HAVE SOME COMPASSION	See Comment #5
2151	M. Hardie	3/7/2023	MyCapEx Website - Comment Form	mkhardie@gmail.com	Reroute to 130	Has anyone ever considered making I35 the toll road and making 130 the free road? This should create incentive for drivers to avoid I35, especially the commercial semi-trucks passing through Austin. Or simply make it mandatory that the traffic passing through be diverted around Austin. It would save a lot of money, and would actually generate revenue.	See comment #3
2152	M. Hebert	1/23/2023	MyCapEx Website - Comment Form	mmpm@aol.com	Reroute to 130	Demolish the upper deck. keep the number of lanes, lower the lanes from 51st to Town Lake, and move through-truck traffic to 130.	See comment #3
2153	Mac Smith	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, years of construction for just a few years of congestion relief is NOT worth it.	See Comment #5
2154	Mackenzie Jung	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin and a student at UT Austin. As a student who lived on the UT campus, I have firsthand experience of how difficult I-35 can make simple tasks, like purchasing groceries. The walk to the nearest grocery store was dangerous due to the lack of infrastructure for pedestrians and difficult with public transport taking upwards of 40 minutes.	See Comment #5
					Community Alternatives	I support the Rethink35 proposal of creating a walkable boulevard instead of TxDOT's expansion plan. TxDOT's proposal to expand I-35 will have devastating impacts, like increased pollution. This will only make current health issues worse.	See Comment #4
					Air Quality/Noise	Additionally, the highway expansion will increase congestion not lower it, as exemplified by the Katy Freeway. I urge you to consider the fate of future generations and do not expand I-35. Make a decision that favors the well-being of people over cars.	See Comment #34
2155	Macy Hurwitz	3/7/2023	VOH	macyhurwitz@gmail.com	Do not widen/no build	I am adamantly against expanding IH35. Expanding this highway will not make us safer or improve mobility. It will just rip the fabric of our city even further down the middle.	See Comment #5
2156	Macy Masterson	2/9/2023	Physical Comment	maycmasterson@gmail.com	Do not widen/no build	Adding lanes never improves traffic. This has never been proving. Highways are bad - environmentally, economically, socially. Please don't do this!	See Comment #5
2157	Maddison Nielsen	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am Maddison, a resident of Yuma Arizona and someone (A person under the age of 21) who'll have to live in the future of the already progressing state of America that focuses more on cars and businesses than actual who use them. I believe that buildings like highways, and other modern day structures that focus on profit and efficiency is removing the lack of character and identify of America, only blending what little we have to make us special into a constant daily cycle of cars and cars and cars. Highways don't benefit many people. They ruin lands, air, water, and the living situation of those that live near them. Eventually, they'll become just as inefficient as the rest of the roads and highways we already have, doomed to be replaced and built upon with more Band-Aids that leave grey skeletal structures in our lands. Instead of just taking decades of wasted time to build these new paths not even in Austin, but throughout the area. More people, local governments, and federal governments should focus on alternatives that benefit not only us and the environment. Like walkable cities, returning to public transport, and bettering living quality all around. Remember. These band aid solutions will only prevent change for far longer than many people will be around. Effecting the futures that I, and future generations will have to live through. Build the blocks to better what we have now until it's too late.	See Comment #5
2158	Maddison O'Kelley	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion.	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed	See Comment #18
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #34
					Public Transit / Multimodal Transportation	I am FOR serious consideration and prioritization of a public transit-first project	See Comment #13
2159	Madeleine LeBlanc	1/27/2023	Email	mleblanc@ecprtexas.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2160	Madeleine Lee	3/5/2023	VOH	madeleinercflee@gmail.com	Do not widen/no build	Hello, I am a student at the University of Texas at Austin. I am opposed to the expansion of I-35 because it is a temporary fix that will ultimately harm Austin.	See Comment #5
					Latent/Induced Demand	Adding lanes to a highway has been shown to increase demand, and as a result, traffic will only increase until congestion is once again as bad as it currently is.	See Comment #18;
					Air Quality/Noise	Expanding I-35 will only increase air pollution, mar the layout of the city, and harm the health of Austin's citizens through emissions and their resulting health and environmental consequences.	See Comment #34
					Public Transit / Multimodal Transportation	I believe there are better solutions such as public transportation and strategic infrastructure planning that can better and more sustainably reduce traffic congestion and promote city growth without harming Austin's future.	See Comment #13;
2161	Madeleine West	1/22/2023	MyCapEx Website - Comment Form	mcw03015@gmail.com	Do not widen/no build	Please revive the Lone Star Rail proposal to link Austin and San Antonio with regular commuter rail! Adding more lanes will do nothing for decongesting traffic and will instead contribute to more pollution and stoppage. It might seem costly, but widening lanes without improving public transit is useless. There will be less traffic congestion if people use the commuter rail to get from Austin to San Antonio. The car and non-car people can all be satisfied!	See Comment #5
2162	Madelin Strange	2/11/2023	VOH	maddie.strange@gmail.com	Do not widen/no build	Expanding I-35 is the worst possible solution. This project will be a disaster that will likely be reversed in the future. Put the money somewhere else.	See Comment #5
2163	Madeline Clemence	1/12/2023	Email	madelineclemence@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2164	Madeline Kinkel	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin and I oppose the additions to I-35. It's been proven so many times that adding more lanes only adds more traffic. This will destroy houses and only make traffic worse.	See Comment #5
2165	Madelyn Oliveros	2/12/2023	MyCapEx Website - Comment Form	mcoliveros1202@gmail.com	Public Transit / Multimodal Transportation	Any functional commuter rail system would be so welcome. Decreasing traffic would be a major benefit that everyone would benefit from	See Comment #13
2166	Madelyn Winchester	3/7/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, I think we should REROUTE non-local traffic around Austin instead of through it	See comment #3
2167	Madison Bryan	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Dear TXDOT, Please, do no expand I-35 in Austin. Please, help us live in this city and this region without having to own and maintain a car. Please, expand our transit, pedestrian, and cycling infrastructure instead.	See Comment #5
2168	Madison Lozano	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am a resident of 78745 and I am in complete opposition to the expansion of I-35. This highway runs close to my neighborhood and the people of Austin deserve so much better. I do not support the current designs as proposed. We have seen from other TX highway expansions that they do NOT result in less traffic. I implore you to halt this process and take the people of Austin into account. We are the ones most impacted by I-35 as it currently runs. A better design would be more palatable but ultimately, drivers traveling through our city should be redirected around it. Like many Austinites, I avoid I-35 at all costs and an expansion is directly in opposition to my hopes for the future of Austin. The Texas Department of Transportation must listen to the res idents of our city.	See Comment #5
					Business/residential displacement	I have major concerns as well about the process that was used to plan the expansion, which at times completely mischaracterized residential structures and miscounted the number of residences impacted by this unwanted expansion.	See Comment #21
2169	Madison Mallett	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, No one likes sitting in traffic. In fact, traffic is arguably the largest complaint made among Austinites. So why do we continue to subject ourselves to more traffic, more disruption in community via death machines, and more pollution? Please consider opposing the expansion of I-35. Look at LA: they have continually expanded highways, and yet that never solved their traffic problem. I wonder why? HOW could it be that more lanes make things worse?? Because the problem isn't that there isn't enough lanes for car movement. The problem is the city's divestment from public transportation, leaving the only "reliable" (despite being aggravating, pollution heavy, and divisive) source of transport to be single-person vehicles. Your choice determined how people experience quality of life in Austin. Choosing cars instead of community infrastructure like public transportation, bike lanes, walking paths, etc will further discourage other forms of personal transport. Instead, this choice will only encourage people to rely on cars more. And, by default, it will only encourage people to hate traffic more, pollute with their vehicles more, cause more car related violence, and harm people using other methods of transportation. Imagine your commute. Would you rather do it hating people around you who are enclosed in dangerous polluting boxes? Or would you rather spend that time reading, looking out the window, engaging in conversation with a stranger from your community? Would you really choose a nice train ride over an angering car ride? Stop killing our planet and our community with car infrastructure. Make the better choice, for everyone.	See Comment #5
					Air Quality/Noise	Expansion will not only worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. It will also be WORSE when the expansion takes place. No one likes traffic, but NO ONE likes I35 under construction. Trust me.	See Comment #34
					Community Alternatives	Wide polluting highways through town are not what I want for Austin. I want safe, pleasant, and walkable and bikeable streets. I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied and invested in. I want people to finally consider what it means to invest in communities.	See Comment #4
2170	Madison McGinnis	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, This expansion will be the next Waco - under construction for years and causing more traffic than there already is. Not only that, but this will displace so many families that have lived in Austin for so long.	See Comment #5
2171	Madison Saner	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I strongly oppose the proposed expansion of I35. This is such a waste of taxpayer money!! Highway expansions do NOT work and y'all know this. Please, stop.	See Comment #5
2172	Madison Toles	2/9/2023	Physical Comment	freetill70@yahoo.com	Public Transit / Multimodal Transportation	High concern about displacing low income / minority Austin residents (107 total displacements) - high concerns taking existing parkland, disturbing archeological sites, and disrupting material sites - need to rethink mass transit opportunities (more mass transit) - high concern for increased flooding events due to more impermeable surfaces - we can't just keep adding more lanes, just to have to add more lanes in the future. need to think deeper about population girls issues and transportation. - noise barriers are only a mitigation measure, businesses and residences affected shouldn't have to deal with increased noise disruptions	See Comment #13
2173	Magan Miller	3/3/2023	VOH	magan.miller@gmail.com	General Support	Born in Austin and currently residing about an hour away. We are business owners and frequently drive to and through Austin and we do everything we can to avoid driving on 35! The preferred alternative looks to solve so many problems, especially the confusing area near Aiport Blvd. And very thoughtful details for locals living in and around 35. Please Austin, do this not just for locals, but for all the people coming into town or driving through!	See Comment #8
2174	Maggie Fry	2/8/2023	Email	margaretmanningfry@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2175	Maggie Singer	3/4/2023	Email	06-coupe-wildcat@icloud.com	Construction	A key fault in TxDOT's preferred plan for I-35 is that they eliminate all northbound access to I-35 from south of Riverside Drive up through 8th Street. All drivers seeking northbound I-35 access from (a) Riverside Drive and its surrounding neighborhoods, (b) the forest of new high rises now being constructed in the Rainey District, (c) East Austin below 8th Street and (d) that large portion of Downtown which is south of 8th Street will be simultaneously funneled on to the 3-4 lanes of new I-35 service roads that run from Cesar Chavez through 8th Street. Those service roads will become unworkably overcrowded. Cesar Chavez Street will also be overwhelmed, particularly during the 6 years of I-35 construction starting late 2025. During that time frame, TxDOT will routinely close or partly impede traffic at the intersection of I-35 and Cesar Chavez, as they sink the road there while the highway still operates, build an east-west bridge, and a flyover bridge to move service road traffic from the eastern side of I-35 at Holly Street to the western side of I-35 at Cesar Chavez. At the very same time, the many thousands of new residents arriving in the multitude of new 40-70 story Rainey District buildings will commence with their car trips. The Convention Center will undergoing a doubling in its size, undoubtedly involving the capture of Cesar Chavez lanes for construction staging. Project Connect, which can no longer afford tunnelling through downtown, will be building rail lines on or above Cesar Chavez Street west of Trinity which will likewise take Cesar Chavez lanes out of service. As with the service roads of I-35 north of Cesar Chavez, Cesar Chavez itself will come to a standstill. For years. WHAT IS TO BE DONE? A.TxDOT must add a second northbound I-35 access point in downtown, south of Cesar Chavez. The practical place for this is to provide access to the I-35 main lanes via the flyover bridge that is already in the plan, to be built between Holly and Cesar Chavez Streets. B.TxDOT's environmental impact statement studies traffic almost entirely on I-35 itself, with scant consideration to traffic changes and impacts off site, on roads in surrounding areas. TxDOT must consider traffic externalities, which are the impacts to traffic from its project on surrounding areas and from growth in surrounding areas on its project. C.TxDOT considers traffic and as-built conditions only before its project starts, then after it is done. TxDOT must consider then disclose how conditions will be during the six years of construction. How and where will construction gets staged, how often and for how long will roads be closed, and how will road closures be communicated to and coordinated with the local communities and the City of Austin? What is the TxDOT plan for minimizing harm to the community during the construction process? None of this has yet to be seriously addressed. D.The multi-billion Project Connect and Convention Center expansion projects are to be built along Cesar Chavez right when TxDOT rebuilds Cesar Chavez/I-35. The impact of this simultaneous disruption of downtown traffic should be planned for by TxDOT and the City of Austin, who must coordinate road closures and communicate the closures clearly to citizens. D.Planning must recognize that the Rainey District is undergoing unprecedented growth right smack in the middle of all three mega projects (I-35 rebuild, doubling of Convention Center, Project Connect on Cesar Chavez). Most Rainey District traffic enters and leaves at the intersection of Red River and Cesar Chavez Streets. Almost all the remainder of the Rainey traffic enters/exists at River Street/I-35, which will undergoing years of extensive road work and bridge building by TxDOT. Many thousands of Rainey Street residents are likely to be entrapped even under the best of circumstances.	See Comment #178
2176	Mai Ly Vong	2/9/2023	Physical Comment	mai.ly.vong@gmail.com	Public Transit / Multimodal Transportation	Put in place temporary (6 months) barricades to mimic possible traffic/bike/pedestrian patterns. Gather data and input from locals on temporary study before asking to vote on permanent changes. Add safety bollards between vehicle and bike / pedestrian lanes. Plan for future lanes and land use by Project connect Austin. Possible rail, train, and bike garage in the future must be planned.	See Comment #13
2177	Maia Personett	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I want community alternatives to expansion and climate friendly options- not more highways.	See Comment #5
2178	Maile Floyd	3/2/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, I am an 11 year resident of 78704, Dawson neighborhood. I use i35 frequently but believe this expansion would only divide our east and west more than it already is. The freeway should divert traffic around the city not through it. East side is now our downtown neighborhood and should be treated as Such	See comment #3
2179	Mallory Hart	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of University Hills in Northeast Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I-35 has been the historical dividing line in Austin, separating East and West. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I want to be able to safely get around Austin. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
					Multimodal Transportation	We have before us an opportunity to re-envision this headache, and embrace visions that create meaningful connections between east and downtown Austin with multi-modal transit at the forefront. I am FOR a boulevard going through town, burying lanes and a public transit-first project.	See Comment #20
2180	Mandy Brown	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, We've been in construction for 10+ years. It's time to find a better solution. I don't want to drive on the interstate for local trips and resent coming into Austin. There's a lot of great things there, but it costs a lot of my mental health navigating all the construction.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Public Transit / Multimodal Transportation	Better to just decide to spend my money elsewhere. Do better. No more construction, better public transit. Lots of other solutions that doesn't impact our environment at this level.	See Comment #13
2181	Mandy McClintock	3/6/2023	Email	mandy@mcclintock.net	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, TX. I OPPOSE TxDOT's plans for I-35 expansion. I don't want a wider and higher I-35. .	See Comment #5
					Public Transit / Multimodal Transportation	We need more public transit options and less pollution! More cars on the highway also makes us less safe in the long run. Thank you for reading my message	See Comment #13
2182	Manny Hernandez	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a previous and soon-to-be-again Travis County resident currently living in Houston. Highway expansions do not relieve congestion long term and you only have to look two hours east to see the monstrous failure that the Katy Freeway turned out to be.	See Comment #5
					Community Alternatives	I oppose expanding I-35 and am in support of the Rethink35, one that can bridge the communities that were originally divided by I-35.	See Comment #4
2183	Mansoor Kapasi	1/23/2023	MyCapEx Website - Comment Form	mansoorkapasi@gmail.com	Do not widen/no build	Broadly speaking, I am against expansion of I-35. I would love to see a sincere, thoughtful effort toward moving away from the single-driver car-centered transportation system we increasingly rely on. Austin's roads are stressed. How can we create a more walkable, bikeable city with reliable, clean & safe public transportation? I don't know, I'm not an expert. But I feel we have the talent, money (maybe) and right attitude to make it happen. What would it take for us to move towards an Amsetердam-like transport network Realistically, I don't see the I-35 expansion getting stopped.	See Comment #5
					Caps/Deck Plazas	So...at least, I'd like to see more capped spaces (see: https://www.pewtrusts.org/en/research-and-analysis/blogs/stateline/2018/04/more-cities-are-banishing-highways-underground-and-building-parks-on-top). And more locations to cross I-35 from East to West between Dean Keeton & 290North.	See Comment #42
2184	Manuel Ramirez	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, STOP WHAT UR DOING	See Comment #5
2185	Manuel Zapata Jr	2/22/2023	Email	mankneejr@yahoo.com	General support	Mr TxDOT TxDOT, Make 35 better,it will suck but needs to be done. I wish the train ran all the way south Austin!	See Comment #8
2186	Marc Dickenson	2/25/2023	VOH	marcdickenson@gmail.com	Do not widen/no build	Please don't make it a decade of gridlock through the heart of Austin. I am worried that this project will make it very difficult to get to and from work . Wust simply update signage at Georgetown and Buda that all thru traffic use 130 as new renamed i35 and that only business traffic should proceed towards downtown Austin. Problem solved. Let's save a billion dollars and make Austin a better place to live	See Comment #5
					Reroute to 130	hy can't you divert all of I 35 around Austin on 130 instead? Are there any cars on that road? Every time I have been on 130 it is highly underutilized. J	See comment #3
2187	Marc Hesse	3/3/2023	VOH	marc.a.hesse@gmail.com	Reroute to 130	The long distance traffic on I-35 should be routed around the Austin Metro area. This must be much cheaper than putting it under ground.	See Comment #3
					Do not widen/no build	Expanding I-35 in the heart of Austin is a mistake of historic proportions that will further divide the city and reinforce existing inequities. I will certainly will watch closely who on the city council vote for I-35 expansion and not vote for them in the future.	See Comment #5
2188	Marc Richmond	2/25/2023	VOH	marc@practicaconsulting.com	General support	I am strongly in favor of widening and increasing lanes of I-35 as well as smoother on/off ramps. We are a major city that is growing fast and this interstate needs to be increased as much as possible. The effort to bring it underground in order to create a park is quite unrealistic and will limit expansions now and in the future.	See Comment #8
2189	Marc Segal	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi Txdot. Your organization initially constructed I-35 to move more cars through Texas and to also segregate the African American community at the time. I am concerned the current plan does not suit the values which austin embodies, a love for its natural environment and everything weird. I encourage your organization to think creatively about how to solve traffic on this corridor. It is a shame the department of transportation only spends 1 percent of its budget on public transportation. Let's work on moving Texans and not just moving cars!	See Comment #5
					Reroute to 130	Sh-130 should be a part of the austin interstate system and east avenue should return back to its original format. I am in favor of a relatively invasive construction process, minimizing land buy outs and trying to encourage more east to west connections for active transportation and to have a better plan for public transportation across the i-35 corridor.	See comment #3
					Bike/ped safety	Mobility35 Program Manager Tommy Abrego, I heard that portions of the town lake hike and bike trail will be closed for 6 plus years? Why should the city of Austin have to endure this brutal construction but your organization won't pay to cap I-35? This seems incredibly unfair.	See Comment #30
2190	Marcie Warnke	2/7/2023	Email	mwarnke@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Marcie Warnke Marcie Warnke Vice President, Commercial Escrow Heritage Title Company of Austin, Inc. p: (512) 505-5020 mwarnke@heritage-title.com200 W 6th Street | Suite 1600 Austin, TX 78701 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
2191	Marcos Martinez	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I'll be succinct with my message. Please reconsider reviewing alternative plans and weighing what the impacts and needs are of communities where the project is spatially defined. As an urban planner with interest in transportation planning, I know building more lanes only increases capacity that will increase load/volume. It does not solve the problem. The construction of IH35 served the wealthy in Austin/state and robbed other segments of the local community with land acquisition and the sheer physical barrier to the city's assets. TxDoT has an opportunity to correct the inequity and consider a suite of actions. Again, as a planner, we know roads constructed as rolls serve those who can access and just continues the inequity. Please examine the full scope, options, and impact beyond the need to widen highways. Thanks.	See Comment #5
					Reroute to 130	Consider acquiring toll road 183 or 130 and open those as public roads which aimed to provide relief to congestion on 35.	See comment #3
2192	Margaret Bole	1/31/2023	MyCapEx Website - Comment Form	margaretbole89@hotmail.com	Regional Connectivity	I would support a train between San Antonio and Austin	See comment #1
2193	Margaret Delaney	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose the current I35 expanision because I do not want to travel across 20 lanes of traffic in order to leave my neighborhood. .	See Comment #5
					Community Alternatives	Please study alternatives such as Reconnect Austin and Rethink35 so that we can have safe travel in our city without the added noise and air pollution or increased crashes.	See Comment #4
					Air Quality/Noise	Widening highways only produces wider traffic jams, especially with the number of residences/offices being constructed in Austin	See Comment #34;
2194	Margaret Janssen	3/6/2023	MyCapEx Website - Comment Form	megret01@gmail.com	Do not widen/no build	I do not support any of the plans proposed by TXDOT related to I-35. I-35 should not be made any wider and the number of east/west crossings should not be reduced. I-35 should either be turned into a low traffic street with intercity travel diverted to 183 or MoPac or it should be capped and covered by parks that encourage east/west integration and other modes of transportation (walking, biking, buses and trains)	See Comment #5
					Racial justice	The design of I-35 has a racist history: I-35 has a racist history of dividing Austin's communities in East and West Austin. The current plan only further divides West and East Austin by reducing the number of paths that cross the highway and making it even more dangerous and scary to cross for pedestrians, bikers, buses and downtown drivers.	See Comment #3
					Climate change	Climate change is real: For the health and wellness of our planet as well as the safety and security of our city in the face of climate change, we should enact policies and plan cities that encourage shared transportation systems and reduce the need for cars, especially those fueled by gasoline.	See Comment #51
					Public Transit / Multimodal Transportation	We have other, better options for intercity traffic: Austin in 2023 has the opportunity to utilize highway arteries outside of the city center (such as 183) for intercity travel. We can focus on utilizing a robust public transportation system within the city's downtown. There is no reason to funnel suburban or intercity travelers speeding through the heart of a vibrant city.	See Comment #13;
					Community alternatives	The current plan is bad for the city's health: The alternative plan to fully cap I-35 with parks was proposed by Austinites and has broad support. The plan to fully cap I-35 would be better for the health of the city and its people by connecting the east and west side of the city, reducing pollution, reducing risk of traffic deaths, retaining longstanding housing and businesses which are integral to the community, and encouraging more active transportation like walking and biking. The plan proposed by TXDOT will increase pollution, decrease the health of residents, reduce active transportation in the area, and increase traffic injury and fatality.	See Comment #4
					Latent/Induced Demand	Research shows that expanding I-35 will not solve our traffic problems: Research and other cities' experiences show us that more lanes do not reduce traffic. The increase in lanes actually leads to more people driving.	See Comment #18
					Air Quality/Noise	This is not what Austinites want: The community already created a vision for I-35 and the plan proposed by TXDOT disregards what the people of Austin want. Austinites support Project Connect, burying AND capping I-35 with space for parks and local businesses (paid for by TXDOT), not simply putting the highway in a giant ditch that is impossible to cross. Austinites want to be able to travel easily at many points across east/west.	See Comment #34
					Business/residential displacement	. - The plan will permanently displace valued longtime residents and businesses: The plan would displace many Austinites from their homes. It will also displace many businesses including Texas Thrift (an important and valued source of secondhand affordable clothing, furniture, and home goods), Fiesta (a very important source of affordable groceries), the Austin Chronicle (invaluable news source that has served the community for decades), Star Seeds Cafe and Whip In (cultural centers and valued local businesses), CommUnity Care Hancock (a federally qualified health center (FQHC) which provides healthcare for people enrolled in Medicaid and who are uninsured), and a brand new P. Terry's (valued local restaurant). Not only will residents and business owners be unjustly displaced, but with rapidly increasing property prices, many longstanding business owners and residents will be permanently priced out of finding similarly priced business locations and/or homes. - The current plan is bad for local businesses: Not only is the current plan bad because it would displace businesses, it will also negatively impact Austin's tourism business by creating a pollution creating eyesore (an expanded I-35), reducing the number of east/west crossings, and making it dangerous to walk near the centerline of the city.	See Comment #21
2195	Margaret Leak	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a resident of Travis County TX, I strongly oppose TXDOT's plans and expansion of I-35.	See Comment #5
					Air Quality/Noise	It will just worsen congestion, increase pollution and hurt local communities. It is shortsighted and destructive. Austin deserves better.	See Comment #34
2196	Margaux Ordoveza	3/1/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, I live by South Congress and do not approve of the I-35 expansion. Doing so puts many citizens living by the neighborhood at risk of health impacts and long-term disruption because of the construction of this highway. It is going to cause a lot of damage to the environmental efforts people have been giving to protect the colorado river who work to improve the water quality. Organizations such as the Trail Conservancy, Austin Youth River Watch and Watershed Protection will be severely impacted on their progress. I have recently navigated locally through the city on my own using the CapMetro public transit system, which has been very useful for my car-less situation. The CapMetro system is still flawed but more work and incentives to increase safe and convenient public transit will do better for the city.	See Comment #13
2197	Margo Carrico	2/6/2023	Email	margo.carrico@gmail.com	Do not widen/no build	Dear TxDOT planners, I'm not sure why TxDOT IH 35 expansion project planners have been requesting community feedback. Is it because it is mandated? If so, can it be mandated that TxDOT will agree to what the affected communities say? It would be a resounding no. Residential communities on each side of IH 35 say: We do not want an expansion of IH 35. It will only bring more traffic (look to the Katy freeway expansion in Houston). The best plan would be to take out the freeway completely–like they are doing in Toronto. This would reunite the neighborhoods that have been divided by IH 35. These neighborhoods have been in existence since the 1800s. . Wouldn't you be proud to know that your project made the city better? Then listen to what the communities, research studies and completed highway projects from other cities are saying to make cities stronger and better. No one, not even you, wants to live next to a freeway like IH 35. If you actually read this, I thank you. Please care about our city. Margaret M. Carrico Austin, TX 78751	See Comment #5
					Reroute to 130	Through traffic should be directed to highways 130 and 183. It's not only a safety, health and responsible environmental plan, vibrant communities and businesses bring bigger tax revenues. If you think of it, your job depends on this.	See comment #3
					Caps/Deck plazas	If TxDOT won't remove IH 35, they should cap it like they are doing in Seattle and many other cities. Don't limit the cap to the downtown business area. Extend the cap to central Austin residential neighborhoods–Cherrywood, Hancock, Hyde Park. Residents travelling east-west on foot and bicycle need safe accessible crossings, not tunnels or raised bridges. Neighborhoods need protection from noise, air and water pollution. Cap or cover the highway to provide greenspace and parks and pedestrian walkways/bike, car bus east-west routes. Cap it and reunite the central residential neighborhoods of Austin	See Comment #42
2198	Margot Duque	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am AGAINST the new proposed expansion of I-35. . I OPPOSE adding additional lanes, I believe that approach to be a waste of state dollars.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Community Alternatives	Highway expansions don't work to resolve congestion issues and I am for the Rethink 35 proposal as well as public transit centered solutions to issues of congestion along the I-35 corridor	See Comment #4
2199	Mari Russ	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Cherrywood at 31st St and Robinson. While my house is technically saved from these horrendous plans, my life will be negatively impacted for not only the 10 years of construction but additionally because of the pollution and damage to Austin core this plan contains. Highway expansions do not work. There are many, many case studies. This subsidizes people living further out of the community instead of building housing and amenities within the community. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council Zo, and other representatives to stand up for me.	See Comment #5
2200	Mari Russ-Wolf	3/6/2023	Email	mari.c.russ@gmail.com	Air Quality/Climate Change	1. TxDOT has not and must study NO2 (nitrous oxides), PM2.5 (particulate matter 2.5), and PM10 (particulate matter 10) in its Air Quality Analysis (DEIS Appendix P). Appendix P currently only analyzes CO (carbon monoxide), which is common practice from DOTs because it's easy to land within CO attainment standards and the analysis is easy to run. NO2, PM2.5, and PM10 pollutants are a more effective measure of pollution and a more significant threat to health; they are also more difficult for TxDOT to bring within the national standards, making the agency reluctant to assess them. 2. The EPA is set to tighten their standards for PM2.5 in 2023, which would put Austin into non-attainment. The standards have been tightened because PM2.5 is so much more of a serious health concern than CO. TxDOT is not required to help Austin get back into attainment status, but non-attainment status will put pressure on CAMPO and the TIP (Transportation Improvement Plan (CAMPO's long-range plan)). Non-attainment is also a reason why TxDOT chose not to analyze PM2.5 in the DEIS – they were worried about what the analysis might show. 3. TxDOT's greenhouse gas analysis (DEIS Appendix V) is incomplete. TxDOT must analyze long-term GHG impacts of the project in comparison to the No Build option (the current analysis is only for construction impacts, not long-term impacts). TxDOT should at least be looking at 20 years out, 30 years out, and 40 years out. 4. TxDOT must conduct a regional emissions analysis for NOx and ozone precursors. Austin has been flirting with ozone non-attainment and TxDOT should be studying these.	See Comment #18
2201	Mari Russ-Wolf	3/6/2023	VOH	mari.c.russ@gmail.com	Air Quality/Climate Change	No higher no wider! No expansion through town. Subsidize other TRANPORTATION methods. We do not need this mess further dividing our community and city.	See Comment #18
2202	Mari Russ-Wolf	1/23/2023	MyCapEx Website - Comment Form	mari.c.russ@gmail.com	Do not widen/no build	The expansion of I35 is a disaster. We should: (a) Work to reallocate USDOT dollars away from TxDOT and their destructive plan to widen I-35. And (b) Support other transportation related funding that is sustainable and promotes economic and community growth instead of increasing traffic and pollution. Destroying neighborhoods and a viable tax base by widening / not capping or relocating.	See Comment #5
2203	Mari Russ-Wolf	2/6/2023	MyCapEx Website - Comment Form	mari.c.russ@gmail.com	Do not widen/no build	No higher no wider. This plan is egregious. It not only consumes homes and businesses but will be obsolete by the time complete. TXDOT has been claiming since the 90s we need more lanes. Divert interstate traffic to other highways around Austin. This should be a public boulevard.	See Comment #5
2204	Mari Russ-Wolf	2/8/2023	MyCapEx Website - Comment Form	mari.c.russ@gmail.com	Do not widen/no build	Do not build this monstrosity. It will further divide our community and further subsidize people living further outside of the city. We should build housing and tax generating businesses on this property. Not highways!	See Comment #5
2205	Mari Russ-Wolf	2/14/2023	MyCapEx Website - Comment Form	mari.c.russ@gmail.com	Do not widen/no build	no expansion! reroute traffic out of town.	See Comment #5
2206	Maria Cruz	3/7/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin Texas I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I . 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #4
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed	See Comment #18
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
					Community Alternatives	am FOR The Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project.	See Comment #4
2207	Maria Geary	2/25/2023	VOH	geaeybra@gmail.com	Do not widen/no build	Please do not expand I-35. Please route traffic around the city of Austin instead. The existing structures of I-35 should be buried downtown with parks or space for building affordable housing. No one wants more lanes, more lanes does not improve traffic flow.	See Comment #5
2208	Maria Mabra	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE the I-35 highway expansion! I was never for this!!!! I voted against it. We need a railway system instead. Thank You	See Comment #5
					Air Quality/Noise	The amount of noise and air pollution will get worse! I don't want to use the interstate for my local trips. I am for redesignating SH-130 as an interstate . I expect TxDOT, Austin City Council and other representatives to stand up for me	See Comment #34
2209	Maria Person	3/6/2023	MyCapEx Website - Comment Form	mperson400@yahoo.com	Do not widen/no build	I am a resident of Austin and I oppose the TXDOT IH-35 expansion plan. I am for designating and expanding highways that bypass Austin to create thru traffic flow around the city. Expanding in the city will continue the racial divide and widen it, and increase the traffic congestion.	See Comment #5
2210	Maria Sosa	2/11/2023	VOH	mariasosa008@gmail.com	Do not widen/no build	I'm opposed to the expansion of I-35.	See Comment #5
2211	Mariaela Ara	2/9/2023	Physical Comment	marce78@hotmail.com	General Support	My only concern is the time line to finish this project. Make it right! I support this for a better Austin. Also, tax major businesses to pay for this. Mari	See Comment #8
2212	Marie Camino	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Good afternoon, My name is Marie Camino and I live close to 35 in the Riverside area of Austin. I was born in South Florida, spent years in DC, and still have never seen traffic as bad as I've seen on I-35. As it stands, it is borderline unusable. In the history of the US, highway expansions have never eased traffic and will not in this scenario, but will only worsen congestion while robbing Austin of valuable, usable land. Likewise, Texas should use eminent domain as sparingly as possible given its values, and a 20-lane highway is certainly not valuable enough to displace real people. One of Austin's best qualities is green space; TX-DOT has an opportunity to create an innovative solution to our city's traffic problem, all while reducing the risk of air pollution, sound pollution, and water quality. Given the state's already fragile water infrastructure, protection should be top priority. I strongly oppose the I-35 expansion and encourage the adoption of Rethink 35's plan in its entirety, not just partially. Thank you for your consideration of my comments.	See Comment #5
					Community Alternatives	I support Rethink 35's alternative plan to offer more walkability and green space in place of an expanded highway. Please do not expand I-35.	See Comment #4
2213	Marie Wilson	3/7/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
2214	Marilyn Fenn	3/7/2023	Email	marilyn.fenn@everyactioncustom.com	Community Alternatives	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #4;
2215	Marilyn Mathes	3/2/2023	Email	mathesmp@hotmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
2216	Mario Barron	1/31/2023	MyCapEx Website - Comment Form	mario.e.barron@gmail.com	Regional Connectivity	I drive back and forth between San Antonio and Austin quite a bite. The drive is long and tedious, and the traffic seems to get more congested and dangerous as time goes by. It would, therefore, make sense to develop a commuter rail system between the cities. This would benefit Austin, San Antonio, and the smaller cities between Austin and San Antonio financially as it encourages more travel.	See comment #1
2217	Marisa Love	1/24/2023	Email	mlove@sq1.us	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2218	Marissa Garza	2/13/2023	Email	marissa.grz012@yahoo.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2219	Marissa McKinney	1/30/2023	MyCapEx Website - Comment Form	marissa@colemanandassoc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas. Sincerely, Marissa	See Comment #8
2220	Marita Emmett	1/31/2023	MyCapEx Website - Comment Form	Marita.emmett@gmail.com	Regional Connectivity	I support rail service between San Antonio and Austin. I also support the construction of rail service throughout Texas. I am willing to pay for and patronize such rail services. Please. I am not affiliated with any regulatory or commercial enterprise related to this issue. Please.	See comment #1

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2221	Mark Aflatooni	2/24/2023	V0H	markaflatooni@yahoo.com	Bury/tunnel	This is a generational project and it shouldn't be nickeled and dimed. Fully capping and covering IH35 is the best design for Austin's future.	See Comment #25
2222	Mark Ambrose	3/7/2023	Email	mambrose@goanteater.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2223	Mark Armstrong	3/2/2023	Email	info@email.actionnetwork.org	Air Quality/Noise	Mobility35 Program Manager Tommy Abrego, I live 1,000 feet from I-35, a highway I associate with nothing but misery and death, a road that currently produces 80 decibels of noise in my front yard during peak times and averages 70 decibels of noise. A normal conversation averages 60 decibels. I have no doubt that my family breathes the polluted air every time we step outside. The current proposal will double the width of 35 through my neighborhood, resulting in an enormous increase in noise, air, and water pollution. And what will it accomplish? . We owe it to future generations to come up with planet centered solutions to traffic congestion, not plans that increase the profits of concrete and construction companies. It's 2023. Is our imagination dead? So dead that the only solution we can come up with is to double the size of something that has already been an epic failure? Does it make sense to have a massive highway cut through the middle of a major urban area? This week I learned that TXDOT has divided its environmental impact study into three sections, perhaps in effort to skirt laws that could halt the process. Last week I learned that TXDOTs own data doesn't support their claims for expansion. What am I supposed to conclude other than that TXDOT is making a bad faith argument? Please find an alternative to expansion, one that will work for current residents, for the planet, and for future generations.	See Comment #34
					Latent/Induced Demand	I have yet to find any authoritative evidence that supports the claim that this expansion will alleviate congestion. I've read the opposite. Expansion will result in Induced Demand, an increase in traffic congestion. Given that we read daily about the climate crisis and the destruction it's already causing, it's absurd that this expansion is even being considered	See Comment #18
					Racial Justice	The highway is a wound that we residents live with daily. Historically I-35 has segregated the city. This expansion will do nothing to heal the environmental racism that communities of color in Austin have endured for a century.	See Comment #3
2224	Mark Chow	3/6/2023	Email	info@sg.actionnetwork.org	Air Quality/Noise	Mr TxDOT TxDOT, TXDOT, I am writing to express my opposition to the expansion of I-35. I feel the expansion will have extensive negative impacts to traffic (congestion and general personal safety) and the environment (air, water, noise, ect.). It is unnecessary to traverse across a city such as Austin on an interstate highway whether by car, foot, and/or bike. Speaking on that, the extensive changes would discourage walking and biking which would compound on the negative environmental impacts. I implore you to consider the community alternatives such as Reconnect Austin and Rethink35.	See Comment #34
2225	Mark Giles	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Y'all are a bunch of brainless idiots thinking that more lanes will fix the problems y'all made. You want more highway lanes than fricken braincells in your head. How about making more rail lines or better bicycle lanes. You are a joke and everyone hates yall	See Comment #5
2226	Mark Gonzales	2/8/2023	Email	mark.gonzales@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.Mark Gonzales Austin, TX 78746 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
2227	Mark Grobmyer	3/7/2023	MyCapEx Website - Comment Form	Grobmyerm@gmail.com	Do not widen/no build	I oppose the expansion of I-35 in Downtown Austin and support cap and stitch proposals instead.	See Comment #5
2228	Mark Metcalfe	1/12/2023	Email	mark.metcalfe@susserbank.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Mark Metcalfe, Susser Bank M 210-557-2236 * *NOTE: THIS MESSAGE IS INTENDED FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHOM IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication (except to the intended recipient or to us) is strictly prohibited. If you are aware of the intended recipient, you are responsible for delivering the message to the intended recipient. If you have received this communication in error, please notify us immediately by telephone and return the original message to us at the above address.	See Comment #8
2229	Mark Metcalfe	3/7/2023	Email	mark.metcalfe@susserbank.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2230	Mark Ramseur	1/26/2023	Email	mark.ramseur@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2231	Mark Ramseur	2/7/2023	Email	mark.ramseur@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2232	Mark Ramseur @PD	1/17/2023	Email	MRamseur@pape-dawson.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2233	Mark Randolph	2/23/2023	MyCapEx Website - Comment Form	mrandolph@austin.rr.com	General support	Just get it built asap. Way too late already.	See Comment #8
2234	Mark Rosholt	3/7/2023	MyCapEx Website - Comment Form	markrosholt.civic@gmail.com	Do not widen/no build	I cannot support the current proposal for the restructuring of I 35 through Central Austin. Specifically, this proposal actually decreases the safety of entering and exiting my neighborhood at the northeast corner of Airport Boulevard and I 35 (Delwood 2). Closing the access point at Fernwood Rd. eliminates 25% of the access points for the neighborhood and the second safest access point (an assessment based on living in the neighborhood for 23 years). Removing the Fernwood Rd. access point will only increase the pressure on the Bentwood Rd. access point which is already hazardous for both entering and exiting the neighborhood due to traffic increasing their speed as they enter the frontage road from Airport Blvd in order to merge on to I 35. This coupled with frontage road traffic merging to the right in order to turn right on Barbara Jordan Blvd and monitoring pedestrian and bicycle traffic crossing Bentwood road at that point make it dangerous to turn on to the northbound frontage road for the Delwood 2 neighborhood and businesses between Bentwood Road and Barbara Jordan Blvd. The single lane of traffic moving from northbound Airport Blvd on the the northbound frontage road is still being required to merge with traffic coming from southbound Airport Blvd which is unlikely to alleviate the backing up of traffic going north on Airport Blvd from I 35 to Aldrich St during rush hour. This effectively cuts off all access to the Delwood 2 neighborhood at that time. The Fernwood Rd access point removes one of those many variables of access, the merging of traffic to the right on the frontage road in order to turn right on Barbara Jordan Blvd. This affords more frequent and less hazardous opportunities for entering and exiting the neighborhood. In the past, I have suggested and illustrated how a dedicated frontage road lane connecting Fernwood Rd and Bentwood Rd and making Bentwood Road entrance only into the neighborhood along with making Fernwood Rd exit only from the neighborhood would allow for safer acceleration and deceleration when entering and leaving the neighborhood via those access points. This is my third time around in the last thirty years in dealing with proposed modifications of this stretch of I 35. Please continue to work to find better solutions for all the stakeholders in this process. Please also reference the position letter from the Delwood 2 Neighborhood Association, which I fully support. Mark	See Comment #5
					Air Quality/Noise	It does not do enough to alleviate the east/west barrier that was created by its initial construction. It does to do enough to enhance the lives of citizens who live in the area adjacent to the project. Quite the opposite, additional air pollution that will accompany increased vehicle trips will adversely affect the health of those living in the i 35 corridor. Additional traffic will also bring with it additional noise, for which there does not seem to be any accommodation. I have lived and worked within blocks of I 35 for the last 33 years. These issues directly affect the health and well being of me and my family (spouse and two children). The proposal seems mostly designed to accommodate those wish to pass through Austin rather than those who live in Austin. This is what SH130 is there for!	See Comment #34
2235	Mark Sainsbury	2/23/2023	Email	marksainsbury999@gmail.com	Do not widen/no build	I am appalled by the proposed expansion of I 35. Expanding I35 will not solve Austin's traffic problem, will waste lots of money, and will damage the city. Expansion is the kind of solution that might have been appropriate 30 years ago, but is not now. Please compare traffic solutions in other cities in US and in Europe. One beneficent trend is towards traffic-free zones. The means: no cars in some areas! Not more cars! Austin should have a ring road (with the existing toll road it already almost has one) and should require through traffic to use it. Nothing more is needed to solve the problem you address. And within the city what's needed is more and better public transport, not hoping that somehow more and more cars can be accommodated by more and more roads. Cities should be for people, not cars.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2236	Mark Sholte	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, My name is Mark and called Austin my home for around 10 years now. There's a lot I like about this city, a lot that has kept me here after finishing school at UT. I like our parks and green spaces. I like the friends I've made since living here. I like the music scene. I like that there's a vibrant night life. But all of those things I like are getting harder to access. It was shocking to me how terrible the traffic was in Austin when I first moved here in 2012. Since then, it's mostly gotten worse, aside from a brief reprieve during COVID lockdown. At the current rate it will only get worse as more people move to the area. It actually makes happy to hear the population is growing. I like it here so it doesn't surprise me to see that other people do as well. I want to make room for them here. The more the merrier. But housing in the city is expensive and most people who want to move here -- or even those who have lived here for a while, but now want to buy a house -- have to look to the suburbs to find something they can afford. Living in Leander or Cedar Park or Round Rock or Buda or anywhere outside the city means a long commute to get to work or to spend time with friends. I-35 doesn't have the capacity to handle the number of people that want to travel between the suburbs and the city, yet it is the only reasonable option available for most. It is easy to see why adding lanes to this highway seems like the logical solution to the problem. More lanes means more cars means more people. But that ignores the lessons that we should learn from the massive highways that have been built in Dallas and Houston. All of the beltways and toll roads and massive interstate loops haven't freed those cities from traffic. Instead, they have notoriously worse traffic than here and all of the increased car emissions that come with it. Not to mention their lack of green space which is surely tied to the massive investment of surface area into all of the roads and parking needed to support the cars people are dependent upon to move around in those cities. I don't want that for Austin. I don't want that for my city. I don't want to live in a city that excels at moving cars around.	See Comment #5
					Bike/ped safety	I want to live in a city that excels at moving people around. I want to ride my bicycle to more places without feeling like an afterthought. I want to ride and be able to feel safe while doing so. I want the option to take a bus and have it be a reasonable option. I shouldn't have to wait 30 mins at a bus stop and then spend 2 hours getting to south Austin when the trip takes 25 mins by car. I want to be able to use the train that has a station right by my house to go see my friend up in Leander without having to spend the night because the last train back leaves at 16:30. I want to live in a city that doesn't spend all of its resources catering to the needs of cars over the needs of me and the other people living here. Expanding I-35 is a trap. It will help a little in the short term, but in the long term it will only put us deeper into transit debt. We need to invest our time and money in solutions that scale and that means making public transit an option that provides people with an option that feels good to take over driving. The costs of using cars is ruining us both financially and environmentally. Let's not lock ourselves into using them more. Please don't expand 35. It will hurt my mobility, not help it.	See Comment #30
2237	Mark Thompson	2/9/2023	Physical Comment	mark512512@gmail.com	Aesthetics	Please provide stairs/elevator or some "short cut" to peds and bikes @ Woodland Ave crossing. The ADA compliant ramp will be long due to the long vertical and I suspect most young people will try to hop a fence or two to skip parts of the long ramp (ADA compliant). This new bike ped crossing should be made practical and easy for active people looking to cross quickly. Losing car access can be mitigated with a great ped / bike and crossing	See comment #603
2238	Mark Vonbargen	3/7/2023	MyCapEx Website - Comment Form	markvb51@yahoo.com	General support	I 100% agree with the changes that need to be made to IH-35 in Austin it is well past the time to make these changes. Also, it is time for TXDOT to STOP listen to the City of Austin, I have lived in Austin since 1984 and from day one all I have heard is Austin being against every project TXDOT wants to do in the Austin area. We all have a very long list things that are wrong with traffic in Austin, and I believe this is 100% Austin fault. What also needs to be noted is IH-35 is NOT Austin property, "just like Taylor, Waco, Dallas or any other city" it is the property of the citizens of Texas & the rest of the country that must use IH-35 to enter Austin or pass through north and south just like any other city that has an interstate running through it. Austin wants to claim all these different issues with the changes and the bad things that would happen, but at the same time Austin cause a vast majority of their problems, more than they would ever admit. It is all time for Texas to step-up and do the right thing an recognize Austin is the main location for state business and IH-35 is part or that business for all of TEXAS. Last thing the stich & cap is a total waste of money! It will serve no purpose but waste hundreds of millions of dollars so some people can pat each other on the back. With no plan for the future for the cost of maintain those areas. So please TXDOT FIX IH-35 RIGHT and as quickly as possible.	See Comment #8
2239	Mark Wieland	3/3/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, Cliff, notes version: - Make toll road, 130/45 around Austin free - make I 35 through Austin a toll road for through traffic - Provide exemption stickers for Austin residents - create a fine process for cheaters that apply for the exemption sticker without being a resident	See comment #3
2240	Markanthony Rivera	3/7/2023	Email	markanthonyr.201@gmail.com	Public Transit / Multimodal Transportation	Greetings, As someone who frequently rides a bike, I fear for my life when I travel on roads that prioritize cars over bikes and pedestrians. It's essential that TxDOT takes into account the safety and comfort of all of all road users, including vulnerable ones like cyclists and pedestrians, in the development of this project. Additionally, I care deeply about climate change and air pollution. Expanding highways will only encourage more people to drive, contributing to increased greenhouse gas emissions and worsening air quality. TxDOT should consider more sustainable transportation options, such as public transit and biking/walking infrastructure, to reduce the environmental impact of this project. I strongly believe that this project does not consider prioritizing the safety and comfort of pedestrians at the same level or higher to the throughput of vehicles. Pedestrian safety and comfort should not be an afterthought in the development of transportation infrastructure. Investing in pedestrian-friendly infrastructure, such as wider sidewalks, crosswalks, and pedestrian islands, can improve safety and accessibility for all users and create a more livable and vibrant community. I urge TxDOT to consider the needs of pedestrians and prioritize their safety and comfort in the development of this project. The Texas Transportation Commission Minute Order 115481 directs TxDOT Austin to "work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. The Commission acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing fatalities. It is further ordered that the divisions and districts of the department shall 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." I am concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Road to Zero goal. While reaching zero traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is on target to meet the 2035 goal to cut deaths in half is completely doable and within TxDOT's grasp, based upon the design of the facility and various choices that would result from unambiguously having this goal as the top purpose and need of this project. No project should move forward without a reasonable expectation that the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. I urge TxDOT to prioritize the safety of all road users, as well as the environment, in the development of this project. Thank you for your consideration.	See Comment #13
2241	Marsha	1/9/2023	Email	marshamarshamarsha61@gmail.com	Community alternatives	This plan is only going to further increase the carbon footprint and Heat island effect of Austin. It will not relieve traffic jams. Research has shown time and time again that expanding the freeway doesn't work- look at Houston and it's 28 lane gridlock. It furthers the racist agenda that is the legacy of I 35 through Austin. No one uses the HOV lane on Mopac- utter failure. Why are you against cap and stitch? Why don't you put it underground? Look at reimagine I 35 proposal- it's a fantastic idea. You are turning Austin into Houston- please look at other ideas besides the same old typical more cement plan. MarshaKeep on Keepin on	See Comment #4
2242	Marsha Fatino	3/3/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose the current 1 35 plan. This deadly interstate has literally cut our city in two for decades. Remember when it was actually green space? Now we have toll roads as an option that no trucks are using. Do something! Demand green space, bike trails running east west with safe sidewalks for pedestrians to walk.	See Comment #5
					Bury/tunnel	Bury that horrible concrete and cover it with community gardens, walking path like the high line in NYC, green it up like Memorial Park Freeway in Houston. Make east and west accessible for people- walking riding then driving. Force all big trucks to use the toll roads. Get them off the interstate.	See Comment #25
					Community Alternatives	Look at rethink I 35. They have a much more community minded and inclusive approach. This current plan does not represent the values of the Austin I used to know.	See Comment #4
2243	Marsha Fatino	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose the current plan. Bury ALL a of it. Put a park on top and bike and hike trails. It's being done in many other places. You have a once in a life time opportunity to undo the racism that made I 35. Get creative! Houston just buried a freeway. Why are you not looking at much greener solutions is unclear.	See Comment #5
					Community Alternatives	You need to look at rethink I 35s plan which is much better. You don't have green space, not enough walkways connecting east side and downtown, everyone knows expansion is too expensive and never works long term.	See Comment #4
2244	Marsie Molina	1/31/2023	MyCapEx Website - Comment Form	marselamolina@gmail.com	Regional Connectivity	Please build a light rail between San Antonio and Austin. This would be a life changer!	See comment #1
2245	MARTHA SMILEY	2/7/2023	Email	marthasmil@aol.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
2246	Martin	1/31/2023	MyCapEx Website - Comment Form	cinders.kilo_09@icloud.com	Regional Connectivity	Commuter rail SA <> ATX	See comment #1
2247	Martin Barrera	3/7/2023	Email	martin.barrera@icloud.com	Air Quality/Climate Change	TXDOT, I do not support the current plans. The environmental and equity damage caused by the induced traffic will only lead to more vehicle miles traveled and increased green house emissions in the City.	See Comment #18
					East/west connectivity	The current I35 plans further widen the gap between East Austin and Central Austin, and will deepen and broaden the inequitable development pattern that has plagued Austin since the construction of I35.	See Comment #20
					Reroute to 130	A better approach would be to convert SH130 to I35 to route traffic around Austin rather than through Austin. This would allow the development of a Business I35 to reconnect to the City's street grid and to restore the street network that existed n Austin prior to the construction of I35. Martin Barrera	See Comment #3
2248	Martin Button	3/3/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Dear TXDOT: I am writing to express my opposition to the proposed expansion of I-35 through Austin. History is clear: Providing more traffic lanes only attracts more traffic. Expanding I-35 is not a sustainable solution. I-35 splits our City in a very outdated fashion. Its location was a poor choice when it was first built, and remains a poor choice today. An expanded I-35 does not provide meaningful local travel alternatives. Austin residents do not wish to travel around our City on interstate freeways. Rather, we seek well engineered low-speed local streets that are beautiful, safe and friendly to walking and bicycle travel. I do not want a 20-lane scar running through neighborhoods. I urge you to carefully and meaningfully reconsider the basic assumptions behind the I-35 expansion project. I urge you to seek and listen to the opinions of community groups, and seriously study their suggestions.	See Comment #5
					Reroute to 130	Expanding the current I-35 alignment it does not fix this problem. N-S through-traffic should bi-pass Austin completely, perhaps on the existing TX-130.	See comment #3
2249	Mary Alice Padilla	2/21/2023	Email	gueramap@yahoo.com	General support	GREAT!!!! we are moving the traffic problem UNDERGROUND. can you imagine an accident happening the catastrophe trying to get medical assistance down there and the panic if there is a fire…… Please put some thought to this. THIS IS NOT THE ANSWER to the i35/downtown traffic. All that is being suggested is to hide the traffic issue with beautiful trees and pedestrian walkways. AND what about the homeless population I can't believe the city will have taken care of this by then….it maybe WORSE.	See Comment #8
2250	Mary Alice Williams	2/28/2023	MyCapEx Website - Comment Form	mawarner07@gmail.com	Business/residential displacement	To whom it may concern: I am writing to let you know that my husband and I oppose the expansion of by 35. Recent studies have shown that expanding inner states does not help to decrease congestion, contributes negatively to the environment, and is detrimental to local businesses impacted by the changes. In particular, I am disappointed that your plan includes to demolish a daycare. This daycare, Escuelita del Alma, serves over 200 Austin families. This daycare is a Spanish immersion daycare and employees many young Latina women. They stay here is also rare and that is in the city center, and also affordable. Uprooting, this daycare would almost ensure that it would have to leave the city center, making affordable daycare in downtown Austin almost unheard of. Please consider an alternative plan to tearing down local businesses in the Cherrywood neighborhood.	See Comment #21

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2251	Mary Barton	2/8/2023	MyCapEx Website - Comment Form	marybarton05@gmail.com	General support	I am in favor of the boulevard concept through downtown. I am in favor of the additional East/West Connectivity. I am generally in favor of Modified Alternative 3.	See Comment #8
2252	Mary Chisholm	3/6/2023	Email	mechisholm@gmail.com	Do not widen/no build	I live in the Skyview neighborhood. Please don't waste my tax dollars expanding IH-35. You made 130, improved 183, and 71. There is also Mopac. Stop wasting my tax dollars on things that do not improve transportation. Use that money for rail services between Texas' larger cities and borders. Don't waste my tax dollars. Mary	See Comment #5
2253	Mary Chisholm	3/6/2023	Voicemail	mari.c.russ@gmail.com	Do not widen/no build	Hi. My name is Mary Chisholm. I reside in Austin, Texas. City Council District 4. I am going to seem like a half a mile from I-35. And I'm against the expansion.	See Comment #5
					Regional connectivity	I feel like you have built TxDOT roads such as I-30 or 45. And improved 183 and 71. So there's no reason to expand I-35. Like traffic can barely get through. I mean, I say, barely, I like going 35 miles an hour, so. But it is just that one little congested area. But if you do the construction, that one little congested area will be - didn't just say, definitely impacted for years to come. This is an asinine move. I don't want my tax dollars used for this. And please do not expand I-35. It is a waste of my tax dollars.	See comment #1
2254	Mary Escamilla	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Highway expansions DON'T work.	See Comment #5
					Community Alternatives	I am FOR... The Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town.	See Comment #4
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
2255	Mary Escamilla	3/7/2023	Email	mary@melawoffice.com	Parks	Hello, I am emailing regarding the expansion of I 35 and taking up parts of Lady Bird Lake to enable that construction. It would be a massive mistake to literally clog up valuable park land that is there for Austinites in order to expand a congested highway. Lady Bird Lake is the jewel of Austin. If you, take away the jewel for residents who reside near 35 or residents whose only access point is in that location you will be harming, a huge part of the Austin community and Texas. I oppose any construction taking place that interferes with use of the lake, including construction that blocks access to the water or public land and trails which Austinites have always had access to. The greatest part of Austin is the trail and it's the great unifier. No matter what money you have or what part of town you live in, having access to the trail is what makes living in Austin meaningful, valuable, and unique. Do not do this. Sincerely, A concerned Austinite Mary Escamilla	See Comment #150
2256	Mary Gregoire	1/21/2023	MyCapEx Website - Comment Form	megregwa@aol.com	Do not widen/no build	You all have been working on/expanding I-35 since I moved to Texas in 1985! And I have tried to avoid driving on I-35 since 1985. I know more back roads than you can imagine. Now you're doing the same with 1604 and 281 – never ending construction/expansion projects. It's time to stop the insanity. What we need is a light rail system. I grew up in a Chicago suburb - Naperville. As teenagers my friends and I often made trips to downtown Chicago for pro sports games, to visit museums, go to plays or concerts, or just for shopping via the commuter train. It was safe, reliable, transportation that our parents trusted. Many of my friend's parents used the train daily so they could work downtown. The setup was much like our Via Park and Ride. A light rail is what TXDOT should be investing in for the San Antonio area. Not just from the north either. We need a light rail from the far west side of San Antonio too! Also, the east and the south! A light rail system would be safer for travelers, cleaner for the environment, and in the long run it would be less expensive for the city, county, state AND for travelers.	See Comment #5
2257	Mary Hatch	3/7/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, As a born and raised Austinite, someone who's dedicated their profession to sustainability, and someone who has studied urban design and civil engineering, for the love of our city please vote against expanding I-35. The evidence suggests, however contradictory it may seem, that more lanes do not mean less traffic. This effort will be a low-impact bandaid for the money spent to increase mobility in and around the city and will continue to economically divide our community. Please use evidence-based studies for recommendations on increasing mobility speed and lowering cost for transportation within and around the city. Thank you!!	See Comment #13
2258	Mary Hurtado	3/7/2023	Email	maryannhurtado@utexas.edu	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, as a resident of austin for two years, and as a current resident of houston with plans to move back to austin this year, i strongly oppose the expansion of i35. i have lived the majority of my life in houston and have seen firsthand the detrimental effects that the katy freeway had on my city. when i lived in austin, one of the things i loved about it, and still love, is how little the highways interfere with the cherished communities and nature that makes austin so unique. please listen to the public, we do NOT want this expansion. i lived in austin last year and voted for its city council members. please do what is best and listen to your constituents. thank you!	See Comment #5
2259	Mary Kraemer	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Texas all my life. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion.	See Comment #5
					Community Alternatives	I am FOR The Rethink35 proposal...	See Comment #4
					Reroute to 130	...redesignating another highway such as SH-130 as an interstate...	See Comment #3
					Public Transit / Multimodal Transportation	...a boulevard going through town, a public transit-first project, getting commuters out of cars and into public transportation.	See Comment #13
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving, 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #18
2260	Mary Meagher	1/9/2023	Email	m-meagher@tamu.edu	General support	It has been brought to our attention that many residents in the S Austin area oppose the Woodland exit closure. My husband and I have lived in central Travis Heights since 2010 and frequently use this exit. Nonetheless, we favor its closure to traffic for four reasons: First, Woodland transitions to Annie street and runs through an elementary school crossing zone (Travis Heights Elementary). Fast drivers often fail to see the flashing lights and crosswalks as they speed through them. The speed bumps do not slow down these drivers. Second, it will reduce congestion on I-35. Third, it will re-direct travelers to the main roads (Riverside and Oltorf) and away from secondary neighborhood roads (e.g., Annie, Monroe). Traffic on these roads has steadily increased over the years and has become a safety concern. Due to the driver's motion adaptation to high speeds on 35, they often drive well over the speed limit making it dangerous for pedestrians and residents who are backing out of their driveways on Woodland/Annie St. Importantly, Woodland transitions into Annie street and runs through the middle of Stacie park, so both adults and children use a crosswalk on Woodland to get to the other side of the park. Fast drivers often fail to see the crosswalk and speed through it, nearly hitting pedestrians. The speed bumps do not sufficiently slow down these drivers. Fourth, traffic noise has steadily increased, especially for residents living on Woodland/Annie St near the speed bumps. Vehicles traveling well over the speed limit make a lot of noise when they catch air and land. This makes it difficult to sleep at night, especially weekends, when annual ACL, motorcycle biker rallies (ROT), and other events in Zilker and South Congreve increase traffic on Woodland. Mary Meagher 506 E. Annie Travis Heights Sent from my iPhone	See Comment #8
2261	Mary Pouncy	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am OPPOSED to the TExpanding is not a sustainable strategy for the congested roadways in Austin. Ten years of construction is absolutely unacceptable! Do not go forward with construction as planned.	See Comment #5
					Community Alternatives	I am FOR Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project, or other viable options. I work for a community organization serving Austin ISD schools on several different campuses. Driving is already a daunting challenge and takes exorbitant amounts of time to get from points of service to the central office. Then to go home is another hurdle that I face daily. I don't deserve this kind of stress or struggle... none of us do. Driving already affects my mental wellbeing and physical health. Do not make this situation worse! I'm counting on the city council and all involved officials to take a stand against the TxDOT plan for expansion.	See Comment #4
2262	Mary Rice	2/24/2023	VOH	mkporter86@gmail.com	Do not widen/no build	While I agree, IH-35 needs improvements, I do not think the current plan will address Austin's needs. My concerns regarding IH-35 are safety and efficiency. I do not think the plan that is being proposed does anything to mitigate how dangerous this road currently is. We also need to make IH-35 less of a physical blockade for Austin residents. We need more accessible crossings so it is not such a divider. I live a couple blocks from the roundabout at 51st Street. Distance-wise, I could easily walk from my home east of IH-35 to Airport Boulevard on the west side. But that roundabout is a very dangerous crossing point for cyclists and pedestrians. While this is technically an east-west crossing it is useless to families, elderly, and anyone who can't move quickly to dodge cars. It's been said ad-nauseam but widening the highway at any point is a waste of our central Austin and downtown real estate as this will do nothing to relieve traffic congestion. We need to find ways to move PEOPLE (not cars) efficiently through central and downtown Austin. Adding lanes will not accomplish this. This is a once-in-a-generation project. I challenge TxDOT to be innovative and forward-thinking. I applaud you for wanting to remove the upper decks and to lower lanes below ground level. But it's not enough. Make this project a benefit to Austin residents. Add improvements that will be beneficial to residents for years to come, such as purposefully prioritizing mass public transportation.	See Comment #5
					Reroute to 130	Your presentation says that a high percentage of travel on this stretch of highway is local. If this is true then let's find ways to improve travel for local people. Find a way to route 18-wheelers and other thru drivers around the city. This would decrease travel time for Austin residents.	See Comment #3
					East/West Connectivity	Connect east and west Austin.	See Comment #20
					Public Transit / Multimodal Transportation	In order to improve safety, we need to find a way to remove cars and I believe that is by prioritizing public transportation. Buses and rail lines would remove cars from the road, which would decrease the likelihood and frequency of collisions. Prioritizing public transportation would also decrease travel time for everyone.	See Comment #13
2263	Mary Stanton	3/7/2023	MyCapEx Website - Comment Form	mcstanton.atx@gmail.com	Do not widen/no build	I believe that there are some major problems with the planned I-35 expansion and redesign.	See Comment #5
					Air Quality/noise	1. More lanes will only result in an eventual increase in traffic. This will increase air and noise pollution without solving traffic congestion in the end.	See Comment #34
					Bike/ped safety	2. Design aspects do nothing to promote non-vehicular travel within the city and actually create disincentives. The I-35 and Airport Blvd intersection design is particularly bad for pedestrians and cyclists to cross the freeway or even Airport. 3. The expansion of Airport Blvd at I-35 to move more traffic heading south on I-35 attempts to solve a problem that may only exist for an hour twice each weekday. Daily traffic on the city street flows freely most of the day and night outside of the rush hours. It will make it difficult and unsafe for residents to exit and enter the Delwood 2 neighborhood.	See Comment #30
					Water quality	4. There is no solution for treating the environmental impact of rain run off from the depressed lanes.	See Comment #125
					east/west connectivity	5. East-West crossing in Austin has been hindered and caused physical and cultural division since the highway was built. This should be corrected during a major reconfiguration of the freeway.	See Comment #20
					Reroute to 130	6. The basic problem with I-35 is that it cuts through a city that has grown too rapidly but still is the major conduit for south and north bound freight transportation via truck through Texas. A new solution should divert these vehicles outside of the central city.	See comment #3
2264	Mary Urban	3/1/2023	Email	mary@urbanfamily.us	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of the 10th district of Austin and I oppose TxDOTs plans for I-35. Building more just creates Induced Demand and the "one more lane bro I promise" rhetoric does not work and only makes traffic. The one thing I could agree would be to expand or change the lane structure around southbound exit towards 15th street, where an upper deck lane changes into an exit only lane, creating a huge bottleneck. That lane should add barriers to become ONLY exit only the whole time, or expand to create an exit only lane (may have to cut into the frontage road).	See Comment #5
					Reroute to 130	Instead we should make 130 the new I-35 and route all non-local traffic through there (expanding if necessary) and make the current I-35 a local highway, without any further construction.	See comment #3
2265	Mary Willis	2/3/2023	MyCapEx Website - Comment Form	mhwillis1959@gmail.com	Regional Connectivity	Transitioning to light rail San Antonio to Austin, as is common in many large urban communities, makes sense for the planet and we the inhabitants.	See comment #1
2266	maryann luisi	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose expanding I35.	See Comment #5
2267	mason valicek	1/19/2023	MyCapEx Website - Comment Form	mason.valicek@gmail.com	Regional Connectivity	Please include a plan to revive the Lone Star Rail proposal to link Austin and San Antonio with regular commuter rail. Widening roads without improving transit is a waste of money, as it only induces more demand and results in the same traffic and more pollution.	See comment #1

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2268	Mateo Barnstone	3/7/2023	Email	info@centraltexascnu.org	Do not widen/no build	Email Copy: Please find the attached letter sent on behalf of the CNU-CTX Board of Directors regarding the I-35 Central Express Project DEIS. The complete PDF is located in the public hearing summary, appendix F: Modified Build Alternative 3 does not do enough to offset the damage of the existing corridor to the City nor the damage that will be caused by the induced VMT traffic and super-charged sprawl that will occur as a result of the highway widening. The DEIS purports this to be an 8 mile highway widening, but this hides the fact that it is part of an overall 66 mile highway widening project and that much of the data and analysis cannot be taken at face value since only a small segment of the overall project is being considered as part of this study. If TxDOT does move forward with Modified Alternative 3 we ask for the following revisions to make this a better project for TxDOT and a better project for Austin and Central Texas: All surface features including bridges across and frontage roads should be designed as simple, regular city streets and avenues that conform to NACTO or Austin Transportation Criteria Manual standards. Clear zones designed to protect high speed traffic are completely inappropriate for city streets. All surface facilities should be designed for appropriate speeds in dense urban environments - no more than 30 mph. They should include features such as street trees, and on-street parking. They should be multi-modal uses wherever feasible. Lanes should be 10'- 11' wide and there should not be more than 2 in each direction. Main lanes should be below grade throughout the entire urban core and designed for speeds of no more than 55 miles per hour. This will allow for shorter and less disruptive ramping and creates more opportunities for connections across the corridor. Lower vehicle speeds are safer for all users. Pedestrian crossings across the corridor should be at-grade. Elevated and tunneled pedestrian walkways are seldom used, involve cumbersome and circuitous routes and elevation change, and feel dangerous to many users due to isolation from other users. Create a continuous cap between Lady Bird Lake and Airport Blvd. Support for caps should anticipate the possibility of a wide variety of potential uses which may include parks or multistory buildings accommodating civic, commercial, office, or residential uses. Increase the number of crossings across the corridor. Replace the suburban-styled SPUIs at Riverside and Airport Blvd with conventional intersections or intersections that do not prioritize through and auto traffic at the expense of pedestrians, cyclists, and other users of the bridges.	See Comment #5
2269	Matt Ballard	1/20/2023	MyCapEx Website - Comment Form	matthewballard50@gmail.com	Do not widen/no build	I want a regular and dedicated rail service between San Antonio and Austin as part of any plans to improve the I35 corridor between these two cities. Don't widen the roads any more, please.	See Comment #5
2270	Matt Burns	3/7/2023	Email	mburns@goanteater.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request	See Comment #8
2271	Matt Carter	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello I'm a resident of South Austin in 78745 and I strongly oppose the expansion of I-35. Expansions of highways is proven to not improve traffic in cities and severely crippled our communities efforts to invest other alternatives such as public transit and micro mobility.	See Comment #5
					Community Alternatives	I'm in full support of ReThink35's vision plan and encourage you to reconsider TxDOTs efforts to widen and expand this freeway.	See Comment #4
2272	Matt Dow	2/7/2023	Email	mdow@jw.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Matt Dow Jackson Walker LLP 512-236-2230 (o) 512-694-8273 (c)	See Comment #8
2273	Matt Greer	1/11/2023	Email	Matt.Greer@nmrk.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Matt and Emily Greer	See Comment #8
2274	Matt Havener	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I drive I35 through Austin from Dallas to south Texas because it is often the fastest route. It shouldn't be. There is no reason to displace my fellow Texans and disrupt city life for this trip. Austin should be a destination. Leave the freeways to the countryside	See Comment #5
2275	Matt Hooks	2/7/2023	Email	mhooks@ironwoodre.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. - Matthew Hooks MATTHEW W. HOOKS PRINCIPAL d: 512.477.2225 c: 512.789.0707 mhooks@ironwoodre.com www.ironwoodre.comThis email is covered by the Electronic Communications Privacy Act, 18 U.S.C. 2510-2521 and is legally privileged. If the reader of this email is not the intended recipient, you are hereby notified that distribution or copying is strictly prohibited. Nothing contained in this message or in any shall satisfy the requirements for a writing, and nothing contained herein shall constitute a contract or bind a principal. If you have received this in error please notify us and destroy the original message. Thank you. TREC Agency Disclosure: Texas law requires all real estate licensees to provide an Information About Brokerage Services disclosure notice to all prospective buyers, tenants, sellers and landlords. To view this information, please click on the link below. https://www.trec.texas.gov/sites/default/files/pdf-forms/IABS%201-0.pdf	See Comment #8
2276	Matt Kojm	3/6/2023	Email	info@sg.actionnetwork.org	Air Quality/Noise	Mr TxDOT TxDOT, The latest design displaces many community assets, pollutes our air and will create worse congestion. More funding needs to be placed by TxDOT in alternative modes to vehicles including bicycling, walking, and transit. The next generation will face a more polluted and congested Austin if this expansion goes through. I hope you will reconsider.	See Comment #34
2277	Matt Levin	2/7/2023	Email	mlevin@ecrtx.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2278	Matt Liles	1/12/2023	Email	matt.liles12@gmail.com	Public Transit / Multimodal Transportation	We want trains. Please give us trains -	See Comment #13
2279	Matt Magby	2/14/2023	VOH	magby937@gmail.com	Do not widen/no build	1. No Higher No Wider - don't expand to 20 lanes 2. A full cap from Lady Bird Lake to Airport Blvd 3. Don't preclude future capping Airport Blvd to 290 4. Route trucks to SH 130	See Comment #5
2280	Matt Mathias	2/8/2023	Email	matt@mathiaspartners.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Matt Mathias Austin Native The information contained herein has been obtained from sources deemed to be reliable; however Mathias Partners makes no guarantees, warranties, or representations as to the accuracy thereof. All information is presented subject to changes in price, corrections, errors, omissions, prior sale, lease or withdrawal without notice and is not to be considered complete, accurate, or total representations of the facts surrounding the property. Interested parties should conduct their own independent analysis.	See Comment #8
2281	Matt Singleton	3/7/2023	VOH	matt@xcolour.net	Do not widen/no build	I'm writing to object in the strongest terms possible to the current plan to expand I-35 through Austin.	See Comment #5
					Racial justice	I-35 is a blight on our city, a historical scar that reminds us of our ugly history of racial segregation and that continues to divide the city both physically and psychologically today.	See Comment #3
					Air Quality/Noise	The highway brings nothing but noise and pollution, and has no place in a modern city center.	See Comment #34
					Business/residential displacement	The project as currently planned will displace homes and businesses, with an outsized impact on the poor and businesses that are owned by and that serve minority communities. It will widen the chasm that separates east and west, bringing additional pollution to our city center. Widening the highway WILL NOT ALLEVIATE TRAFFIC.	See Comment #21
					Latent/Induced Demand	Induced Demand is a well studied and understood phenomenon, and TxDOT's continued willful ignorance is shocking.	See Comment #18
					Reroute to 130	The only acceptable solution to the problem is for I-35 to be routed around Austin and for the highway through the city center to be replaced by a modern urban boulevard.	See Commnet 33
					East/west connectivity	If TxDOT insists on carrying this antiquated, myopic, disaster of a project forward, then the plans MUST be revised so that they minimize the impact on the city itself and prioritize people over cars. In particular, it must provide for more east-west crossings, enable lowering and covering the entirety of the highway through the urban center, include a real and honest assessment of the environmental impacts (not the sham impact report that's currently the subject of a federal lawsuit), minimize the impact on existing homes and businesses, and incentivize commercial traffic out of the city center and onto SH 130.	See Comment #20
2282	Matt Swanson	2/27/2023	Voicemail	mari.c.russ@gmail.com	Reroute to 130	As an expert and a land planner for the woodlands taxes for the 35 to 40 years, I found that Houston is smarter. They do nice loops that, that trucks can travel on. You just need to get the trucks off of 35. And you don't need to add anything else, just get 1 or 2 good loops that are free for trucks and then just the local traffic pace for that. So if you have any questions, you're welcome to call me. But yes, your traffic solution is simple. You don't need to add anything other than ring roads. Houston has three of them, and don't know why Austin can't come up to the 21st century. Alright, good luck in your in Decker, goodbye	See comment #3
2283	Matt Tong	2/22/2023	Email	mhtong@gmail.com	Do not widen/no build	The plans to expand I-35 through the heart of Austin are a horrible idea that will ruin the capital of Texas. The highway needs to be rerouted around downtown, perhaps utilizing 130 or 183, rather than doubling down on sending a growing stream of trucks through a traffic-locked downtown. Furthermore, the years of construction would make the problem even worse in the short term - the overhauls are all immensely disruptive to existing traffic, and we frankly can't afford years of bottlenecked traffic there. Still worse, the plans harm existing businesses and families, and completely undermine attempts to connect the city. This will hogtie Austin for a decade, and then we'll be spending another decade undoing it.	See Comment #5
2284	Matt Valdes	1/20/2023	MyCapEx Website - Comment Form	mattvaldes@gmail.com	Regional connectivity	We must have rail service between San Antonio and Austin. Revive the Lone Star Rail project!	See comment #1
2285	Matt Waltrip	3/7/2023	MyCapEx Website - Comment Form	mwaltrip0@gmail.com	Do not widen/no build	I am against this I-35 Capital Express as proposed. I live 1 mile from I-35, Central region.	See Comment #5
					Latent/Induced Demand	I know TxDOT understands the Induced Demand concept.	See Comment #18
					Reroute to 130	The flawed concept of a major regional interstate routed through a downtown metro area choke point is an outdated failure (think I-10 thru downtown Houston). Through traffic belongs on SH-130.	See Comment #3
					Caps/Deck Plazas	Any remaining interstate through central Austin should be entirely below-grade and fully capped. Please don't fail current and future Texans by proceeding with this flawed plan. We should have more caps (bury the freeway in longer segments so we truly create connections between east and west) Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	See Comment #42
					Air Quality/Noise	We need greater measurements of air quality during this "environmental" review	See Comment #34
					Water quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #125

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Public Transit / Multimodal Transportation	We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle; We should have bus only lanes (god forbid TXDOT actually plan for rail here - that would be truly awesome) - but we need PREFERRED transit options.	See Comment #13
2286	Matt Whelan	2/7/2023	Email	mwhelan@redleaf-properties.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Mail for Windows	See Comment #8
2287	Matt Widirstky	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, why are you adding pavement? that's not what anyone wants. matt widirstky	See Comment #5
2288	Matthew A Sawberger	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am writing to state my objection as a resident of Austin, Tx for the expansion of IH-35.	See Comment #5
					Business/residential displacement	Significant number of important businesses along I-35 will be wiped from our city just to make room for more highway lanes. These businesses are important for the culture of the city.	See Comment #21
					Public Transit / Multimodal Transportation	The expansion is a considerable waste of resources and tax payer funds which would be better spent on high efficient public transportation system which will remove more cars from the highway system then the expansion could ever hope to achieve by the time of its completion. 10 year of construction will create far more problems for the city than it would hope to relieve not to mention that congestion will just return once the expansion is finished as more cars will just fill in the new lanes given Austin's rate of growth. Please do not subject the residents of Austin to a significant impact to our daily lives. We want mass transit not more highway lanes.	See Comment #13
2289	Matthew Aguayo	3/6/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, Invest in better public transportation instead	See Comment #13
2290	Matthew Ahrens	1/20/2023	MyCapEx Website - Comment Form	ahrensmatthewk@gmail.com	Regional connectivity	Please consider reviving the Lone Star Rail proposal to link Austin and San Antonio with regular commuter rail. The current I-35 expansion plans are just going to waste money and not improve the flow of people through the corridor.	See Comment #1
2291	Matthew Davis	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, Though I do agree that a radical redesign of our city's infrastructure (including I-35) is necessary, I don't think that the current plan that has been presented is the right way to go forward. Highway expansions have time and time again have been demonstrated to increase congestion on the roads that have been expanded.	See Comment #5
					Reroute to 130	I think that a lot of the issues facing this road currently are due to the high presence of trucks, the problems with having a major national highway running directly through the downtown core of the city (as opposed to a ring road) and due to the lack of other options for transport apart from cars. SH-130 should be nationalized and made into a ringroad using the current designations available, and other transit options need to be invested in in the city. Yes, I-35 needs to be improved to be made safer, but an expansion is not going to fix those issues. Thanks,	See Comment #3
2292	Matthew Ferro	2/9/2023	Physical Comment	ferro179@gmail.com	Do not widen/no build	The real solutions to congestion like transit and pedestrian mobility are clear after thoughts. You tout that CapMetro will use the managed lanes but don't have a plan. Your 10' SUP lanes are a joke. No protection from cars speeding 60 mph. Please listen to the community, we don't want this. We want a future with fewer cars. please help us see that through.	See Comment #5
					Climate Change	It's really disappointing to see the state accommodating more for cars when the world is at such a pivotal moment in the climate crisis. I do not support any project that openly touts an increase in greenhouse gas emissions. 80% of I-35 traffic is local. Adding more lanes will not speed up those 80% exiting and entering.	See Comment #51
2293	Matthew Galvez	3/7/2023	Email	mgalvez@ausablecap.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Simply expand the toll road going around the city to the east and build a new bridge if we need to. Expanding an interstate that was put in exactly the wrong place will further contribute to the degradation of downtown and the east side. The idea of putting a road like I-35 through the middle of the city perhaps made sense 100 years ago - it makes absolutely no sense now. No one who lives here wants it! Dense urban residential/commercial centers with fewer cars make everyone happier- cities like Manhatten, Washington and Boston at least got that right. Please stop the whole thing - thank you	See Comment #5
2294	Matthew Geske	1/9/2023	Email	mgeske@austinchamber.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2295	Matthew Geske	2/9/2023	Email	mgeske@austinchamber.com	General Support	Please find attached the Austin Chamber's formal I35 CapEx Central support letter.	See Comment #8
2296	Matthew Gonzalez	1/31/2023	MyCapEx Website - Comment Form	mgonzalez3120@gmail.com	Regional connectivity	I support a rail system connecting San Antonio, New Braunfels, San Marcos, Austin, and nearby areas.	See comment #1
2297	Matthew Grilli	1/27/2023	Email	mgrilli@ecprtexas.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Best, Matt	See Comment #8
2298	Matthew Jones	3/7/2023	MyCapEx Website - Comment Form	mmhjones@comcast.net	Do not widen/no build	Please consider using State funds for the Austin I-35 Project.	See Comment #5
					Water quality	Containment and diversion of rain water away from the lake would be beneficial.	See Comment #125
					Reroute to 130	Limiting commercial truck traffic to local delivery is desirable. Thank you	See Comment #3
2299	Matthew King	3/1/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, It is not difficult for the common citizens to look at these expansions of the road and see that they do not improve traffic conditions much or at all. It is often that the constituent hopes that an expansion or extra lane will fix traffic but they know deep down that it will not change anything. This is largely because of the engineering of lines which while I know little directly about I do know point to these expansions as not doing much to speed up traffic at all a different solution is necessary.	See Comment #18
2300	Matthew L Mitchell	2/21/2023	MyCapEx Website - Comment Form	van.tiki@gmail.com	Do not widen/no build	I oppose expansion. My gym Travis County Strength on airport blvd would no longer exist with either expansion plan. They have cultivated a great community there and I would greatly miss it. I appreciate Council considering a resolution on I-35 and ask you to strengthen the resolution by including language that recognizes community concerns and opposition to expansion	See Comment #5
2301	Matthew Larson	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Good morning Mr. Abrego, I am writing to express my deep opposition for TxDOT's expansion plans of I-35.	See Comment #5
					Public Transit / Multimodal Transportation	I do not believe that this plan will provide the needed increase in regional productivity to justify it's costs. Rather, we need to maintain what we've built and expand transportation options beyond simply highway widening. Please consider my thoughts in your decision to move forward. Thank you,	See Comment #13
2302	Matthew LeMay	2/9/2023	Physical Comment	matthewlemay1@me.com	Do not widen/no build	It is absolutely unacceptable to expand the highway and increase congestion, traffic flow, and pollution for no benefit to citizens of the city. There are only detriments to this terrible idea. Stop	See Comment #5
2303	Matthew LeMay	1/24/2023	MyCapEx Website - Comment Form	matthewlemay1@me.com	Do not widen/no build	I am completely opposed to the expansion of I-35. Data has showed again and again that expanding roads increases congestion and commute times, rather than decreasing them. And the environmental impact and destruction of local business are unacceptable. I-35 is big enough already. Do not expand it.	See Comment #5
2304	Matthew LeMay	3/2/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, My name is Matthew LeMay and I am an Austin resident and PhD student at UT Austin. Expanding highways doesn't reduce congestion; data shows that after a few years max, it just leads to more cars on the road and worse congestion, and it also pollutes and destroys businesses and increases traffic fatalities.	See Comment #18;
					Public Transit / Multimodal Transportation	If this plan were to build a rail system instead, this would improve driving as well as public transportation in Austin, since the only real way to get cars off the road is to give people another viable option.	See Comment #13
					Do not widen/no build	The proposed expansion of I-35 is an enormous waste of money that will take 10 years of construction and won't solve any problems, while creating many more, and there are much better plans for fixing Austin's transportation problems. TxDOT should go back to the drawing board and come up with a transportation plan that will actually fix Austin's transportation infrastructure, not make it worse.	See Comment #5
2305	Matthew Martin	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, My name is Matthew Martin, and I live in North Austin. I wholeheartedly oppose TxDOT's plans to expand I-35. I am instead for far greater efforts at expanding public transit to more parts of the city, as existing bus routes are extremely limited and unreliable, especially where I live in North Austin. To say that TxDOT's project, as well as the process for soliciting public input, has been flawed is an understatement. The I-35 expansion is waste of time, energy, and precious resources for next to nothing in terms of congestion relief. I don't want to use an interstate highway just to get around Austin. Rather, I want TxDOT, Austin City Council, and other local representatives to heed the growing warnings of Austin residents that see the serious ramifications of moving forward with the current plan. The time for democratic accountability is now.	See Comment #5
					Air Quality/Climate Change	The project itself ignores all existing research indicating that more highways actually leads to more traffic, and the environmental impact due to the construction efforts would add insult to injury in a city that already suffers from some of the worsening effects of climate change.	See Comment #18
					Air Quality/Noise	We have seen what highway expansions do, especially in Texas given our experience with the Katy Freeway. They worsen traffic; divert funds from public transit; cause destructive construction; produce air noise and water pollution; and reduce public safety (TX has the highest number of traffic deaths in the whole country).	See Comment #34
					Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Dear TxDOT, We as students on campus at The University of Texas at Austin greatly oppose the proposed I-35 expansion. Students have held rallies in opposition of the expansion and determined that our future within Austin and The University of Texas should not include further investments in environmentally unsustainable, economically and racially segregated, car-centric modes of travel. The expansion plan is an attempt by the state to impose its will on the city against city council opposition. This coincides with the City of Austin's preferred expansion of public transportation through Project Connect, and the expansion fundamentally counters the city's goals.	See Comment #5
					Public Transit / Multimodal Transportation	The expansion will make public transit, walking, biking, and other alternative transit options incredibly dangerous, especially crossing east and west. Students who do not have or cannot afford a car rely alternative forms of transportation, and it is the already socioeconomically disadvantaged students who will be impacted the most. Project Connect seeks to mend this divide by investing in light rail and expanded bus routes intended on moving people, not cars, throughout the city.	See Comment #13

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2306	Matthew McCoy	3/7/2023	Email	info@email.actionnetwork.org	Air Quality/Climate Change	The construction project and expansion will further promote vehicle emissions into our already polluted air. The Rocky Mountain Institute, a sustainability nonprofit, found the expansion in its completion would generate between 1.2 to 2.6 million metric tons of carbon dioxide into our air by 2050, roughly the same amount of a coal-fired power plant. Proximity to highways is already a major factor leading toward child asthma rates, and would be an incredible detriment to students who are in close proximity to the highway. UT Austin prides itself on the fact that students are able to use the knowledge they learn at this university to make an impact in their communities. The slogan "What starts here changes the world" inspires us to take initiative and make a difference in the world where we see room for improvement. Students across the university have all learned about the devastating impacts of pollution contributes to global warming, and are taking a stand for how they want to shape the future of this dity. This has become an issue that impacts our daily lives and to ignore it would go against what this university has taught us. It would be a betrayal of our values to support an expansion that will contribute more to pollution, social and economic segregation, and the local control of city sovereignty. We are the next generation who will bear the consequences of this expansion, and we will likely not have another opportunity for reshaping the city for a generation. We urge you to reconsider this expansion with our welfare in mind, to create a future that values people over cars and to use this opportunity to advocate for a more transformational and sustainable transportation system. Sincerely, Concerned UT Austin Students Matthew McCoy mattmccoyb@gmail.com 7017 Gunston ln Arlington, Texas 76017	See Comment #18
2307	Matthew McGee	3/7/2023	Email	matt.mcgee515@everyaction custom.com	Air quality/noise	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DEIS. However, I do not believe that the air quality and climate change analysis is sufficient. Specifically, I request that TxDOT address all the following before finishing the Final Environmental Impact Statement: – Air Quality analysis must look at PM 2.5, PM 10, and NOx. TxDOT only analyzed CO which is easy to study and they know they would clear. – Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level. – The fact that we are so close to non-attainment for PM 2.5 is likely why TxDOT did not do the analysis. And likely why they are pushing for an FIES and Record of Decision by August (prior to Texas being required to comply with new standards). – TxDOT needs to do a quantitative analysis and health impact assessment for all pollutants. – Greenhouse gas emissions analysis is incomplete, it only looks at construction, not long term. Also, the models are based on the CAMPO regional growth forecasts, which assume the expected effects on housing and other real estate decisions that widening this freeway will cause. The model must be able to analyze the cumulative climate emissions outcomes of variable alternative investment scenarios, travel behavior assumptions, and regional growth alternatives, or it is somewhat meaningless. Thank you for all that TxDOT is doing to improve the health of all the people of the Austin region and reduce the heavy negative health impacts of our transportation system.	See Comment #34
2308	Matthew Rodriguez	3/6/2023	Email	info@sg.actionnetwork.org	Public Transit / Multimodal Transportation	Mr TxDOT TxDOT, Investing in alternative transportation systems will decrease traffic, not making a highway bigger	See Comment #13
2309	Matthew Rosenberg	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, I live in East Austin, and the I-35 expansion will ruin our neighborhood. We are a community that SHOULD be connected with the city as a whole. It is insane to have the highway expand and continue to separate the community in Austin. The freeway ruins the connections all of Austin should have. This is a growing, major city in Texas. Expanding the freeway is short sighted and wrong.	See Comment #5
					Reroute to 130	Move interstate traffic around the city and have local traffic come down a blvd or road system. Every city that has gone the route of expansion looses community, while all cities that have gotten rid of these freeways experiences better community and cohesion. We of Austin DO NOT want this. It is wrong to move forward. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See comment #3
2310	Matthew Welch	2/25/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Dear TXDOT, I oppose expanding I-35.	See Comment #5
					Latent/Induced Demand	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes, not to mention the massive inconvenience during the several years of construction and the immense cost to the taxpayers of this state.The assumption that widening the highway will improve traffic is not backed by reliable evidence.	See Comment #18;
					Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes, not to mention the massive inconvenience during the several years of construction and the immense cost to the taxpayers of this state. Wide polluting highways through town are not what I want for Austin.	See Comment #34
					Community alternatives	I want community alternatives to expansion to be fully considered and the best alternative adopted.	See Comment #4
2311	Matthew William Barris	3/7/2023	MyCapEx Website - Comment Form	mwbare@gmail.com	Do not widen/no build	Please do NOT go through with this plan. Bury I-35. Don't destroy property. Don't add lanes. More lanes means more traffic. Please.	See Comment #5
2312	Matthew Yeager	3/7/2023	MyCapEx Website - Comment Form	myeager0509@gmail.com	Do not widen/no build	The developers and stakeholders within the City of Austin can't touch the lake or riverfront without extensive review by multiple city boards and commissions but TXDOT can build a 200' dock and close the lake without question? Seems the One More Lane Bro Crew is over extending their power a bit here. Unless you're building high speed rail and a better pedestrian connection for this absolute travesty of a river crossing y'all can go kick rocks.	See Comment #5
2313	Mattie Buzonas	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a citizen of Austin, TX, I feel it imperative to tell you not to expand I-35. If anything it should shrink, not expand. Austin is too dependent on individual vehicular transportation, and it is suffocating the city's growth.	See Comment #5
					Public Transit / Multimodal Transportation	Austin would fare better investing in its public transportation, both in bus route infrastructure and in the implementation of a vastly expansive rail network. The only thing expanding I-35 will do is add more cars to the road without actually fixing a single problem regarding traffic. In addition, more cars on the road is counter-intuitive to a city that strives to be progressive. So stop sucking at the teat of the Koch estate and actually take care of the city and the state properly, instead of lining the pockets of car and oil executives who need cars on the street to maintain profits.	See Comment #13
2314	Maura Carroll	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of district 5 in Austin and frequently need to travel north. I do not support the 35 highway expansion and want our city to review other options. I do not want to use an interstate highway for local trips. I do not support this expansion. I expect my city council members and TxDOT to advocate for me and thousands of others.	See Comment #5
					Latent/Induced Demand	The 35 while congested at times does not need to be expanded. We have seen in Houston and in LA how road expansions do not solve the issue here.	See Comment #18;
					Business/residential displacement	Please review alternative plans that (1) do not involve tearing town local businesses (2) actually make a proven difference in traffic and (3) help our community.	See Comment #21;
					Public Transit / Multimodal Transportation	We know there is funding for this project that can be utilized elsewhere. This funding could be put into more frequent and reliable bus transit around the entire city, not just the central hubs. I know we don't want Austin to become CA but I think we need to learn from their mistakes of lane expansion. They wasted millions of dollars and now having to refocus on public transit. Use proven methods to improve citizen's lives, not ones that will only destroy our city.	See Comment #13
2315	Maureen McGuigan	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Highway expansions DON'T work.	See Comment #5
					Air Quality/Noise	They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
					Latent/Induced Demand	They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #18
2316	Mauria Faye Atzil	1/31/2023	MyCapEx Website - Comment Form	mauria.texas@gmail.com	Regional connectivity	A commuter rail between San Antonio and Austin would be awesome.	See comment #1
2317	Mauricio Gonzalez Kane	1/12/2023	Email	mgk@cordovarev.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. T	See Comment #8
2318	Max Elliott	3/7/2023	MyCapEx Website - Comment Form	maxeyj.elliott@gmail.com	Do not widen/no build	I am writing to strongly urge you not to widen I-35.	See Comment #5
					Business/residential displacement	My son attends Escuelita del Alma and this longstanding, local business would be forced to relocate and likely close along with many other businesses who would be displaced with this project.	See Comment #21
					Racial justice	I-35 has a history of dividing our community - it is a stain on our beloved city.	See Comment #3
					Bury/tunnel	We now have the opportunity to explore creative visions and ideas to manage increased traffic and bring communities and neighborhoods together. I would encourage you to explore burying/deepening I-35 rather than widening it and integrate green space, taking into account human and environmental needs. Thank you for your consideration!	See Comment #25
2319	Max Gardner	1/24/2023	MyCapEx Website - Comment Form	max.c.gardner+35cap@gmail.com	Do not widen/no build	I'm truly baffled why y'all think it's a good idea to expand 35.	See Comment #5
					Latent/Induced Demand	Have we learned nothing from other cities that have already done this and seen no improvements? Just look to Houston, two hours away, a city I grew up in. Did they benefit from expanding to a disgusting 12-lane highway? No, traffic continues to be an absolute nightmare there for everyone involved; it's possibly worse now. And now you want to bring that same approach to Austin? Not to mention the way those highways bisect the neighborhoods; but sure, let's expand the hostile spaces that aren't welcoming for walkability so that we can...continue to have terrible traffic. I realize we're already in a traffic nightmare, but that's on y'all to SOLVE, not make worse.	See Comment #18
					Community Alternatives	I support initiatives like Rethink 35 - bring walkability back to that area and find ways to divert pass-through traffic. If we're going to temporarily worsen traffic with construction, I'd rather have something actually helpful at the end of that tumultuous, painful period rather than a useless additional 4 lanes that I have to pay to use. And for the people passing through, they're commutes will hardly be affected considering they're likely already spending just as much (if not more) time sitting in traffic on 35. Please, care about this city and its residents and not just about making changes for the illusion of progress.	See Comment #4
2320	Max Gardner	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I'm a current resident of Travis County in the 78704 zip code. I moved to Austin seven years ago from Houston, and I've seen it change quite a bit even since then. Though I can absolutely agree that 35 as it exists now is a pain point for drivers, I also am absolutely certain that expanding it is the wrong move. First of all, most Austin residents want to avoid 35 as it is, taking alternative routes through the city streets. Most of the people I know take 35 only if they absolutely have to, and even then we'll generally try to stay on local streets as long as we can. What makes you think expanding it will improve our quality of life? Because I can tell you it won't - you'll just be adding even more congestion and stress around the areas that border 35, and it'll make me more hesitant to navigate to different parts of the city. On the topic of quality of life, as a born-and-raised Houstonian, I can attest that expansions don't work. You know what happened in Houston when they widened the freeway there? Absolutely nothing changed. I was there through the entire expansion process and driving a lot on the Katy Freeway as I am from Katy and went to school at the University of Houston. Traffic continued to be just as bad, people became even more aggressive as drivers because they now had to contend with six lanes of traffic, and the problem of traffic congestion remained unsolved. All of that money, time, and pain on residents dealing with the traffic from construction was absolutely, entirely wasted. Why are we so eager to do something here when we have strong evidence it doesn't work? Why are you so eager to put all of us Austin residents through that pain knowing it isn't going to resolve any traffic congestion issues?	See Comment #5
					Community alternatives	I support the Rethink35 proposal of directing non-local traffic to alternative highways (either 183 or 130) because that makes the most sense. You aren't saving anyone time by expanding 35 because the congestion won't get better. Full stop. Instead, you'll be punishing local residents who are simply trying to get around their city and support local businesses (as well as those local businesses you'll be forcing out to take the land for the expansion) and frustrating people who are using 35 to continue north or south to Dallas or San Antonio because they'll be trapped in the same bottleneck they've always been. Direct those people to highways that are nearby but don't cut directly through the heart of Austin. Rethink what the stretch of 35 from 71 to 183 could be altogether - improve public transport for people who live in North and South Austin. Care about the quality of life for Austin residents and stop prioritizing people passing through. Thanks,	See Comment #4
					Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello! My name is Max and I am a sophomore at St. Edwards University. I am writing on behalf of the school to say we do not want I-35 expanded.	See Comment #5
					Air Quality/Climate Change	The proposal that TxDOT has would increase carbon emissions, ignore Induced Demand, and leave the city with another multi-year construction project that would increase traffic even more.	See Comment #18

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2321	Max Heimlich-McQuarters	3/1/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	The proposal that TxDOT has would increase carbon emissions, ignore Induced Demand, and leave the city with another multi-year construction project that would increase traffic even more.	See Comment #18
					Community Alternatives	I support ReThink35's proposal to stop the expansion and fund a walkable boulevard in place of the highway.	See Comment #4
					Racial justice	This would introduce safer bike lanes, bus lanes, and sidewalks connecting both sides of Austin in place of a historical barrier used for redlining in our city.	See Comment #3
					Public Transit / Multimodal Transportation	This would introduce safer bike lanes, bus lanes, and sidewalks connecting both sides of Austin in place of a historical barrier used for redlining in our city. I hope the council members of Austin will support us when we say we DO NOT want an expansion.	See Comment #13
2322	Max Hman	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, People need public transportation infrastructure throughout the state. We don't need more highways that depress us in traffic and cause so many accidents. You are doing beholden to capitalist interests and ignoring the well being of people everywhere	See Comment #5
2323	Max Holtz	3/7/2023	Email	maxholtz@everyactioncustom.com	Do not widen/no build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #5
					Air quality/climate change	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DEIS. However, I do not believe that the air quality and climate change analysis is sufficient. Specifically, I request that TxDOT address all the following before finishing the Final Environmental Impact Statement: – Air Quality analysis must look at PM 2.5, PM 10, and NOx. TxDOT only analyzed CO which is easy to study and they know they would clear. – Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level. – The fact that we are so close to non-attainment for PM 2.5 is likely why TxDOT did not do the analysis. And likely why they are pushing for an FIES and Record of Decision by August (prior to Texas being required to comply with new standards). – TxDOT needs to do a quantitative analysis and health impact assessment for all pollutants. – Greenhouse gas emissions analysis is incomplete, it only looks at construction, not long term. Also, the models are based on the CAMPO regional growth forecasts, which assume the expected effects on housing and other real estate decisions that widening this freeway will cause. The model must be able to analyze the cumulative climate emissions outcomes of variable alternative investment scenarios, travel behavior assumptions, and regional growth alternatives, or it is somewhat meaningless. Thank you for all that TxDOT is doing to improve the health of all the people of the Austin region and reduce the heavy negative health impacts of our transportation system.	See Comment #18
2324	Max Lubell	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello - I'm an Austin resident who opposes the plan to expand I-35. The research is obvious. Expanding lanes is not going to reduce traffic. TX-DOT should look to actual solutions like investing in public transit and bypass highways for truckers. 10 years of construction for just a few years of congestion relief is NOT worth it. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
2325	Max McDonald	1/24/2023	Email	mcdonald@aquilacommercial.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2326	Max Rohleder	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a citizen of Austin for the last 40+ years, I stand firmly against any expansion of i-35 as a north-south corridor.	See Comment #5
					Reroute to 130	130 was built specifically to handle this traffic, and we are still paying for that boondoggle. Traffic traveling through Austin can use that corridor, and large trucks should not be given a choice; I don't care if you exempt them from fees to persuade them to not travel through the middle of town. As for Austinites moving north and south within the city, no one uses i35 anyway. Personally, I will vote against and contribute to the opponents of anyone who supports this endeavor. Sincerely,	See comment #3
2327	May Matson Taylor	2/28/2023	Email	may.matson@gmail.com	Do not widen/no build	I am an Austin resident living less than a mile from I-35, and I strongly oppose the proposed CapEx Central project. The project is not appropriate for an urban area where people live, work, and commute by varied means of transportation in our local area. As someone who primarily gets around by bike, on foot, or by taking local transit, I need to be able to traverse my local area in an efficient, direct, and safe way. The proposed I-35 expansion will not allow me to do that. Rather than expanding this highway that is already a huge barrier to movement, we should be removing it or completely capping it throughout the full length of the city. The proposed project has too few at-grade crossings for pedestrians and cyclists, and would require non-car users to go well out of our way to connect locations that are close "as the crow flies", adding significant distance, physical exertion, and travel time to our trips.	See Comment #5
2328	Mayela Trahan	1/13/2023	Email	mayelatrahan@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Mayela T.	See Comment #8
2329	Mayra Cerda-Gomez	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Travis County and my address is 4207 Bluffridge Dr, Austin Tx 78759. I oppose TXDOT's plans for I-35 and I oppose expansion.	See Comment #5
					Air Quality/Noise	It's not worth the price; it'll cause pollution, which will harm the environment beyond repair.	See Comment #34
					Public Transit / Multimodal Transportation	I am for a public transit-first project, which allows for a gradual building of our ecological system and will eventually be more effective and less expensive. I expect TxDOT, Austin City Council and other representatives to stand up for me.	See Comment #13
2330	McKenna Ethington	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	I oppose the expansion of I-35.	See Comment #5
					Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, As a resident near the Zilker park area, I find that public-transit first projects are something we are far more in need of in this city. I-35 only encourages people to travel through the city and not take into account any of the Austin's character or value. Public transit allows for those already living in the city to commute easier and invites potential new dwellers to enjoy the benefits of a solid infrastructure.	See Comment #13;
					Latent/Induced Demand	Conversely, expanding I-35 would only encourage more pass-through traffic and allow Austin to become a more frustrating place through which to travel.	See Comment #18;
2331	Meaghan Perry	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I am a native Austinite and I strongly oppose expanding I-35.	See Comment #5
					Air Quality/Climate Change	One of the most wonderful things about Austin is its integration of nature. Expanding I-35 will cause additional water, air, and noise pollution, which is not just unpleasant for humans, but has an appreciable, negative impact on wildlife and habitat. I am a professional art conservator by training. I conserve the public art work at UT Austin, including the large bronze seashell located at the Dell Medical Center, adjacent to I-35 and 15th street. Due to its proximity to the highway, it's coated with both an industrial clear coat and a coat of wax to protect the metal from the VOCs emitted by cars. Even though this sculpture is cleaned monthly, both coatings are failing prematurely in comparison to other sculptures treated the same way (but located farther from the highway) due to its constant exposure to higher levels of heat from care engines, and sulfur oxides, nitrogen oxides, benzenes, and formaldehydes from emissions. As much as I care about the art, I care about people and wildlife more. How could you ever consider ramping up the number of cars so close to Ladybird Lake and its busy trails, to Austin's lively downtown, to the University?	See Comment #18
					Public Transit / Multimodal Transportation	As the capitol city, we should be leading our state by example, and promoting walking, biking, and use of public transit over single-driver cars. I strongly oppose this and believe that our city should pursue alternate solutions, including improved public transit, and bike access, and creating more programs that actively encourage use of alternate forms of transportation. I don't wan't the city I love to become just another series of highways. Thank you,	See Comment #13;
2332	Meg Mcclain	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose the I-35 expansion.	See Comment #5
					Business/residential displacement	I live in a neighborhood where this would wipe me and so many Austin residents out. The city is already changing and moving the soul of Austin out. We do not need that. With buildings and roads and high rises and more material things. Keep the soul of Austin in Austin. This is disturbing to think of all of the construction and how that would change the city as well as wipe out so many residents from their abodes. Please, think of the future of children, families, the heart of this city, the culture, don't give into capitalism just for "expansion and growth". Allow a good thing to stay a golden thing so we can keep the richness of this city alive.	See Comment #21
2333	Megan Alrutz	2/27/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, To whom it may concern: Please accept this letter as my formal opposition to TX-DOT's proposed expansion of I-35 for the following reasons: I strongly oppose expanding I-35.	See Comment #5
					East/West Connectivity	East-west crossings should be at least every 1/4 mile.	See Comment #20
					Lower Speed Limits	All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users.	See Comment #395
					Air Quality/Noise	Expansion will almost certainly worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. One need only look at California's infamous 405.	See Comment #34
					Bike/ped safety	My family and I strongly believe that the lack of consideration for the expansion of safe, pleasant, and walkable and bikeable streets is a serious mistake.	See Comment #30
					Community Alternatives	If expansion is to be implemented, we simply want to see the inclusion of community alternatives such as Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
					Community Alternatives	If expansion is to be implemented, we simply want to see the inclusion of community alternatives such as Reconnect Austin and Rethink35, to be fully studied. Thank you for your consideration of these comments.	See Comment #4

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2334	Megan Byham	3/6/2023	Email	mbyham@g.clemson.edu	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi there, I am writing to oppose TxDOT's proposal for the expansion of I35 in Austin. I am a resident less than 2 miles from the highway on E 12th St.	See Comment #5
					Latent/Induced Demand	Traffic is a problem on I35 in Austin, but it has been proven that highway expansions do not decrease traffic. Instead, the number of cars increase with the number of lanes, and traffic stays the same or worsens.	See Comment #18;
					East/west connectivity	Additionally, a larger highway will further divide our East Austin community from downtown Austin.	See Comment #20
					Bike/ped safety	It is already difficult to bike across the I35 frontage roads at the designated spot on 5th street. There are no lights for the bikers on the path and it always feels dangerous. I cannot image how difficult it will be after an expansion.	See Comment #30
					Public Transit / Multimodal Transportation	As a resident, I would much prefer to see our tax money go towards (1) better public transport options in Austin and (2) a highway system that routes non-local Austin traffic around the city instead of through it. I expect TxDOT, Austin City Council, and other representatives to listen and act in the best interest of me and my fellow Austin residents.	See Comment #13
2335	Megan Dias	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I'm a resident in East Austin. And I am writing to firmly and completely oppose the I35 expansion.	See Comment #5
2336	Megan Frey	2/10/2023	MyCapEx Website - Comment Form	MFrey@endeavor-re.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
2337	Megan Lasch	2/15/2023	VOH	megan@o-sda.com	General Support	As the owner of two Affordable Housing communities governed by the Texas Department of Housing and Community Affairs that are both along this section of the IH 35 corridor we strongly agree that the current preferred build alternative should be selected. If a different plan is selected it risks displacing 125+ families that currently reside in these two affordable apartment communities, Aria Grand and The Abali. These residents are valuable members of our community and deserve a place near the center of our city to call home where they can afford the rent. If these properties are impacted it would be impossible to replace this kind of centrally located quality affordable housing that has been created for these families.	See Comment #8
2338	Megan McDonald	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, There are so many other creative opportunities. Expanding I35 will only make things worse. Take a look at what Madrid and so many other places did with their highways. We can do that too! Please be the leader we need. Please	See Comment #5
2339	Megan Raby	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Windsor Park, Austin, and I oppose TxDOT's plans for I-35. I oppose expansion of I-35 because it will make my city less liveable, increasing congestion, pollution, and climate chaos. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway; air, noise, and water pollution, and emit carbon that makes climate change worse. TxDOT's process ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. 10 years of construction for just a few years of congestion relief does not make sense--we need to think long term about how to create sustainable, clean, equitable transit. I support alternative like ReThink I-35's proposal, and the points made by my City Council member Chito Vela.	See Comment #5
					Community Engagement	I am disappointed that the plans to expand I-35 seem to be going forward without real community engagement.	See comment #320
2340	Megan Raby	3/7/2023	MyCapEx Website - Comment Form	meganraby@gmail.com	Do not widen/no build	Austinites do not want a bigger, dirtier I-35. Expanding I-35 means more traffic, more pollution, and more climate chaos. It will set us back decades in our climate goals. We want clean, modern transit that connects our city and reduces carbon pollution--an expanded I-35 will divide and pollute our city even more. Please reconsider the alternatives that have been raised, in particular the points made by my Council Member Chito Vela.	See Comment #5
2341	Megan Venable	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, Texas, and I oppose TxDOT's plans for I-35 expansion. Expansion of highways does not reduce traffic - it only expands the number of cars on the roads. In this era of climate change, public officials should be investing in community-oriented solutions, like transit and bike- and pedestrian-friendly infrastructure, not continued expansion of car dependency. The corridor of I-35 that runs through Austin divides our city, and creates safety challenges for those of us who are invested in transportation alternatives, like cycling and walking. There is clear opposition from local officials and constituents, and yet, TxDOT wants to continue with its plan that will create more pollution, displacement, carbon emissions, and traffic. I beg you to reconsider and listen to the voices of people who live here and will be most seriously impacted.-	See Comment #5
					Multimodal transportation	I am in favor of reimagining I35 as a boulevard with transit-oriented designs, green space and SAFE, dedicated crossings for pedestrians and cyclists.	See Comment #20
					Reroute to 130	Research shows that running interstates through urban areas reduces the economic success of those areas. We shouldn't have to use an interstate to make local trips. There are highways that run around the outside of Austin where non-local traffic should be directed while the I35 corridor should become lessened, not expanded.	See Comment #3
2342	Meghan Healey	2/9/2023	Physical Comment	healeymeghan1@gmail.com	Bike/ped safety	I appreciate TxDOT trying to reduce traffic but expanding the highway is not the way to do it! I appreciate the bridges across like E 3rd connecting east to West but the bridge across from fiesta to HEB (East 38th) is so sketchy to bike/walk across! also don't make one big lane for bikes and pedestrians - make a bike path and sidewalk or bikes will crash into pedestrians and it's harder to bike. I like for the bridges having a green space barrier b/t road and bike path. I like the separate pedestrian and bike ? Please make bike for MLK.	See Comment #30
2343	Meghan Healey	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am a resident of the chestnut/cherrywood area. I oppose I-35 as it would destroy part of my neighborhood. I oppose I-35 as we are already spending money on Project Connect- why spend a ton more money to expand the highway if this will counteract project connect and it's efforts to decrease traffic?	See Comment #5
					Latent/Induced Demand	Also expanding the highway does not decrease traffic- look at LA or Houston.	See Comment #18;
					East/west connectivity	However, I like tx dots plan to better bridges between east and west- I would love the bridge over east 12th to red river and the bridge from fiesta to heb to be improved. I use both of these bridges to bike to work and to get groceries- they are sketchy to cross though and I only bike because I'm a dedicated biker. If you improved these passes then more people would use them instead of driving.	See Comment #20
					Bike/ped safety	I mean IMPROVE and make a SAFE bike lane- the poles are a good start but the DOT needs to redo these bridges so there is a BARRIER between the bike lane and the cars- like on east 4th or put trees/shrubs, and also make the sidewalk separate from the bike lane- don't combine them. Also people are merging into the highway/frontage road on east 12th- make this safe for bikers/walkers!! Again the poles are a good start, but really imagine being a walker, biker, or lime scootering trying to get from the neighborhoods on the east side to red river/downtown- it's dark and people are driving fast- DOT needs to create safer way to get across. Also why is there no button on the east 4th bike lane?? You are asking for a biker/walker to get killed. I love this bike lane and then you have to stop (which is not made clear) and try to cross with cars going 40mph in the dark? Please make austin more transit and biker oriented. I do not want to waste my tax dollars to expand a highway that will only destroy my community and not even decrease traffic.	See Comment #30
2344	Meghan Hughes	3/7/2023	Email	meghanmhughes81@gmail.com	Do not widen/no build	I would like to protest the possibility of Wilshire Blvd becoming a thoroughfare. I have lived in Wilshire woods for 16 years and this would change and degrade the neighborhood in a significant way. It's already so hard to be so close to I-35. This would be a devestation to property value and quality of life in this neighborhood. I am opposed to this change. Thank you, Meghan	See Comment #5
2345	Mei Mei	2/11/2023	VOH	chinadoll1998@gmail.com	Do not widen/no build	Don't expand at all! And if you must, don't expand north of I35!!!	See Comment #5
2346	Mekayla DePaolis	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, I am a resident of Austin (I live in West Campus) and I use these roads almost daily. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Please rethink the current proposed actions on this item.	See Comment #5
					Public Transit / Multimodal Transportation	I am in strong support of the current Project Connect plans that center reliable and accessible public transit line the metro. Car congestion cannot be fixed by widening roads and increasing lanes.	See Comment #13;
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Please see: https://www.bloomberg.com/news/features/2021-09-28/why-widening-highways-doesn-t-bring-traffic-relief	See Comment #18;
					Air Quality/Noise	Your current plans are not a solution but rather worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
					water quality	Your current plans are not a solution but rather worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #125
					Water Quality	Why would we tolerate 10 years of construction for a plan that does not solve the root of the issue (that is a lack of compact public transit options) I want a city that is interconnected not isolated by multiple lanes of deadly traffic. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Please do not pass this expansion.	See Comment #125
2347	Melanie Chasteen	3/7/2023	MyCapEx Website - Comment Form	melanie.chasteen@gmail.com	Bike/ped safety	I would like to comment on the I35 project. I've recently been made aware of plans to connect East 41st Street to Wilshire, creating a pass through road to Airport Blvd. As someone who has lived in the Wilshire Wood neighborhood for the past 10 years, I urge you to rethink this option and defend the safe pedestrian, bicycling, and traffic-limited throughways that these two streets provide. There are already very few sidewalks in their area and traffic speeds down Wilshire daily. I am asking for you to protect the children and pedestrians who live in our neighborhood by reconsidering the current plan. Thank you for your time.	See Comment #30
2348	Melissa Beeler	3/7/2023	Email	Melissa.Beeler@austintexas.gov	Business/residential displacement	•Minimize displacement as much as possible and ensure displaced businesses, community facilities, and residents are effectively compensated to relocate within 1 mile of their current location if they so choose.	See Comment #21
					climate change	•Revise the Draft Environmental Impact Statement to analyze harmful Particulate Matter (PM) 2.5, volatile organic compounds (VOCs), and nitrogen oxide emissions. Minimize added main lane and frontage road capacity, and deploy air monitors along the North, Central, and South Corridors. The Capital Express North, Central, and South Projects will undermine the specific climate goals laid out by the Climate Equity Plan with the additional traffic generated due to added roadway capacity	See Comment #51
					Bike/ped safety	Email Copy: Dear Mr. Williams, Mr. Abrego, Mr. Ferguson, and Mrs. Ashley-Nguyen, We submit for the public record the attached comment letter from Austin City Council Member Zo Qadri regarding the I-35 Capital Express Central Draft Environmental Impact Statement. The complete PDF is located in the public hearing summary: •More frequent and improved crossings for all road users, especially pedestrians and bicyclists. Currently, proposed crossings are too infrequent. Pedestrian/bicyclist designs are circuitous and unsafe with multiple switchbacks, tunnels, and intersections to finally cross the corridor. The current proposal must be revised for Airport, Woodland, and 51st Street crossings. New crossings could be added at: oPhilomena Street, with additional stitch to carry across the greenbelt; oMariposa Street oSt. Edwards Drive•Commit to prioritizing safety instead of speed for all road users, including walking, biking, and rolling in assistive devices. Both the City of Austin and TxDOT share a goal to eliminate traffic fatalities on their respective roadways. Yet the I-35 corridor currently accounts for roughly 25% of all traffic fatalities within the City of Austin. According to City of Austin Vision Zero crash statistics from 2016-2021 on the I-35 corridor, more than 40 drivers were killed and over 350 seriously injured in vehicle crashes on I-35 main lanes or frontage roads. Additionally, over 40 pedestrians and bicyclists were killed trying to cross I-35 in Austin, and more than 20 were seriously injured in the same timeframe. oDesign all surface level elements of this corridor, including frontage roads, bridges, shared use paths, and crossings to NACTO standards and in compliance with the City of Austin Transportation Criteria Manual (TCM).	See Comment #30
2349	Melissa Ferro	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35. This plan is flawed expansion plans such as this have been notoriously unsuccessful at reducing congestion. It will add pollution, noise, and congestion.	See Comment #5
					Community Alternatives	I am FOR proposals such as the Rethink35 proposal and looking at options--like having SH-130 function as an interstate. We don't need more lanes on I-35, but we do need MORE reliable, clean, and safe PUBLIC TRANSIT. Separate bus lanes, more train lines, and additional bike lanes connecting the east and west sides of town are what we want.	See Comment #4
2350	Melissa Wilson	2/6/2023	Email	melissawilson2589@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
					Air Quality/Noise	We need greater measurements of air quality during this "environmental" review!	See Comment #34
			MyCapEx		Water quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #125

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2351	Melissa Wise	3/7/2023	MyCapEx Website - Comment Form	mswise@gmail.com	Public Transit / Multimodal Transportation	We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle; We should have bus only lanes (god forbid TXDOT actually plan for rail here - that would be truly awesome) - but we need PREFERRED transit options.	See Comment #13
					Caps/deck plazas	We should have more caps (bury the freeway in longer segments so we truly create connections between east and west) Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	See Comment #42
2352	Melissa Woelfel	1/31/2023	MyCapEx Website - Comment Form	melissa.woelfel28@yahoo.com	Regional connectivity	Build rail. Traffic sucks on i35	See comment #1
2353	Melody Middleton	2/7/2023	Email	mmiddleton@heritage-title.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Melody Middleton Melody Middleton Accounting Assistant Heritage Title Company of Austin, Inc. p: (512) 505-5000 mmiddleton@heritage-title.com200 W 6th Street | Suite 1600 Austin, TX 78701HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
2354	Melvin G. Wrenn	3/7/2023	Email	melgwrenn@gmail.com	Racial justice	The method TXDOT has used on gaining input is the old system that does not work. Communities of color require a greater process, as employed in Colony Park and Lakeside communities. The proposed IH 35 expansion should be geared to public transportation with exclusive lanes, on ramps and other engineered plans for using IH 35. The method used did not work directly in communities of color, and therefore, does not meet equal opportunity guidelines and laws. IH 35 was designed on old East End Avenue. It served the purpose of dividing East Austin from West Austin. The planners made sure communities of color on the east were maintained at a disadvantage, segregated from those living west of IH 35. While gentrification has taken over much of East Austin, the disparity of the original design is maintained. The proposed design does not address the historical racism, discrimination, and impact of past practices and patterns. The proposed design, outreach methods used by TXDOT and process of public engagement and community outreach maintain the segregated standards original constructed in the creation of IH 35.	See Comment #3
2355	Melynda Nuss	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I'm writing to oppose expanding I35 beyond its existing footprint. One of the reasons I love Austin is that city leaders have made a great effort to keep downtown active and walkable. A mull-lane I35 expansion would divide downtown from emerging east Austin and create a space for blight and homeless encampments in the middle of the city.	See Comment #5
					Community Alternatives	I urge you to consider alternative plans, including those put forward by Reconnect Austin and Rethink35. Love it or hate it. I35 is a crucial part of our community, and the community should have a say in what is done with it.	See Comment #4
					Community Alternatives	I urge you to consider alternative plans, including those put forward by Reconnect Austin and Rethink35. Love it or hate it. I35 is a crucial part of our community, and the community should have a say in what is done with it.	See Comment #4
2356	Meredith Blackwelder	2/11/2023	Email	blackwelder.m@gmail.com	General Support	Thank you for this comment period. I assume the lowering of 35 will greatly reduce the noise pollution for the adjacent neighborhoods..? If so this is wonderful and I would like to see, while the opportunity presents itself and money is available, noise pollution to be addressed along the entirety of the proposed plan area. Can the road the lowered further north of airport blvd to the 290 northern completion point? The ground level road noise is a potent barrier to pedestrians wanting to cross East/West, and addressing this along the full scope of the project would be a truly unifying step for Austin.	See Comment #8
2357	Meredith Bossin	3/7/2023	Email	meredith@aiaaustin.org	Business/residential displacement	**Email Copy:** To Whom It May Concern - Please see feedback on the I-35 Capital Project from AIA Austin. These letters have been submitted in previous phases and are being re-submitted in response to the Draft EIS. **The complete PDFs are located in the public hearing summary, appendix F:** We are specifically interested in seeing the incorporation of slow and narrow urban streets at the level of the city grid that promote the safe use of mass transit and active transportation. Therefore, your draft evaluation criteria should be amended to include alternative surface design, creating pedestrian-friendly spaces, increased connectivity, and safety, along with supporting future land uses. We appreciate the modifications to Alternative 3 in response to community feedback. It is encouraging to see/hear that: Twenty fewer private properties will be condemned. Frontage roads have been paired to form a more Intuitively useful boulevard. There are more opportunities for widened bridges. There are more opportunities for full caps at street level. Removed flyovers and upper decks. Narrowed at Woodland to save affordable housing apartments. Worked to Incorporate transit accommodations. How many total private properties are still slated for condemnation? Why does the frontage road boulevard change from the west side to the east side? Could the frontage road boulevard concept be extended further North? What is the total width of the typical widened bridge? Do the two significant caps shown count as tunnels and therefore require the more expensive life-safety measures that were mentioned? What can TxDOT do to ensure the caps are enhanced bridges get funded and built as they are central to the Improvements that were presented and must happen in their best possible form for this project to be considered an asset worth the expense and years of disruption? We request that TxDOT explore solutions that seek to: -Lessen impact on private property owners -Reduce walled off landscaping spaces ("enhanced aesthetic opportunities"). These types of spaces don't belong in the urban fabric as they kill the vibrancy with dead space and remove "eyes from the street" that help ensure the safety of an area. Instead consider offering this leftover ROW back to Impacted property owners with first right of refusal or to the City of Austin with a low-cost, long-term lease that could facilitate an active public use -The ability to build two and three story buildings on the caps (and stitches where possible) to maintain a vibrant street, enhancing the experience of crossing over the Interstate More Intuitive pedestrian crossings (these should be something that a 10-year-old could understand). Ensure caps and stitches are fully funded Removing even more non-signaled U-turns Reduce proposed boulevard / frontage road speeds to below or at 30mph, as there is the need to create a ped-friendly environment that aligns with Vision Zero goals (zero deaths). Speeds below 30mph ensure that outcome Incorporate creative solutions with technical knowledge from professionals such as urban designers, architects, landscape architects; in addition to the engineered-focus solutions proposed to date	See Comment #21
2358	Meredith Vigil	1/31/2023	MyCapEx Website - Comment Form	meredithvigil@gmail.com	Regional connectivity	I support I-35 expansion of rail lines	See comment #1
2359	Meriam Elawad	3/7/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air Quality/Climate Change	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #18
2360	Merrell Foote	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I have lived in Austin since 1987 and I strongly oppose expanding I-35. This project would severely distrust and ruin Austin, and would rip our city apart even more than the original highway construction did	See Comment #5
					Air Quality/Noise	. The noise and pollution will be unbearable and will destroy the UT campus.	See Comment #34
					Reroute to 130	Instead, use the funds to remove the toll fees on I-30 and route through traffic — which is the bulk of commercial trucks and vehicles going through Austin on I-35 — around Austin to the east. Please do not pursue this project. It is madness.	See comment #3
2361	Mery Rivera	2/9/2023	Email	riveramery730@gmail.com	Do not widen/no build	Highway expansion will not only make traffic congestion worse, it would also be more expensive to maintain, and in the end we spend more taxes than using it for other modes of transportation. Because of this and much more, I oppose the expansion of I-35.	See Comment #5
					Public Transit / Multimodal Transportation	Instead, we should focus on building accommodating public transport and addressing residential and commercial zoning laws, which would help not ease congestion but would be more affordable.	See Comment #13
2362	Mia Goldstein	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Dear Mr. Abrego, I oppose the expansion of I-35.	See Comment #5
					Latent/Induced Demand	Expanding I-35 will do nothing to improve traffic — if cities like Houston or LA are any indication, widening I-35 will only create more lanes for traffic to be in, while decimating what remains of Austin's culture.	See Comment #18;
					Business/residential displacement	There are so many businesses along I-35 and it would be a huge loss for Austin to replace them with more traffic. I urge you to vote for the Rethink35 proposal. Thank you.	See Comment #21
2363	Mia K Vento	1/20/2023	MyCapEx Website - Comment Form	mkvento@gmail.com	Regional connectivity	Please seriously consider expanding public transportation funding for distances such as Austin-San Antonio instead of highways. It's been shown again and again that widening and increasing roads does not improve traffic (e.g., https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html). If we want to be truly innovative and cut down on the traffic and accidents in our state, we need to look at tried and true, proven methods. This means improved rail services, public transportation, anything that brings the number of cars on the road down. For the benefit of TxDoT, Texan drivers & pedestrians, Texans of all backgrounds, Texans' health, Texan air quality, and so much more. Thank you. Other supporting links: https://engineeringandarchitecture.com/here-are-200-people-in-177-cars-vs-without-cars-vs-on-buses-vs-on-bikes/ https://transportation.ucla.edu/blog/how-riding-bus-benefits-everyone "A developed country is not a place where the poor have cars. It's where the rich use public transportation." —Gustavo Petro	See Comment #1
2364	Mia Martinez	1/19/2023	MyCapEx Website - Comment Form	skitty916@hotmail.com	Regional connectivity	Bring back or include a plan to revive the Lone Star Rail proposal. Having light rail from Austin to San Antonio would be much more beneficial to commuters compared to adding more UNNECESSARY roads on the highway or road expansion. It's been proven insufficient with the amount of construction given to expand and add roads, take a look at construction with I-35, that take years to finish. Gas prices are already skyrocketing, Texas is on the top list of vehicle manslaughter, and the traffic is always horrendous (take a look at California's example of roads where people are stuck for hours on end). As a citizen of Texas, it's time we do away with road expansion and look towards trains and light rail that ACTUALLY BENEFITS THE PEOPLE AND REDUCE THE NUMBER OF VEHICLE DEATHS.	See comment #1
2365	Michael	3/2/2023	MyCapEx Website - Comment Form	MAGRESTA@GMAIL.COM	East/west connectivity	I live east of I-35 near the Woodland St crossing, but my kid is zoned to go to school west of I-35, at Travis Heights Elementary. Your plan would remove the crossing at Woodland Street. Also, the nearest playground and pool where we take our kid are likewise along Blunn Creek, accessed via the Woodland Street crossing. Why are you planning to get rid of this crossing, which doesn't even have any traffic problems currently? It feels like we are having a wall built through our neighborhood.	See Comment #20
					Do not widen/no build	I oppose the preferred alternative and any expansion of I-35 through central Austin. TxDOT does a fantastic job building and maintaining highways throughout the state of Texas, but central cities are not an appropriate place for freeways due to the high cost to construct and the negative impacts on a densely populated and traveled areas. There are three main reasons I oppose this project: the negative impact on people, the historical impact of the freeway and the lack of meaningful alternatives. In addition, I have another alternative that is commonly used in Texas and would benefit all Texans, TxDOT and the City of Austin.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2366	Michael Austin	3/5/2023	VOH	MAGRESTA@GMAIL.COM	Air Quality/Noise	The negative impacts of an I-35 expansion are numerous. These include air pollution, water pollution, noise pollution, vehicle related injuries and deaths, construction impacts, mobility and accessibility to name a few. With more vehicles comes more pollution including PM10, PM2.5, and CO2. These pollutants have serious health impacts on nearby residents and travelers. Placing these pollutants in a densely populated area is inappropriate and negligent. Increasing impervious areas discharging directly to the Colorado River and Lady Bird Lake will cause water pollution and have negative impacts on water quality for all cities along the river. Noise pollution has been shown to increase stress hormone levels and thus adding more noise pollution in a densely populated area is unacceptable. I-35 has the highest vehicle accident rate in the City of Austin and though some of this can be attributed to the outdated design of the highway, more vehicles from the expansion will increase the total number of vehicle related injuries and deaths. The increase of pollution and vehicle related injuries will only be compounded by the increases of vehicles on city streets due to the expanded capacity of I-35. Five to ten years of construction impacts include increased congestion, pollution, vehicle accidents and harm to local businesses. Mobility and accessibility along and across the highway will continue to be very poor compared to the rest of downtown making a highway an unsuitable land use. All these issues will lead to significant suffering for many Austinites and visitors all at the cost of a few minutes saved for drivers (more on that later).	See Comment #34
					Water quality	The negative impacts of an I-35 expansion are numerous. These include air pollution, water pollution, noise pollution, vehicle related injuries and deaths, construction impacts, mobility and accessibility to name a few. With more vehicles comes more pollution including PM10, PM2.5, and CO2. These pollutants have serious health impacts on nearby residents and travelers. Placing these pollutants in a densely populated area is inappropriate and negligent. Increasing impervious areas discharging directly to the Colorado River and Lady Bird Lake will cause water pollution and have negative impacts on water quality for all cities along the river. Noise pollution has been shown to increase stress hormone levels and thus adding more noise pollution in a densely populated area is unacceptable. I-35 has the highest vehicle accident rate in the City of Austin and though some of this can be attributed to the outdated design of the highway, more vehicles from the expansion will increase the total number of vehicle related injuries and deaths. The increase of pollution and vehicle related injuries will only be compounded by the increases of vehicles on city streets due to the expanded capacity of I-35. Five to ten years of construction impacts include increased congestion, pollution, vehicle accidents and harm to local businesses. Mobility and accessibility along and across the highway will continue to be very poor compared to the rest of downtown making a highway an unsuitable land use. All these issues will lead to significant suffering for many Austinites and visitors all at the cost of a few minutes saved for drivers (more on that later).	See Comment #125;
					Racial justice	The historical placement of I-35 through Austin is well documented. East Austin was historically disinvested by Federal and State governments through the practice of redlining. Placing a freeway to separate East and Downtown Austin was a common practice in cities to physically protect against the "infiltration of inharmonious racial groups" (yes, this is a quote from section 935 of the FHA's Underwriting Manual). Removing the freeway would help heal this scar rather than double down on it.	See Comment #3
					Reroute to 130	Finally, the lack of meaningful alternatives provided by TxDOT is very concerning. From the very start of the process, adding two managed lanes was the only alternative given to constituents. Options to redesign, reroute or remove the freeway or introduce meaningful transit infrastructure were never offered. By giving different versions of the same option posed as alternatives, TxDOT is misleading the public into a specific project to benefit special interests rather than the citizens of Texas. However, I would like to highlight one reasonable option that should be studied that can still benefit all parties--a reroute. Rerouting highways around city centers is very common in Texas. Any business route in a city is likely to be the remnant of the original highway alignment. This type of project would work well for the central Austin I-35 expansion with the existing alignment becoming a smaller, less disruptive business route serving vehicles traveling to and from downtown and the capitol and a realignment of I-35 along the US-183, SH-130 or another route serving through and cross town traffic. TxDOT would still benefit from significant highway widening and improvement projects along the new corridor. The City of Austin would benefit from a calmer, less polluting highway in its downtown and citizens from all over Texas would benefit from increased capacity and a reduction of congestion when they drive or their freight moves along the I-35 corridor. It is important to note that congestion along the preferred alterative is unlikely to improve as latent and Induced Demand are likely to greatly increase vehicle volumes along the road. It is unlikely that many Texans would prefer to see billions of dollars spent on a project that may provide less benefits than a project that could cost millions of dollars such as a reroute. It would be worse if the more affordable option was not even studied. In the end, I know it would be very challenging for TxDOT to go back to the drawing board to study brand new alternatives, but it is never too late to examine an alternative possibility that would improve the lives of all Texans for years to come!	See comment #3
2367	Michael B Meihaus	2/20/2023	MyCapEx Website - Comment Form	michaelbmeihaus@gmail.com	Managed lanes	Why do the managed lanes go up and down in between the cross street overpasses? It seems it would be better to keep all lanes below grade and have them merge and unmerge with the regular traffic lanes instead of introducing more flyovers to connect to the frontage roads. Having dedicated on and off ramps for managed lanes seems like unnecessary infrastructure, cost and noise impact to adjacent neighborhoods. Also, with such short sections that are raised for the managed lanes having to swoop under all the cross street bridges seems like it would create a roller coaster condition that is not good for safety or speeds. Please consider keeping all lanes below grade as much as possible and reducing additional flyovers and off ramps to the frontage roads that may cause a nuisance through town. Thank you.	See Comment #305
2368	Michael B Meihaus	3/6/2023	MyCapEx Website - Comment Form	michaelbmeihaus@gmail.com	Mitigation	I would like to see the following in the final preferred alternative; more prioritization of non-motorized pedestrian and bicycle infrastructure especially around major intersections that encourages no vehicular travel, more shade and trees adjacent to pedestrian infrastructure, better than bare minimum mitigation for environmental impacts including reduced air quality and increased noise along the entire corridor,	TxDOT is including substantial project benefits, commitments, and mitigation strategies for this project outlined in section 3.25 of the Environmental Impact Statement (EIS). As indicated in the three charts provided in section 3.25 (Benefits Associated with the Implementation of the Proposed Action, Commitments Required by Policy or Regulation, and Proposed Mitigation), many of the benefits, commitments and mitigation would be implemented throughout the entire project corridor.
					Water Quality	water quality protections that meet City of Austin and federal standards for waters of the u.s. including the Colorado River and Ladybird Lake including a more innovative and environmentally sensitive solution than the pipe under Caesar Chavez that dumps untreated and stormwater into our River below longhorn dam.	See Comment #125
					Parks	maintained connectivity of the butler hike and bike trail for the duration of construction with no lengthy detours onto city sidewalks.	See Comment #150
2369	Michael Brennan Meihaus	3/2/2023	MyCapEx Website - Comment Form	michaelbmeihaus@gmail.com	Bike/ped safety	I feel as most residents of Austin - that it is TxDOT's responsibility to design and fund innovative solutions, not just for motorized vehicles, but for all of the residents of the state of Texas that rely on foot and bicycle or other non-motorized transportation.	See Comment #30
					Caps/Deck Plazas	The "additional potential deck plazas" at Cesar Chavez and Dean Keaton (among others) should become a part of this project as key pedestrian corridors re-connecting east Austin with the downtown and campus districts. It is irresponsible and negligent for TxDOT to leave these "stitches" to be funded by the City or otherwise - and its dishonest to claim the future work by others as part of this project.	See Comment #42
					Bike/ped safety	In response to the summary of Bike and Pedestrian Facility Features presented at the Feb. 9th 2023 Public Hearing for the proposed Modified Alternative 3:Getting rid of the upper decks is not enough to undo decades of cumulative damage done by the continued presence of I-35 through the urban core in Austin. Such claims in the plans and public hearings skew the public perception of the proposed plan as it relates to the findings in this draft environmental impact statement. TxDOT is leaving yet another mess for someone else to clean up, knowing full well it will only be harder and nearly impossible to "stitch" an even larger gash through the city. How does TxDOT plan to ensure that these additional features will become part of this project and fix the severed pedestrian facilities dismantled by the Texas Highway Department over 60 years ago?	See Comment #30
2370	Michael Cavazos	2/21/2023	VOH	mcavazos567@gmail.com	General Support	I am in favor of the Alternative Build 3 option.	See Comment #8
2371	Michael Cooper	1/12/2023	Email	mrmichaelcooper@me.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Thank you Michael Cooper 1910 Bremen Street Austin, Texas Sent from my iPhone	See Comment #8
2372	Michael Cooper	2/7/2023	Email	MCooper@heritage-title.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Best, Michael C. Cooper Michael Cooper Vice President, Commercial Business Development Heritage Title Company of Austin, Inc. p: (512) 505-5000 | d: (512) 505 5065 m: (512) 415 8931 MCooper@heritage-title.com200 W 6th Street | Suite 1600 Austin, TX 78701 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
2373	Michael Cooper	2/7/2023	Email	mrmichaelcooper@me.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2374	michael crocken	2/5/2023	Email	pmsax@outlook.com	General Support	Dear Chairman Bugg and Commissioners: RE: I-35 thru central Austin - investment and a pending decision It's imperative to act, to benefit this great area for decades to come. I know the decision is difficult, and each scenario considered has multiple pros and cons, and follows years of on and off study. The time is now to act and move forward with reconstructing this vital highway section of I-35. I do thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. -Michael Crocken Round Rock, TX Sent from Mail for Windows	See Comment #8
2375	Michael Crowl	1/27/2023	Email	mecrowl@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Michael Crowl Austin and Travis County Resident	See Comment #8
2376	Michael E. N. Andry	3/7/2023	Email	michaelenandry@icloud.com	Do not widen/no build	Hi, TxDOT. I denounce additional right of way for the proposed *New Downtown Austin IH-35.* Thank You, -Mike Andry	See Comment #5
2377	Michael Edward Reed	2/9/2023	Physical Comment	michaelereed2016@gmail.com	Do not widen/no build	I am opposed to the I-35 expansion in general, and I am opposed to this preferred build alternative specifically. We need to facilitate more public transit on busses and rail, and promote bike and pedestrian travel and safety. We need to make our city look more like Amsterdam. We do not need to make our city more like Los Angeles or Houston. Cities like Los Angeles and Houston that embraced highway expansion have had worse and worse traffic and travel conditions. Cities like Amsterdam that have prioritized rail, bus, cycling, and walking over cars are great places to live. They are safer, quieter, and happier. Regarding the proposed caps and stitches, I oppose I-35 expansion at all, but if it moves forward the caps and stitches should be paid for TxDOT. If I-35 and its expansion are necessary as you claim (they are not), TxDOT should pay for the caps and stitches. It is unfair to put the burden of mitigating the impacts of I-35 and its expansion on the local community that it is harming. (Harming with air pollution, noise pollution, increased travel/traffic, land displacement, etc.). It is unfair and unjust to make the community that is being harmed to pay to mitigate the damage. TxDOT should fund caps (better than stitches) over as must of I-35 as possible. Heck, burying the whole highway would be even better. I saw some posters of proposed stitches over I-35. I think separating bike traffic from vehicle traffic should be the #1 priority of these stitches. A physical separation or barrier would make bike travel safer and less stressful and encourage more people to bike. The bike lane should absolutely not be adjacent to traffic separated only by paint; a physical barrier and distance / space is needed. Regarding the shade covers for pedestrian or pedestrian and bike traffic, 1. a path of solid cover should be provided (on both sides) to provide complete sun and rain protection for someone crossing. The remaining width of the path cover could be covered with decorative cutouts to provide dappled shade. It is also important that the covered transitways not be enclosed on the sides. They should be open on the sides to allow a breeze to flow through to help keep it cool, even though this will increase noise exposure. A cooling breeze is more important than noise exposure (though it is not unimportant.) Regarding noise barriers, they are a mixed bag. Reducing noise pollution for the surrounding areas is important, but the barriers are unsightly and create a visual barrier between east and west. It would be better if I-35 were not expanded or if it were replaced with a mixed-use boulevard (rail, bus, bike and walking) as then additional noise would not be created. I think that it is unfair and hypocritical to say that I-35 is necessary for long distance travel and also say that the majority of use is local use and local traffic. Long distance travel has no need to go through Austin and be a burden on the local community. Long-distance travel should be rerouted around Austin, and the corridor in question should be reclaimed for local in-town use with a mixed-use boulevard. A six year construction time is a very long time to inconvenience I-35 users and the local community. By the time construction is finally complete, Austin will have grown more, and as a result of increased lanes, there will be more traffic than before, and you will conclude that more construction is required. It is a downward spiral of building more and more lanes causing more and more traffic. I oppose that future for Austin. Instead, I support replacing I-35 with a mixed-use boulevard with rail, bus, bike, and pedestrian traffic. That would be more people more efficiently with less space than a highway or even larger highway. Public transit, especially rail, needs to replace highways to move more people. I strongly oppose the I-35 expansion in general, and the preferred build option specifically.	See Comment #5
					Air Quality/Noise	The air quality analysis performed is garbage, bunk, useless. You can't say that the air quality impacts will be acceptable. More lanes causes more travel, more traffic, more cars on the road which will cause more air pollution, not the same or less air pollution. This will negatively impact the breathing quality of people who live, work, or travel on or near I-35. This is unacceptable.	See Comment #34

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Climate Change	Furthermore, with our ongoing global climate crisis, we need less greenhouse gas emissions, not more. The amount of displaced land, park land, businesses, and residences is high and unacceptable. Both temporary and permanent displacements are too high and are unacceptable. The proposed mitigation is insufficient. The best thing would be to not cause displacement at all. Or even better would be to replace I-35 through central Austin with a mixed-use boulevard. This would transport more people and free up land for parks, homes, and businesses. Car traffic is the least efficient way to more people. Most cars contain only the driver. An entire vehicle and all the space it requires on the road just to move (usually) a single person. We do not need to facilitate more traffic.	See Comment #51
2378	Michael Gilbert	1/13/2023	Email	contactgilbert@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Michael Gilbert Sent from my iPhone	See Comment #8
2379	Michael Gonzalez	1/26/2023	MyCapEx Website - Comment Form	mkgonzalez10@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. This is a public transportation project that is MUCH MUCH overdue. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
2380	Michael Haertel	3/1/2023	Email	info@email.actionnetwork.org	Regional connectivity	If you want to benefit Texans you would be driving the removal of highways in favor of anyone else building rail networks. You would be championing increases on gas tax to pay for sustainable transportation solutions like local light rail, regional commuter training and high speed rail connecting existing interstate corridors with world class automated train solutions. The economic activity, impact to housing cost, commuting and general quality of life for millions of Texans would massively improve if Dallas, Austin, San Antonio and Houston and all the communities in between like Waxahachie, Hillsboro, Waco, Temple, Killeen, Cedar Park, Round Rock, New Braunfels, San Marcos, La Grange, Columbus, Katy, etc we're connected to our major cities. Everyone would have more job opportunities, Texans would be able to do more business with other Texans in person, families would be able to meet for lunch or dinner despite hundreds of miles of separation, developers could build millions of transit adjacent homes in small towns where land is cheap making low cost small town living and high paying city jobs available to millions of Texans.	See comment #1
					Air Quality/Climate Change	Efficiently is the only way we save our planet and there is nothing remotely efficient to the personal vehicle! A transportation system without diversity isn't a transport system, it's an aggressive ultimatum; it's a clear message that lobbiest are more important than citizens and that you would rather kill off poor Texans than stand up to big auto and big construction companies that corrupt our nation and organizations like TxDOT.	See Comment #18
					Do not widen/no build	Mobility35 Program Manager Tommy Abrego, TxDOT is no longer a transportation department; you don't operate transportation systems at all... you're strictly a Highway department. The location of your headquarters in Austin is a clear message you do not support sustainability or care about Texas at all and instead have a mission to cause harm to my city, state, environment and our planet Expanding 35 is just promoting fascism and harming people. It forces more Texans to own a car and be completely dependent on hundreds of dollars in monthly costs to own, fuel, insurance, and maintain a car. Cars represent freedom, but when auto lobbies have manipulated our state and country to force everyone to own one they no long represent freedom, they represent corruption and destruction of our freedom. Stop all highway expansion permanently; technology will solve many of our automotive challenges; some highways should be maintained, most should be deleted in the next 50 years because they're inefficient, completely unsustainable and the only thing they're exceptional at is killing Texans.	See Comment #5
2381	Michael Halliburton	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE all the TxDOT I-35 expansion. Above ground due to the noise, air, and visual pollution that will exacerbate the degradation, of our communities along I-35 in Austin, Texas.Furthermore, the toll could be paid via an app using the license plates as an electronic identifier prior to entering the tunnel, which would alleviate congestion and no need for a toll plaza.	See Comment #5
					Bury/tunnel	I propose Highway 35 within the city limits of Austin, Texas should become a park or recreation area of our communities. In its place, Highway 35 should be diverted underground, with an optional toll transit, fare for repairs and maintenance, etc.	See Comment #25
2382	Michael Hang	3/6/2023	MyCapEx Website - Comment Form	michael@placemkr.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas. Regards, Michael	See Comment #8
2383	Michael Hurewitz	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion.	See Comment #5
					Community Alternatives	I am FOR the Rethink35 proposal, redesignating SH-130 as an interstate, a boulevard going through town and expanded public transit.	See Comment #4
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Michael Hurewitz	See Comment #34
2384	Michael Husted	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I disagree with the strategy of alleviating traffic congestion by expanding IH-35. Do the math. Adding one lane to a one lane road almost doubles its capacity. Adding one lane to a four lane road is less than a 25% improvement. The reason it's less is because cars changing lanes take up twice the space and because you've abandoned driver's ed in schools that's what all the idiots do nowadays. And the disruption? TRY putting a number to that. Seriously guys. You've got to do a MUCH better job of discouraging personal car use instead.	See Comment #5
2385	Michael Kerns	3/6/2023	Email	info@email.actionnetwork.org	Bike/ped safety	Alternatives, including a boulevard, bike lanes, bus lanes, and light rail should be considered. The current proposal is entirely inadequate and will not enable Austin and Texas to grow like it would be able to with a more modern age balanced approach.	See Comment #30
					Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, I live in Austin, in Hyde Park just a bit from i35. The idea that expanding I35 by adding lanes would fix traffic issues is based on outdated thinking. We understand the behavior of Induced Demand and how to better design cities.	See Comment #18;
					Do not widen/no build	The people of Austin and Texas deserve better. The city council and the citizens here agree. Do not expand i35.	See Comment #5
2386	Michael Levy	2/7/2023	Email	mlevy@mathiaspartners.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Kindly,	See Comment #8
2387	Michael Llamas	1/19/2023	MyCapEx Website - Comment Form	llamasm8@gmail.com	Regional connectivity	I would love to see rail transit between San Antonio and Austin.	See comment #1
2388	Michael Longchamps	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am an Austin resident that lives a short distance away from I-35 and I oppose the expansion of the highway. I-35 is a constant disruption to everyday life and expanding it will only increase disruption while providing little benefit.	See Comment #5
					Air Quality/Noise	The noise pollution, air pollution, and danger from high speed vehicles is detrimental to residents and businesses in the immediate area of the highway.	See Comment #34
					Bike/ped safety	Pedestrian traffic fatalities are up along the stretch of the highway that goes directly through the densest parts of the city. It is a hellish place to be a pedestrian or a cyclist, but it is also unavoidable due it's placement in the center of the city.	See Comment #30
					Latent/Induced Demand	The benefits from the expansion are also dubious as it does nothing to remove the amount of car travel in the area and instead it encourages it by the nature of it being the only option for many local trips.	See Comment #18;
					Public Transit / Multimodal Transportation	I would like to see TxDOT focus more on encouraging alternative means of travel such as building world class public transportation systems which would then lighten the load on the highway and thus negate the need for this expansion.	See Comment #13
2389	Michael McAllister	3/6/2023	MyCapEx Website - Comment Form	MichaelMcAllister@forestar.com	General Support	Dear Chairman Bugg and Commissioners: I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your support to address I-35 through Austin. This stretch of highway is ranked as the 15th worst for traffic congestion in the nation and 3rd worst in the state. Anyone who has driven this stretch of road can tell you that I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
2390	Michael McGill	3/7/2023	MyCapEx Website - Comment Form	mpm167@gmail.com	Caps/Deck Plazas	Please build the cap throughout as much of central Austin as possible - not just bridges and not some gaping chasm. Without a cap, this project makes Austin worse off and I would rather TXDOT not build it at all.	See Comment #42
2391	Michael McGovern	3/7/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, I have been an Austin resident for 5 years and the current plan for I-35 does not serve the best interests of the city. Across the country, highways that ring their cities is the norm for good reason. Routing a massive highway through the middle of a city creates an immense divide and exposes hundreds of thousands to excess pollution. I support designating SH 130 as the interstate route, or at the very least capping the downtown portion of the new I-35.	See comment #3
2392	Michael McNoldy	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello Texas Department of Transportation, I am a long time Austin resident, and live in the Cherrywood neighborhood that is just parallel of I-35. The interstate is dirty, loud, polluting and needlessly divides the city in two halves. You have before you the opportunity to undue the decades old mistake of I-35s placement. The current plan put forth by TX Dot is completely unsatisfactory	See Comment #5
					Latent/Induced Demand	. Adding more lanes WILL NOT HELP CONGESTION, particularly through a busy city. It will simply expand the footprint of current traffic, adding thousands of additional vehicles, creating dangerous conditions for road users and nearby residents.	See Comment #18;
					Air Quality/Noise	It will increase pollution and noise levels. It is an eyesore and is not welcome by the community, only vaguely tolerated.	See Comment #34
					Reroute to 130	I-35 needs to be rerouted around Austin. This must happen.	See Comment #3
					Public Transit / Multimodal Transportation	There is so much that could be put in place of the current I-35 trajectory, such as walk-able boulevards with an emphasis on public transportation, parks, neighborhood connections, new businesses and housing. Move I-35 to SH-130. As a concerned, voting citizen of Austin, I do not want or welcome the expansion of I-35.	See Comment #13

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2393	Michael Meihaus	3/3/2023	MyCapEx Website - Comment Form	michaelbmeihaus@gmail.com	Bike/ped safety	In response to the plans presented at the Feb. 9th 2023 Public Hearing for the proposed Modified Alternative 3 at Airport Blvd: While some people may appreciate the number of shared use paths at the Airport Blvd intersection - it is clearly designed purely for efficient vehicular circulation with little regard for the experience of anyone on foot or bicycle or non-motorized wheeled transportation. Single Point Urban Interchange (SPUI's) are claimed to be safer and more efficient for vehicular travel but they only make the overall pedestrian crossings longer and less appealing, more time consuming, increase general exposure to environmental hazards including air pollution, noise, the sun, and increase risk of injury or death. SPUI's discourage non-vehicular transportation thus incentivizing vehicular transportation - which should be included as a cumulative impact and considered as part of induced growth. The current design at Airport Blvd manages to increase the pedestrian travel distance across I-35 and/or Airport by twice what it currently is, not to mention the change in elevation that people on foot or bike are forced to navigate due to tunnels and overpasses. The SPUI at Airport unnecessarily forces pedestrian circulation elsewhere (i.e. in a tunnel or bridge, or around the intersection entirely) - by adding a fourth phase (on top of the standard 3 for typical SPUI's) the single point interchange could accommodate dedicated pedestrian and bicycle crossings of Airport Blvd in the center of the system directly under the north and southbound signals. Vehicles would still pass uninterrupted during the signal phases that allow throughput on Airport Blvd and the vehicles onto the turn-arounds on the frontage roads. The key difference in the current plan and a better plan is accepting that vehicles and pedestrians will interact at some point - and that the determination of where those points are to increase safety and mobility is optimized for the pedestrian, not the vehicle traffic. After all, this is a city where people rely on other modes of transportation besides motorized vehicles. Vehicles should be navigating strenuous elevation changes not people. The tunnels underneath Airport are not a good idea as they will be unsafe and unkept and the climb back up to grade will be very difficult for most people on foot or bike only to still have to cross the intersections from the on and off ramps connecting to the frontage roads. The shared use paths proposed are duplicitous and nonsensical for local travelers. There is no need for two turn lanes in each direction entering the frontage roads, one would suffice. The three lanes north and south bound Airport just beyond the project area are already dangerous enough and lack crossings outside of this project area, increasing the throughput of vehicles along Airport will only make these other crossings more difficult and dangerous for anyone in a motorized vehicle or on foot or bicycle. There also seems to be little to no consideration for the City of Austin's plans to establish protected bike lanes on either side of Airport, replacing the existing sidewalks with shared use paths is not good enough, they need to integrate with proper bicycle infrastructure that is already planned by the City. To save TxDOT time and money I have made a further proposed alternative to the Modified Alternative 3 for the shared use paths at Airport. You can email me Michael@studiobalcones.com or michaelbmeihaus@gmail.com for my improved design which shortens the travel distance in all directions for non-motorized travel crossing I-35 at Airport Blvd while only adding 2 total interactions for pedestrians and vehicles than the current design, with no additional stops for vehicles traveling along Airport Blvd and only 2 additional yields for vehicles entering I-35. My design eliminates the need for superfluous infrastructure like tunnels or bridges, shortens the length of shared use paths, reduces project cost, and prioritizes the safety and mobility of those of us who travel locally and do not rely on a car or I-35 on a daily basis. You are welcome for this valuable feedback and for these professional design and consulting services free of charge.	See Comment #30
					water quality	In response to the plans presented at the Feb. 9th 2023 Public Hearing for the proposed Modified Alternative 3: If I am reading these plans correctly, then this design has a large amount of untreated stormwater diverted under Caesar Chavez and outfalling directly into the Colorado River below longhorn dam. The lack of consideration in the design for water quality and sensitive aquatic habitat in the river is appalling. Even out falling such a pipe in ladybird lake would be better than diverting it below the dam - at least some of the contaminants would settle out in an already polluted lake rather than run down river. I hope you will realize what a terrible idea this tunnel is and come up with a better solution to protect our rivers and the water source that is the reason we can all live here. Please don't use the excuse of meeting minimum requirements or budget constraints to justify this massive mistake. Y'all can do better than this. Are there any alternative solutions being discussed? Which regulatory agency do I need to call to get an explanation of how this is even legal? Have you informed all the communities downstream that they can forever expect more pollution and lower water quality in the Colorado river? What is specifically being proposed to mitigate for this widespread environmental impact?	See Comment #125
					Latent/Induced Demand	In response to the summary of Induced Growth and Cumulative Impacts presented at the Feb. 9th 2023 Public Hearing for the proposed Modified Alternative 3: Claiming no cumulative impact is disgraceful. And, arguing that Austin's economic growth precedes any influence this project will have on Induced Demand is a lie, as is claiming that over 80% of traffic on the interstate is local. If it's local, why is it called an interstate? What is your definition of local? If this project doesn't increase traffic (according to the claims in this plan and EIS) then what project does? Public spaces in our cities are dominated by dangerously fast, heavy, noisy and polluting cars. The majority of cars are used for transporting one or two persons. The constantly increasing number of cars cause traffic jams and make them inefficient and slow as a means of getting from one point to another in the city - more lanes equals more traffic. What are we supposed to do in 50-60 years when traffic jams to a halt on 20 lanes, widen the highway again? Most cars are using fossil fuels, thereby destroying the environment on our planet with co2 emissions. Our children and we move around in the city constantly risking our lives. The car industry, a large concentration of power with close connections to politicians and decision makers, are now trying to convince us that electrically powered standard cars are the answer to the traffic problems in the world. But the pollution has just moved elsewhere and electric cars are just as dangerous to people as traditional cars. Moving 100 or 200 kg of body weight using a machine that weighs 1000 kg or more is just plain stupid and must be unacceptable from any sane societal point of view. Cars make sense for long distance transport and in rural districts. But in the cities, they are a leftover from less democratic and more brutal times, and are bad for people. By the very nature of attempting to alleviate traffic jams and increase throughput this project invites more cars into our urban center, and we need to be headed in the other direction - away from car dependency. This project makes that progress more difficult locally and regionally. Before cars invaded our public space, things and people were transported not only using horsepower, but also a variety of push-carts and large cargo bicycles. It's possible to do that again - especially combined with intelligent public transportation. Persons could get their daily exercise in a productive way riding a bike or other assisted devices if it was incentivized to the same degree that driving a car is. Rethink I-35 proposes persons reclaim the streets and use them for non-polluting, safe, light-weight transport and pedestrians. This would free up large quantities of public space which could be used for cultural purposes, growing food, micro businesses etc. Wide bicycle-lanes should be established to allow for a great diversity in human or small semi-electrical powered vehicles to emerge. This project only lays the groundwork for selling people more cars, generating more traffic, and more dangerous conflicts with people and our environment. Claiming any less impact to our community is a bold-faced lie. There is no equivalent mitigation that could even come close to the impacts this project has on the ground in the community. Offering $10 million dollars for bus maintenance is embarrassing - and $100 million for enhanced aesthetic treatments you should already be doing in the first place is not mitigation, it's offensive.	See Comment #18
2394	Michael Montoya	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, With years of data and research on highway expansions, it should be clear that using eminent domain to expand a congested freeway will only bring more congestion. Surely, during construction while the lanes are narrowed or diverted and then again when more the parking lot that is I-35 turns into a sprawling parking lot with vehicles sitting going less than 20 miles an hour. We all agree that the current state of I-35 is unacceptable, however, this should have been addressed over 10+years ago. Actually, I thought that is what the 45 and 130 freeways were for, to divert traffic that wasn't going into the downtown core to go around the city's already high-demand traffic areas. Not only is the highway congested but even the off ramps, feeder roads and arterial roads are more congested now. I don't believe transit oriented development will be the only solution since ridership is very low, however, more lanes on the highway isn't a solution since there will only be more cars. I do beli eve that tractor-trailers should be incentivized to go around downtown unless delivering downtown and possible HOV/Express lanes could be used. I think we should rethink all alternatives to help address the congestion without splitting the city even further between East and West Austin.	See Comment #5
2395	Michael Moritz	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Greetings TxDOT, I oppose TxDOT's plans to expand I-35 in central Austin. We need to be prioritizing the movement of people, not cars. TxDOT has a responsibility to provide safe, efficient, cost effective transportation infrastructure for Texans.	See Comment #5
					Multimodal transportation	In an urban area like Downtown Austin, the return on investment for improved walk, bike, roll, and transit infrastructure will be significantly higher than car lanes.	See Comment #20
					Regional connectivity	Texans also crave regional rail along the I-35 corridor. This project must allow for the integration of regional rail.	See comment #1
					Community Alternatives	I support alternatives proposed by the community group Rethink 35. Regards,	See Comment #4
2396	Michael Nahas	3/7/2023	MyCapEx Website - Comment Form	txdot@mike.nahasmail.com	Reroute to 130	I understand the need for more transportation to downtown Austin. But the first priority should be encouraging traffic not destined for downtown Austin around the city. It should be a toll to enter Austin and free to go around.	See Comment #3
					Air Quality/Noise	As far as expanding I-35, fine but I would like it buried and covered. Both for continuity of the City's fabric and less noise/air pollution. Initially, the cover will probably only be near downtown, but as Austin grows and gets richer, we should be able to cover it from north of UT-Austin to the river. Austin should be able to build buildings over the highway — we need the housing.	See Comment #34
2397	Michael Richard Jubb	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I do not want to ride around any city in a vehicle. I live and work in London , England and am still commuting every day across the city by bike at aged 74, passing miles and miles of often stationary traffic - or worse still people waiting for buses held up by commuter traffic. Your better option is to tackle the world health crisis created by pollution and a mostly sedentary population addictied to their cars.	See Comment #5
2398	Michael Riley	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I live in Austin near I-35. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. TxDOT's process in this project is flawed: Highway expansions DON'T work.I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Michael Riley	See Comment #5
					Air quality	They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #558
					Latent/Induced Demand	It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
2399	Michael rodriguez-labarca	1/13/2023	MyCapEx Website - Comment Form	michael.labarca131@gmail.com	Do not widen/no build	The plan is completely redundant. Most i35 traffic is local during peak rush times. The people of austin already voted for expansions to capmetro to redirect local traffic off of the highway, improving transport all over the city. Now, the state wants to simultaneously expand the highway through the city to solve the same problem. Instead, this will make things worse. We would have to have 2 major transportation related infrastructure projects ongoing at once, each heavily impacting traffic. Having these 2 projects would also devastate the local ecosystem which austin prides itself on. If we were to choose between these two solutions, then public transport is still the way to go. Lane expansions factually do not solve the traffic problem. "Just one more lane" is a common joke among infrastructure enthusiasts. The people of austin have no say in TxDOT's actions whatsoever, and we have already allocated the funds to solve this problem ourselves. it is completely authoritarian on TxDOT's part. For a legislature that sure loves to talk about personal liberty, y'all sure dont care about ours. Despite the opportunities available to a software programmer/aspiring researcher living in austin, these plans have severely harmed my outlook on the livability of this city long term.	See Comment #5
					Public Transit / Multimodal Transportation	I wanted to live in a city with viable public transit, especially light rail, and these plans directly spit in the face of that idea. I know you guys simply just dont want to ride the train with poor people, but you can still have your way because they wont be all over the road because WE ALREADY HAD PLANS TO SOLVE I35 TRAFFIC!!!!	See Comment #13
2400	Michael Rooney	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Did you know that the Embarcadero Freeway served over 100K cars per day in the 80s, and was removed after an earthquake damaged it? It worked out great, other routes absorbed the distributed traffic, and no one wants it back. Let's do the same to I35! I don't enjoy traveling around Austin by interstate, and widening the highway seems likely to increase traffic and pollution. Thanks!	See Comment #5
2401	Michael Sanchez	1/30/2023	Email	michael.sanchez@hwgc.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2402	Michael Shannon	3/7/2023	Email	Mjshanno@everyactioncustom.com	Do not widen/no build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #5
2403	Michael Shaw	2/21/2023	Email	mike.shaw1055@yahoo.com	Latent/Induced Demand	Why are we spending money and time on Frontage Road ,when so few people use Frontage Road , and even bike lanes is wasteful spending . It's amazing how many drivers exit Frontage Roads right into a traffic jam.As long as drivers stay on 1-35 my life on the side streets is that much easier.	See Comment #18

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2404	Michael Singer	3/4/2023	Email	msinger@mcoaeyecare.com	Do not widen/no build	A key fault in TxDOT's preferred plan for I-35 is that they eliminate all northbound access to I-35 from south of Riverside Drive up through 8th Street. All drivers seeking northbound I-35 access from (a) Riverside Drive and its surrounding neighborhoods, (b) the forest of new high rises now being constructed in the Rainey District, (c) East Austin below 8th Street and (d) that large portion of Downtown which is south of 8th Street will be simultaneously funneled on to the 3-4 lanes of new I-35 service roads that run from Cesar Chavez through 8th Street. Those service roads will become unworkably overcrowded. Cesar Chavez Street will also be overwhelmed, particularly during the 6 years of I-35 construction starting late 2025. During that time frame, TxDOT will routinely close or partly impede traffic at the intersection of I-35 and Cesar Chavez, as they sink the road there while the highway still operates, build an east-west bridge, and a flyover bridge to move service road traffic from the eastern side of I-35 at Holly Street to the western side of I-35 at Cesar Chavez. At the very same time, the many thousands of new residents arriving in the multitude of new 40-70 story Rainey District buildings will commence with their car trips. The Convention Center will undergoing a doubling in its size, undoubtedly involving the capture of Cesar Chavez lanes for construction staging. Project Connect, which can no longer afford tunnelling through downtown, will be building rail lines on or above Cesar Chavez Street west of Trinity which will likewise take Cesar Chavez lanes out of service. As with the service roads of I-35 north of Cesar Chavez, Cesar Chavez itself will come to a standstill. For years. WHAT IS TO BE DONE? A.TxDOT must add a second northbound I-35 access point in downtown, south of Cesar Chavez. The practical place for this is to provide access to the I-35 main lanes via the flyover bridge that is already in the plan, to be built between Holly and Cesar Chavez Streets. B.TxDOT's environmental impact statement studies traffic almost entirely on I-35 itself, with scant consideration to traffic changes and impacts off site, on roads in surrounding areas. TxDOT must consider traffic externalities, which are the impacts to traffic from its project on surrounding areas and from growth in surrounding areas on its project. D.Planning must recognize that the Rainey District is undergoing unprecedented growth right smack in the middle of all three mega projects (I-35 rebuild, doubling of Convention Center, Project Connect on Cesar Chavez). Most Rainey District traffic enters and leaves at the intersection of Red River and Cesar Chavez Streets. Almost all the remainder of the Rainey traffic enters/exists at River Street/I-35, which will undergoing years of extensive road work and bridge building by TxDOT. Many thousands of Rainey Street residents are likely to be entrapped even under the best of circumstances.	See Comment #5
					Construction	C.TxDOT considers traffic and as-built conditions only before its project starts, then after it is done. TxDOT must consider then disclose how conditions will be during the six years of construction. How and where will construction gets staged, how often and for how long will roads be closed, and how will road closures be communicated to and coordinated with the local communities and the City of Austin? What is the TxDOT plan for minimizing harm to the community during the construction process? None of this has yet to be seriously addressed.	See Comment #178
					Public Transit / Multimodal Transportation	D.The multi-billion Project Connect and Convention Center expansion projects are to be built along Cesar Chavez right when TxDOT rebuilds Cesar Chavez/I-35. The impact of this simultaneous disruption of downtown traffic should be planned for by TxDOT and the City of Austin, who must coordinate road closures and communicate the closures clearly to citizens.	See Comment #13
2405	Michael Snader	1/30/2023	Email	msnader@garzaemc.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Very Respectfully, Michael Snader	See Comment #8
2406	Michael Watkins	3/7/2023	MyCapEx Website - Comment Form	msw26@yahoo.com	Do not widen/no build	I have lived in several states and never seen an organization that could spend a lot of money and achieve as little as TxDOT. Every time I turn around, construction that lasts for years, spends billions of dollars and results in changes that simply fail to improve the way people and goods move are started, leading me to conclude that TxDOT is just welfare for white people. Please just cancel this project before you screw things up even more.	See Comment #5;
2407	Michael Whitney	2/15/2023	VOH	michaelwhitneyr@gmail.com	Do not widen/no build	I oppose the expansion of I-35 through downtown Austin (I-35 Capital Express Central Project) in any of its forms and ask that TxDOT and Austin leaders earnestly consider reasonable alternatives. Specifically, I do NOT support adding width via more or wider lanes and do NOT support adding height by elevating lanes through downtown. I DO generally support exploring a full cap from Lady Bird Lake to Airport Blvd.	See Comment #5
					Reroute to 130	AND I DO support re-routing through traffic--especially commercial traffic (trucks)--to SH 130 with incentives to remove tolling on SH 130 and/or tolling I-35 for non-local vehicles.	See comment #3
2408	Michael Wiggin	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Dear Mr. Abrego, My family and I (wife, 2 teenagers) have owned a home and lived in the Cherrywood neighborhood since 2015. Please consider our input when finalizing the decision to augment highways through and around Austin, TX. TxDOT's plans for I-35 and I OPPOSE expansion.	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. It's been proven time and time again that Highway expansions DON'T work.	See Comment #18
					Air Quality/Noise	They worsen congestion (as we saw with the Katy Freeway in Houston), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I implore you to think about the next 50 years, not the next 10 which is what has gotten Austin into the mess it is in when it comes to efficient transportation across all mediums (highway, thorough fares, buses, trains (or complete lack thereof). I don't want to use an interstate highway for my local trips. There are well researched and thoughtful proposals out there that TxDoT seems to be ignoring!	See Comment #34
					Reroute to 130	I am FOR the Rethink35 proposal, re-designating another highway such as SH-130 as an interstate and making I-35 a toll road where semi-trucks are prohibited from driving through Austin. Additionally, a long term solution approach would be a public transit-first project, focusing on building out light rail and more bus routes to give people the option not to have to drive everywhere! I expect TxDOT, Austin City Council, and other representatives to focus on long-term impacts and solutions, not the short term. Thank you for your consideration.	See comment #3
2409	Michael Zozokos	2/16/2023	MyCapEx Website - Comment Form	mzozokos@gmail.com	General Support	These latest designs look great! As a community member, I'm thrilled at the idea of truly connecting East Austin to downtown and bringing the long divided areas together - And maybe even with public parks and community areas on potential caps. Also cannot wait for I-35 traffic to be improved :)	See Comment #8
2410	Michele Haram	2/25/2023	VOH	mharam@duck.com	Do not widen/no build	As a longtime Austin resident, I oppose the proposed changes to I35 because the plan does not address traffic congestion, instead will add to it	See Comment #5
					Air Quality/Noise	The impact on the air quality and environment have not been made clear, and the ease of getting around town would be hampered rather than helped. More lanes equals more traffic.	See Comment #34
2411	Michele Nelson	3/7/2023	Email	mnelson@goanteater.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2412	Michelle Barrows	1/31/2023	MyCapEx Website - Comment Form	flickermain69@gmail.com	Regional connectivity	We need a high speed rail from major cities!	See comment #1
2413	Michelle Broecker	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose expanding I-35.	See Comment #5
					East/west connectivity	East-west crossings should be at least every 1/4 mile.	See Comment #20
					Lower Speed Limits	All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users.	See Comment #395
					Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes.	See Comment #34
					Bike/ped safety	I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets. I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #30
2414	Michelle C.	1/31/2023	MyCapEx Website - Comment Form	Rayjee@live.com	Regional connectivity	Hello, I am a San Antonian in support of building a rail network between San Antonio and Austin.	See comment #1
2415	Michelle Janssen	3/5/2023	MyCapEx Website - Comment Form	mjanssen918@gmail.com	Do not widen/no build	I do not support any of the plans proposed by TXDOT related to I-35. I-35 should not be made any wider and the number of east/west crossings should not be reduced. I-35 should either be turned into a low traffic street with intercity travel diverted to 183 or MoPac or it should be capped and covered by parks that encourage east/west integration and other modes of transportation (walking, biking, buses and trains). - This is not what Austinites want: The community already created a vision for I-35 and the plan proposed by TXDOT disregards what the people of Austin want.	See Comment #5;
					Racial Justice	- The design of I-35 has a racist history: I-35 has a racist history of dividing Austin's communities in East and West Austin. The current plan only further divides West and East Austin by reducing the number of paths that cross the highway and making it even more dangerous and scary to cross for pedestrians, bikers, buses and downtown drivers.	See Comment #3
					Public Transit / Multimodal Transportation	Austinites support Project Connect, burying AND capping I-35 with space for parks and local businesses (paid for by TXDOT), not simply putting the highway in a giant ditch that is impossible to cross.	See Comment #13
					Caps/Deck Plazas	Austinites support Project Connect, burying AND capping I-35 with space for parks and local businesses (paid for by TXDOT), not simply putting the highway in a giant ditch that is impossible to cross. - The current plan is bad for the city's health: The alternative plan to fully cap I-35 with parks was proposed by Austinites and has broad support. The plan to fully cap I-35 would be better for the health of the city and its people by connecting the east and west side of the city, reducing pollution, reducing risk of traffic deaths, retaining longstanding housing and businesses which are integral to the community, and encouraging more active transportation like walking and biking.	See Comment #42
					East/west connectivity	Austinites want to be able to travel easily at many points across east/west.	See Comment #20
					Business/residential displacement	- The plan will permanently displace valued longtime residents and businesses: The plan would displace many Austinites from their homes. It will also displace many businesses including Texas Thrift (an important and valued source of secondhand affordable clothing, furniture, and home goods), Fiesta (a very important source of affordable groceries), the Austin Chronicle (invaluable news source that has served the community for decades), Star Seeds Cafe and Whip In (cultural centers and valued local businesses), CommUnity Care Hancock (a federally qualified health center (FQHC) which provides healthcare for people enrolled in Medicaid and who are uninsured), and a brand new P. Terry's (valued local restaurant). Not only will residents and business owners be unjustly displaced, but with rapidly increasing property prices, many longstanding business owners and residents will be permanently priced out of finding similarly priced business locations and/or homes. - The current plan is bad for local businesses: Not only is the current plan bad because it would displace businesses, it will also negatively impact Austin's tourism business by creating a pollution creating eyesore (an expanded I-35), reducing the number of east/west crossings, and making it dangerous to walk near the centerline of the city.	See Comment #21
					Reroute to 130	- We have other, better options for intercity traffic: Austin in 2023 has the opportunity to utilize highway arteries outside of the city center (such as 183) for intercity travel. We can focus on utilizing a robust public transportation system within the city's downtown. There is no reason to funnel suburban or intercity travelers speeding through the heart of a vibrant city.	See comment #3
					Multimodal transportation	The plan to fully cap I-35 would be better for the health of the city and its people by connecting the east and west side of the city, reducing pollution, reducing risk of traffic deaths, retaining longstanding housing and businesses which are integral to the community, and encouraging more active transportation like walking and biking.	See Comment #20
					Latent/Induced Demand	- Research shows that expanding I-35 will not solve our traffic problems: Research and other cities' experiences show us that more lanes do not reduce traffic. The increase in lanes actually leads to more people driving.	See Comment #18

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Air Quality/Climate Change	The plan proposed by TXDOT will increase pollution, decrease the health of residents, reduce active transportation in the area, and increase traffic injury and fatality. - Climate change is real: For the health and wellness of our planet as well as the safety and security of our city in the face of climate change, we should enact policies and plan cities that encourage shared transportation systems and reduce the need for cars, especially those fueled by gasoline.	See Comment #18
2416	Miguel Soria	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am writing as a native Texan who has lived in hill country for 10 years and Austin for 7. I would like to state that I reject the idea of i35 expansion, we have seen in the past that these types of projects do not work to actually reduce traffic. I have seen this happen in Houston and where I grew up with Dallas. 635 expansion took years and was miserable during the time it was built, even to this day the problem with congestion is not resolved. Our city is very communal and centralized and this expansion could do irreparable damage to our community as the east and west would be divided even further.	See Comment #5
					Air Quality/Noise	Not to mention some of the businesses and homes would be affected by the noise and pollution created. Please strongly reconsider as this will affect our community. Thank you for taking the time to read over this!	See Comment #34
2417	Mikaela Sanders	2/11/2023	MyCapEx Website - Comment Form	mikaviajera95@gmail.com	Do not widen/no build	Please do not expand I 35 North of 45th	See Comment #5
2418	Mikala Lowrance	1/12/2023	Email	mikalalowrance@me.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2419	Mike	2/1/2023	MyCapEx Website - Comment Form	Wmsmith12@gmail.com	Regional connectivity	We really need a commuter train in San Antonio and a training linking San Antonio to Austin and other cities in Texas.	See comment #1
2420	Mike Kennedy	1/30/2023	Email	mk@ctxcommercial.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. M	See Comment #8
2421	Mike Osborne	2/22/2023	MyCapEx Website - Comment Form	mike.osborne@stanfordalumni.org	Do not widen/no build	TXDOT: I am a longtime resident of central Austin. I live and operate a business within 1 mile of I35 near the 38th St exit. I want to emphasize the following: I oppose expanding I-35. East-west crossings should be at least every 1/4 mile. . I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets. I Inter-city highway traffic should be diverted to TX 130 toll road, which is mostly empty and does not pass through the heart of an urban area. TXDOT should familiarize itself with major undertakings in European and Asian cities where urban centers have been revitalized through the removal, not the expansion, of freeway running through the heart of the city. Thanks for consideration, Mike	See Comment #5
					Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes	See Comment #34
					Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
2422	Mike smith	1/19/2023	MyCapEx Website - Comment Form	Wmsmith12@gmail.com	Regional connectivity	I-35 traffic is a mess. It is way too congested. We really need more options like light rail or Amtrak. I think reviving the lone star rail proposal to link Austin and San Antonio is a good idea.	See Comment #1
2423	Mike Stinson	3/7/2023	MyCapEx Website - Comment Form	Mstinson096@gmail.com	Public Transit / Multimodal Transportation	Please reconsider the plan for I 35 through Austin. We need to include more incorporation of mass transit including buses and bicycles. We need to have better East West connections. One car, one driver is not a sustainable plan for transportation in Austin.	See Comment #13
2424	Mike Tolleson	2/9/2023	Physical Comment	mike@miketolleson.com	Access at 14th Street	Thee concern is lack of ability to get to Southbound I-35 from properties east of I-35 And north of 14th st that come onto service road since they cannot turn left onto service road. They can't turn left off MLK or Dean Keaton. There will be a 200 foot tower in the Denny's location. The tower and hotel people must turn right onto service Rd and then must go many blocks before turning left And then left onto access road. We need a U-turn at MLK and northbound service Road. That gets traffic headed south sooner.	Access at 14th Street
2425	Mike Wainwright	2/24/2023	Email	mikedubwainwright@gmail.com	Do not widen/no build	Hello, I am writing to express dismay with the planned expansion of I-35 through Austin, TX. The proposed plans are based entirely on traffic analysis studies that claim to show massive congestion increases coming in the future. Recently, those studies have been shown to be faulty, yet the state seems intent to barrel ahead. Spending untold billions of local and state dollars unnecessarily is exactly the type of irresponsible actions I live in Texas to avoid, and there's no good argument for the State to subsidize Austin's fancy new downtown park and a Boston-aping Big Dig disaster. These plans should be entirely scrapped, and any new N to S expansion should happen along the 130 loop, where there is room for it without using the State's power to seize thousands of Texans' property by force. TXDOT should be a force for improving Texas, not for destroying it. This plan is half baked and should go back in the oven for a few more decades.	See Comment #5
2426	Mike White	1/31/2023	Email	hookemkiwi@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Mike White	See Comment #8
2427	Mikey Goralnik	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a longtime Austin resident, I am strongly opposed to the state's plan for addressing congestion along I-35 in Austin.	See Comment #5
					Latent/Induced Demand	All due respect, it is confounding to me that TxDOT is advocating for yet another demand-inducing freeway expansion project, when there is no precedent—in Texas or elsewhere—for such expansions resulting in sustainable congestion relief.	See Comment #18;
					Air Quality/Climate Change	If anything, expanding highways appears to incentivize driving in ways that maintain or even increase traffic as well as the ecological and social impacts of huge transportation projects in urban areas. They certainly don't result in the kinds of mode shifts that are needed to better connect Austin's neighborhoods, contribute to a healthy culture of active mobility, and reduce driving-related GHG emissions.	See Comment #18
					Business/residential displacement	All this on top of the anticipated loss of hundreds of homes and businesses in our city make this a wholly unviable proposal in my view.	See Comment #21
					Multimodal transportation	A better project would be one that activates the downtown transportation network as a multi-modal, mixed use urban corridor with a boulevard moving north-west through downtown Austin. Interstate traffic could be directed to other highways, preserving this valuable downtown real estate for more civic minded uses, including mobility but also transit, affordable housing, public space, and other components of a livable and vibrant community. I look forward to the support of my elected officials and state government, and hope to see this transformational project reconsidered. Mikey Goralnik mikey.goralnik@gmail.com 1308 Berkshire drive Austin, Texas	See Comment #20
2428	Milan Thomas	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, My name is Milan and I work with on helping design natural gas systems. I'm have even worked on TXDoT roads for projects. I oppose this I-35 project for several reasons. Widening the freeway would create a need to displace and rearrange numerous gas lines.	See Comment #5
					Construction	It would cause more congestion during construction and cause a risk for safety.	See Comment #178
					Latent/Induced Demand	Also, widening freeways simply does not work. The Katy Freeway in Houston was widened and thanks to Induced Demand, the commute times got LONGER. Widening freeways tear apart businesses. They create loud, dangerous, unwalkable areas and corridors.	See Comment #18
2429	Miles Freeborn	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am writing to express my strong disapproval of I-35 expansion. I am an Austin resident of 8 years and live just a few blocks from I-35, as I have my entire time in this city. Here are a few reasons why I oppose it in particular: 1. Ineffective Solution - Just as you'd never put a subway in a rural town, it makes equally little sense to run a highway through downtown, let alone expand it. The whole point of downtown districts is to consolidate businesses and public spaces into a walkable, easily accessible area. Cars and the infrastructure, including on street parking, off street parking, and high speed roads, simply take up too much space to be compatible with a growing downtown and will not solve traffic. The tradeoff between space and density and a growing population is a recipe for chronic gridlock traffic. 2. Unsafe - I personally know three people who've been killed in automotive accidents in the past few years. There is absolutely no way Austin can achieve its Vision Zero goals while expanding 1-35. 3. Money - Austin gets more and more expensive every day. At the same time, fewer than 10% of people use a Bike or public transit as a primary way to get around. This essentially amounts to a government mandate to pay thousands of dollars each year in depreciation, gas, maintenance, and insurance just to get basic transportation needs met. It is a massive government overreach to impose such a massive financial cost for transportation when people are struggling to stay in the city and the alternatives are significantly less expensive per person in the long run. An expansion of 1-35 is money, time and energy away from solutions that make economic sense. 4. Beauty - Austin is a beautiful place. I-35 is not. A beautiful city is more than a luxury. It's an essential part of a thriving, successful city. If Austin wants to be a world class city, it cannot let beauty take a backseat to antiquated, unsafe, ineffective solutions. Please stand up for your citizens, whether the motive is economic, environmental, health/safety, community, or simply love of a beautiful city, and oppose this terrible idea. Miles Freeborn milesfreeborn@gmail.com 1172 Waller Street Austin, Texas 78702	See Comment #5
2430	Miles Hosanna	1/31/2023	MyCapEx Website - Comment Form	hiles.mosanna@gmail.com	Regional connectivity	I support a rail system for San Antonio	See comment #1

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2431	Miles T Whitten	1/23/2023	Email	whitten@aquilacommercial.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2432	Miles Zander	2/24/2023	VOH	miles.a.zander@gmail.com	Reroute to 130	A change to I-35 is warranted but the plan as is does not address a fundamental issue which is that the project tries to cope with traffic that is neither Austin-to-Austin or Suburb-to-Austin, of which I speak, is people/trucks trying to simply traverse the city of Austin via I-35.	See comment #3;
					Regional connectivity	The main thoroughfare that people would take from a hypothetical San Antonio to Dallas trip should not involve driving a golf ball's drive away from one of Austin's densest neighborhoods, IE Rainey Street. Redirecting traffic around the city so as not to create more traffic for those that live in the city or MSA should be a priority rather than just creating more lanes on some of Austin's most valuable real estate. The I-35 corridor between SA & Dallas will only become more trafficked as Texas continues to grow, bifurcating regular Austin MSA daily commuters from people merely passing through the city should be the absolute focus, changes to I-35 should be secondary.	See comment #1
2433	Milton Poehler	3/7/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, I am a resident of Bastrop County and have recently been made aware of the plans to widen I-35. I would like to request that these wasteful plans for expansion be disposed in favor of a more robust public transport system, as studies have shown that widening highways, more often than not, have the opposite effect on traffic from the desired result, and one of the few actual ways to reduce traffic is to reduce the number of vehicles on the road. In addition it would require multiple years of sound, and air pollution to revise the current roadways, for what would be very little to no tangible improvement to travel times. I would hope that with both this proposal, and those in the future, that TxDot, and the members of the Austin City Council will more critically consider the long term effects that they would have on residents of Travis County and surrounding areas.	See Comment #13
2434	Mimi Lawrence	3/7/2023	MyCapEx Website - Comment Form	mzlawrence@utexas.edu	East/west connectivity	I-35 in its current form cuts Austin into two unequal parts. The I-35 improvement project must add more east-west connections across the highway to better facilitate non-–automobile crossings and cap as much of the project as possible. The endless parade of cross-country tractor-trailer trucks really should be routed not through downtown Austin but around the city via Texas 130. Wasn't that the original plan for Texas 130 - a truck route? Why not allow commercial truck traffic to have toll-free passage on hwy130? TXDOT's proposed design, if not modified, will harm, not help our city.	See Comment #20
2435	Mina Loomis	3/7/2023	Email	info@sg.actionnetwork.org	Community Alternatives	Mr TxDOT TxDOT, It is well understood now that adding expansion lanes to such busy highways as I-35 only makes the congestion worse. What we need is alternate routes for local traffic so we don't have to get onto the Interstate just to move around town. The behemoth road also creates a barrier between parts of our community. Look at Reconnect Austin and Rethink35 for alternatives that will be better for our community and for those just traveling through.	See Comment #4;
2436	Mindy Hallford	2/7/2023	Email	mhallford@heritage-title.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Mindy Hallford , CTIP Senior Vice President, Residential Escrow Heritage Title Company of Austin, Inc. p: (512) 505-5033 f: (512) 380 8833 mhallford@heritage-title.com200 W 6th Street | Suite 1600 Austin, TX 78701 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
2437	Miranda Sanchez	2/1/2023	MyCapEx Website - Comment Form	mirandajaysanchez@gmail.com	Regional connectivity	As the i35 corridor becomes busier and the cities between San Antonio and Austin continue to grow a commuter rail between the two cities can only benefit the state, the cities, businesses and people! Why don't yall want growth and the money that comes with it?	See comment #1
2438	Miriam Schoenfield	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I live in Cherrywood and I-35 is part of my life on a daily basis. I hear it as I go to bed at night and when I wake up in the morning. I cross it by foot on my way to work and by bike on my way to the grocery store. I drive on it too - though I do everything I can to avoid it because I find it terrifying. I was in utter shock when I first heard that TxDOT was planning to add more lanes to I-35. Yes - the upper decks need to come to down, and improvements are needed. But EXPANSION?? Everybody knows by now that urban highway expansions are ineffective at relieving traffic and detrimental to cities. What has been proposed in the DEIS is utterly unacceptable, and the defenses that have been appealed to in support of the preferred alternative are entirely unconvincing. (I will let others, with more expertise, speak to the reasons why). Here I want to tell you the kind of project that I would like to see:	See Comment #5
					Reroute to 130	(1) A project that reroutes non-local traffic around town, and that does not require local people to get on to an INTER-STATE to conduct daily errands.	See comment #3;
					Latent/Induced Demand	(2) A project that does not increase the number of cars on the road, and instead increases the number of people getting around in other modes.	See Comment #18;
					Air Quality/Noise	(3) A project that does not increase air pollution in the form of emissions or particulate matter.	See Comment #34
					east/west connectivity	(4) A project that restores connectivity between east and west Austin by allowing for crossing every 1/4 of a mile AT A MINIMUM for all modes.	See Comment #20
					Community Alternatives	(5) A project that makes an at grade boulevard possible (either now or in the future) along the corridor through the entirety of the city and not just through downtown. This can be done by replacing the highway with a boulevard as has been done successfully by many cities, and has been proposed by Rethink35, or by a complete burial as has been proposed by Reconnect Austin. "Caps" that cannot support large buildings or trees are NOT good enough, and certainly, whatever mitigation measures are in place should not be made available ONLY to downtown and UT.	See Comment #4
					Public Transit / Multimodal Transportation	(6) A project that does not assume that the majority of people in the region will be getting around the city, and into and out of the city, on a daily basis, by car. People all over the world commute and move within large cities by using TRANSIT. This is the direction we need move in. The idea that we'll keep expanding roadways so that everybody can drive their car into and around Austin, or even carpool, on a daily basis, is absurd. We are working on creating those options for people with Project Connect. It will take time and we'd love your help in adding more transit options for people in the region! (If you think HOV lanes will help, by all means, convert some existing lanes into HOV lanes. HOV lanes do not justify expansion). But adding more lanes is counterproductive to our city's goals of reducing car reliance. I believe that a project that satisfied the above 6 conditions would receive widespread support. We were told the project would be no wider and no higher, and proposal put forward in this document involves a wider I-35. We were lied to. I understand that y'all have been working hard, but we need you to go back to the drawing board and start over. Listen to what people are saying. Hear us. We have been doing everything we possibly can to get you to hear us. I hope to God something is getting through. At this point, I don't know what to do but beg. Beg you to stop shoving highway expansion down our unwilling throats. To come up with something new. Something that supports thriving and sustainable community. Something that brings us together. Something forward rather than backwards looking. Something innovative. Something beautiful.	See Comment #13
2439	Missy Friar	1/27/2023	Email	missyfriar@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2440	Misty Hurley	1/31/2023	MyCapEx Website - Comment Form	mistyhurley@gmail.com	Regional connectivity	Rail between San Antonio and Austin please! San Antonio is the largest city in the nation without public rail. It would reduce traffic and boost the economy. Please make it happen!	See comment #1
2441	Misty Vognsen	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of South Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion.	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work.	See Comment #18;
					Air Quality/Noise	They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. Not to mention that 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips.	See Comment #34
					Community Alternatives	I expect TxDOT, Austin City Council, and other representatives to stand up for me, please go with the Rethink 35 plan instead!	See Comment #4
2442	Mitch Ferro	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin and live within 2 miles of I-35. TxDOT has a critical decision to make – to continue down a path that guarantees failure on multiple fronts, or pause and consider what a positive future would be. At a time when cities around the world are removing their urban highways, or are reaping the benefits of never having given over their cities to urban highways, TxDOT seems determined to double-down on failure by expanding a highway that has already brought untold damage to Austin and the wider Texas community. An expanded I-35 will deliver: 1. More death and disability due to more traffic crashes. The I-35 corridor is already the deadliest corridor in Austin, proving that more lanes does NOT equal safety. More lanes equals more death and disability. Every death or severe injury on I-35 is a direct result of YOUR decisions to prioritize motor vehicles over human beings. 2. More asthma illness. People living along these highways suffer from asthma due to the pollution coming from the cars and trucks that use them. A wider I-35 means even more traffic (Induced Demand) which creates still more pollution and more illness. Heavy electrics cars and trucks don't solve this problem, as the tire particulates and other byproducts of their travels create pollution as well. 3. No congestion relief – or worse congestion. Every urban highway expansion has settled into a steady state of the same congestion level, or worse. It is no surprise that I-35 is already the widest road through Austin, and also the one that people complain most about when it comes to congestion! You know this. Can we stop touting this as some type of congestion relief, when we all know that this is not the case?	See Comment #5
					Bike/ped safety	I am a resident of Austin and I don't WANT to use I-35 to get around. I want smaller/safer roads, bike lanes, and transit. The cities that work best around the world, the ones that are pleasant to live in and create the most economic opportunity, do not have 20-lane highways cutting through the heart of the city.	See Comment #30
					Reroute to 130	What is sad is that a solution is staring you right in the face. Both US-183 and SH-130 form natural bypasses around central Austin (130 even more so). Both are more lightly traveled than I-35. What is insane is that SH-130 is a toll road and I-35 is not!! That makes zero sense – it is exactly the opposite of the approach of any modern functional city! A very simple short-term solution would be to keep everything the same as it is now, but simply make I-35 a toll road and SH-130 a free road. You could even swap the names of them so I-35 (free) follows the SH-130 route, and the current I-35 in Austin is renamed SH-130. Done and dusted, solved. What do you want your legacy to be to your grandkids? Take a pause and think, REALLY THINK, about what a future looks like that you will be proud to have helped created. I can't imagine that what you will conclude that expanding I-35 is the embodiment of that positive future. Thank you for your consideration. PLEASE, PLEASE reconsider the destruction that you have planned for generations of Texans.	See Comment #3
2443	Mitch Ford	1/31/2023	MyCapEx Website - Comment Form	mitchellford1@gmail.com	Regional connectivity	Rail from Austin to San Antonio	See comment #1
2444	Mitchell Davis	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose expansion for many reasons but the main one that sticks out like a sore thumb is when have seen what happens in the sun belt when you cater to and prioritize automobile traffic via California. We know this leads to more sprawl and more people staying on the road longer. Now that state is losing people left and right. They built out too far and didn't prioritize their core. You are following the same play book.	See Comment #5
					Latent/Induced Demand	Not to mention catering to people driving THRU the city increases the demand for driving.	See Comment #18;
					Climate change	Which signals Txdot is not serious about climate change. We need to have at least a core of the city where people come first. I believe a boulevard, which many cities around the the world are moving to, helps people who actually live in Austin first and foremost.	See Comment #51
					Multimodal transportation	As Seoul, South Korea, with a much larger city population, has shown by removing their Cheonggye Freeway, that congestion can decrease by prioritizing local traffic and other modes of transport. This would certainly take courage but I believe if anyone at TxDot cares about a legacy following the same playbook hoping to execute a little better will fall short. Fortune favors the bold. To those who want better than good enough	See Comment #20

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2445	Mitchell Ford	1/22/2023	MyCapEx Website - Comment Form	Mitchellford1@gmail.com	Do not widen/no build	AGAINST this project. Explore alternatives like rerouting traffic around Austin or funding public transit instead. This won't solve anything and is a giant waste of money.	See Comment #5
2446	Mitchell Johnson	3/7/2023	Email	mitchellrobertjohnson@gmail.com	Do not widen/no build	The proposed alternatives for rebuilding I-35 through the central segment do not meet Delwood 2 neighborhood needs and actually cause mobility issues. The proposed highway designs do not meet Delwood 2 mobility and access needs. The proposed alternatives call for closing one of the four entrances to the neighborhood. This will increase the difficulty of getting in and out of the neighborhood, and increase the cut through traffic in the neighborhood when the right hand lane traveling north on Airport backs up, which it does regularly at all times of day. Neither of the proposed alternatives address this issue, and instead focus on the left turn to go south on I-35, a section of traffic that only backs up briefly during rush hour. The proposed pedestrian/mixed use pathways to navigate the Airport/I-35 intersection without a car are unnecessarily hostile to anyone without a car. Instead of diverting car drivers, who can easily traverse hills, grade changes, and increased distance, mixed use path users are diverted. This results in proposed mixed use paths that nearly double the travel distance for wheelchair users and requires cyclists to dismount to navigate the hairpin turns or stairs in the paths. The proposed pathways also include an outrageous proposal of 'underpasses' for pedestrians, including a very long segment in which pedestrians are expected to pass under the 8 lanes of Airport Blvd instead of crossing at the intersection above ground.. These tunnels take pedestrians out of sight of anyone around, which is uncomfortable and unappealing to any mixed use path users, including the young and disabled, especially after dark. Furthermore, given that TxDOT is well aware of the number of people who use highway infrastructure as shelter because Austin lacks sufficient affordable housing, it is inconceivable that the tunnels will not be turned into shelter for these people, resulting in poor outcomes for everyone. As a final point, this intersection regularly sees issues with flooding during heavy rain, making pedestrian tunnels an even more unusable proposal. Cars can easily navigate a bit of water on the road. Expecting pedestrians and cyclists to do so is absurd. All of the above issues appear to be driven largely by the choice of intersection at Airport Blvd and I-35 that TxDOT is proposing. The Single Point Urban Interchange is extremely unfriendly to anyone not in a car. Delwood 2 strongly encourages TxDOT to consider a more traditional four way intersection where pedestrians, cyclists, and other users are on equal footing with the rest of the road users and do not have to travel so far out of their way in deference to cars. We understand that TxDOT is attempting to reduce 'conflict points' between pedestrians and cars, but relegating pedestrians to below-grade tunnels or elongated indirect paths is not an appropriate solution for these road users. Proposed highway designs have negative environmental impacts that outweigh the purported benefits. The proposed alternative highway designs reduce connectivity through the central region, including the Delwood 2 neighborhood area, by removing connections across I-35. This reinforces and exacerbates the historic and current racial and economic segregation in central Austin. There are no crossings or plans for capping north of Airport Blvd, which is the current section of the highway where people of color	See Comment #5
2447	Mitchell Santiago	3/7/2023	Email	mitchell.santiago@everyactioncustom.com	Do not widen/no build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #5
2448	Mo Edge	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, This project directly impacts so many local Austin residents and businesses, in grotesquely negative ways with very little long-term benefit. We cannot continue to scar our downtown area with pollutants and vehicle traffic, and by continuing forward with the project as drafted, we risk the health, safety, and economic wellbeing of all Austinites–and most tragically–our most vulnerable first. As a city that prides itself on its close relationship with nature and our beautiful parklands and greenbelts, it would sadden me so deeply to see a project like this go forward. We have, for decades, invested far too little in our public transportation and pedestrian infrastructure, and as a consequence we as a city are faced with a traffic problem so much larger than our size should suggest. Creating space for more traffic will NOT fix the fundamental flaws in our infrastructure that lead to traffic like this in the first place! Listen, I understand that traffic is a nightmare. I look at it every day. But I have been forced to cross an I-35 frontage road twice daily on foot, and neither I nor anyone else should have to deal with the fear and stress of crossing such a fast-moving and dangerous stretch of road, ESPECIALLY in our downtown area. I have concern for myself and my fellow pedestrians, as well as our drivers. No cap and stitch is going to solve this problem, in the best-case scenario it will change nothing at all. Realistically, the project going forward as drafted will just put more lives at risk. By allowing even more fast-moving traffic into our downtown area, we risk the lives of ALL Austinites, pedestrian or driver. We don't need an expansion, and we don't need more asphalt in or near our downtown area. We have just experienced a record summer for temperatures over 100F. We will not solve the crisis of heat by creating spaces for more ovens. Invest in our existing public transit infrastructure, and invest in our pedestrian residents. The more folks we can get on our rail and our bus systems, the less traffic we will have to fight. This historically backed, and we know this from so many examples both in the United States and outside our borders. There are so many fellow residents I personally know that would prefer the freedom of mind that public transit allows, but the system is so flawed and meets too few of our resident's needs that they are forced to sit on the highways for 45 minutes or longer, because this is still (so disappointingly!) faster and more convenient than what our public transit provides at present. We can fix this without building more road! Like many residents of this beautiful city, even with these inconveniences considered, I will not be swayed to drive a car. My reasons are a mix of the personal and ideological, but this choice is way harder than it should be for a city that's been growing steadily for decades. Still, I will not drive a car, and no one should EVER feel forced to. We destroy further options for our future when we erect more cement slabs over our city. I strongly OPPOSE TxDOT's plans for I-35 and I strongly OPPOSE expansion. We are not Amsterdam, but we are also not Houston. We have time to make smarter choices. I only hope we have the wisdom as well. Thank you for your time.	See Comment #5
2449	Mohan Rao	3/7/2023	MyCapEx Website - Comment Form	geo1mohan@gmail.com	Caps/Deck Plazas	I urge TxDOT to design and build more caps between Cesar Chavez and US290E/Keonig. We must make it MUCH easier for folks to drive, bicycle and walk across I-35. Caps show promise in improving east-west mobility.	See Comment #42
					Water Quality	Also, I urge TxDOT to build adequate infrastructure to treat water runoff from the highway! We drink the water in Lady Bird Lake, so we MUST protect the lake's water quality.	See Comment #125
2450	Moira Boland	2/7/2023	Email	mboland@heritage-title.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Moira Boland Austin, TX 78701 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
2451	Moira Porter	3/7/2023	MyCapEx Website - Comment Form	moiraforeman@gmail.com	Bike/ped safety	Comment: please increase street-level caps and east-west crossings north of Airport boulevard that are both pedestrian and car friendly. The confluence of four major highways (35, 71, 290, 183) makes this a particularly difficult stretch to cross safely in any mode. Recent pedestrian deaths attest to the need for TxDOT's advanced user-centric design efforts. Families in both neighborhoods would benefit from increased access to educational, cultural, economic and business opportunities on the other side, not to mention better tacos and pizza. Despite frequent use of 183, I have never seen pedestrians/bikes use the looped overhead paths to cross above 183; please do not waste precious resources on this unsuccessful strategy.	See Comment #30
					Reroute to 130	Question: Will you please provide the public with additional financial projections of tolling both personal and commercial vehicles on the section of I-35 that runs through central Austin? The research promoted by the project team identifies several promising ways to incentivize greater utilization of SH 130, including reducing the speed limit and reducing or eliminating tolls. It sounds like a waiver to experiment with I-35 tolling during the construction period is a good opportunity for proof of concept. It seems commonsense to expect that (over time) such tolling would generate sufficient revenue for the CTTS payoff that could eventually make SH130 toll free. Could you please articulate in more detail why an 18% reduction in through traffic on I-35 central corridor isn't desirable or beneficial? Why not toll or charge the commuters and companies who make deliveries or work in downtown Austin since they are the primary users of this part of the highway?	See Comment #3
2452	Molly Bartell	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a resident of Austin for over five years, I have never enjoyed i35 or construction. Expanding 35 will only cut more into the city and clog more land that could be used for residential and capital gains. No one wants to come to austin for a highway, they come for an experience. Construction and congestion are the two worst things for a city.	See Comment #5
					Public Transit / Multimodal Transportation	We don't need to add more lanes and increase the likelihood of accidents and traffic. This plan is clearly just a means of profit rather than consideration for transport. If transportation were truly a top concern, Texas would consider the construction of a reliable transportation system such as a railroad or train.	See Comment #13
					Air Quality/Noise	The noise pollution from 35 is already bad enough. Expansion would cause even more noise and harm a lot of businesses and residents. I truly hope you will reconsider a project of such magnitude and offer a solution that truly solves an issue, rather than simply expanding a problem.	See Comment #34
2453	Molly Beth Malcolm	1/13/2023	MyCapEx Website - Comment Form	mollybeth@malcolmconsultants.com	General Support	I strongly support the I-35 Capital Express Central Project. It is imperative to the Austin area, the state of Texas, and the United States. Thanks for all of the work you have put into getting to a final plan. I look forward to this project moving forward.	See Comment #8
2454	Molly Coffman	1/31/2023	MyCapEx Website - Comment Form	molly.coffman@gmail.com	Climate Change	Hello, has the project regarding the expansion of I-35 considered the impacts on air quality caused by the future increase in vehicles travelling along the highway? In particular, might the increase in vehicle traffic on the highway increase ozone levels to the point where public health advisories would recommend against bicycling near the highway? Austin is currently very close to being in nonattainment for ozone. What analysis has been conducted on this issue?	See Comment #51
2455	Molly Frisinger	2/25/2023	VOH	myrtlet16@yahoo.com	Multimodal transportation	We don't need bigger highways and more cars. We need more public transportation and better access for pedestrians and bikes.	See Comment #20
					Public Transit / Multimodal Transportation	We don't need bigger highways and more cars. We need more public transportation and better access for pedestrians and bikes.	See Comment #13
					Bike/ped safety	If you're going to expand I-35 over locals' objections at the very least prioritize burying sections of the highway, making it easier to bury sections in the future, and creating frequent pedestrian/bike crossings.	See Comment #30

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2456	Molly McClurg	3/7/2023	Email	mollymcclurg@everyactioncustom.com	Do not widen/no build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #5
2457	Molly OHalloran	2/23/2023	Email	info@sg.actionnetwork.org	Bike/ped safety	Mr TxDOT TxDOT, Hello. I've lived a few blocks from I-35 near 4th Street for 17 years. I am writing to ask that you NOT expand I-35 through downtown. I get around central Austin primarily by walking or biking and appreciate the new bike and pedestrian infrastructure that Austin has been building. It is getting more pleasant every year, with safe and shady ways to get around. Crossing I-35 has always been dangerous and uncomfortable, and adding width and more cars to these crossings is a terrible idea.	See Comment #30
					Community Alternatives	Please give full consideration to community alternatives such as Reconnect Austin and Rethink 35. Don't bring extra noise, pollution, and pavement to our neighborhood. We want walkable, safe, shaded streets.	See Comment #4
2458	Molly Powers	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Good afternoon, Mr. Abrego. I am writing to oppose TxDOT's current plan to expand I-35.	See Comment #5
					Business/residential displacement	If this plan happens, the daycare that my daughter attends will be forced to relocate. This would put tremendous stress on my current job that provides for our family.	See Comment #21
					Racial justice	Furthermore, expanding the dividing line between East and West Austin only emphasizes mistakes of our past as a community and further impedes accessibility for the residents on the Eastside in a disproportionate manner. I ask that TxDot learn from the past and not expand I-35 but instead look to other proposals and ideas. Sincerely,	See Comment #3
2459	Molly Purcell	3/6/2023	Email	info@sg.actionnetwork.org	multimodal transportation	Mr TxDOT TxDOT, Hello, As a citizen who lives on the East side of Austin, crossing and getting around I35 is already hard enough. Expanding the highway would make it even harder to bike to the rest of the city for me. Often times adding more lanes to highways just adds more traffic, look at California, it has some of the highest lane counts and it's still bumper to bumper traffic. Wide polluting highways are not what I want for Austin. Please consider trains as an alternative to move people within the city. Thank you for your time.	See Comment #20
2460	Mona Maclay	3/7/2023	MyCapEx Website - Comment Form	mona.maclay@gmail.com	Do not widen/no build	Expanding I35 will not solve our traffic congestion issue-- this has been proven to actually make it worse. 35 is one of the most dangerous roads in the state, growing it is not the solution. This is a WASTE of taxpayer dollars that could be used to increase public transit and other actual solutions to the number of cars on the road. This expansion plan will make 35 even more of a divide in our city. Please, please, please do not move forward with this plan--it is not the solution we need.	See Comment #5
2461	Mona Mehdy	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am an Austin, TX citizen. I am writing in opposition to TxDOT's plan for expansion of I35 through central Austin. The plan perpetuates and magnifies well known flaws identified over decades in Texas and across the country:	See Comment #5
					Latent/Induced Demand	Induced Demand that leads to higher traffic, construction impacts, substantial demolition of housing and businesses that should be preserved as part of a compact and liveable city, the failure of almost all highway expansions to address traffic, the success of freeway removals, and traffic modeling that is not realistic.	See Comment #18
					Air Quality/Noise	As a professional biologist,the siting of a major freeway expansion directly in the densely populated central city and with water runoff flow into the nearby Colorado River ecosystem brings well known impacts: greater air pollution in the immediate roadway and region from vehicular exhausts, water pollution from vehicular exhausts, tire particulates, oil and gas depositions on pavements, noise pollution and negative impacts of traffic on human health.	See Comment #34
					Reroute to 130	The TxDOT I35 plan ignores far more successful and supportive of people and the environment ways to handle transportation in the Austin central city area: 1) route through traffic through Highway 130 true to the valid original intention, making it more attractive for users financially, and consider converting it to I35 2) modify the current central Austin section to be a transportation corridor without expanding its footprint to be used for limited and slower local traffic, increased public transit options, along the lines of Rethink35 proposed alternatives. It is essential in 2023 that TxDOT is responsible to support such alternatives on behalf of Texas citizens instead of the current regressive plan.	See Comment #3
2462	Monica Krystyna Patura	2/6/2023	Email	MKP31@pitt.edu	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2463	Monica Lowe	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a native Austinite and have lived here my entire life. Please don't expand I35. Evidence shows that lane expansion does not relieve traffic in the long run and this seems like a highly disruptive, expensive, environmentally destructive project that won't do anything to improve traffic and only further perpetuates Austin's reliance on cars to get around. It will hurt the city's infrastructure and economy long term. The people of the city do not want this. Please focus transportation funds, planning and resources on sustainable urban transportation methods and not highway expansion.	See Comment #5
2464	Monica Sanchez	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm a native Austinite and I am vehemently opposed to the plan under consideration by TX DOT for IH-35. Community input has not been sufficient!!!	See Comment #5
2465	Monique m35	1/19/2023	MyCapEx Website - Comment Form	iamragdollsally@yahoo.com	Public Transit / Multimodal Transportation	WE WANT MASS PUBLIC TRANSIT. The state can even spin it as helping those with disabilities get access to transportation. It makes no sense to add more and more lanes for more and more cars. More chances for collisions and distracted drivers. Why?	See Comment #13
2466	Morgan Draper	3/6/2023	Email	info@sg.actionnetwork.org>	Do not widen/no build	Mr TxDOT TxDOT, Hello, We continue to destroy our beautiful cities, and Texas landscape by this mindless expansion of highways and freeways. Instead focusing on what really makes our state great its people and its natural beauty.	See Comment #5
					Public Transit / Multimodal Transportation	Let's focus on expanding public transportation which will decrease traffic by allowing more of our people access to their transportation needs. Also focus on replanting trees and native plants along our roadways.	See Comment #13
2467	Morgan Franklin	3/1/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, TX and I live 0.4 miles away from I-35. I've lived in Austin for six years, moving around between SoCo, E 12th, and south again. I don't have a car and I am heavily reliant on my bike + public transportation to get around our growing city.	See Comment #13
					Do not widen/no build	I vehemently OPPOSE TxDOT's plans for I-35 and I OPPOSE the expansion.The expansion of I-35 is destructive, dangerous, and deadly. IT WILL NOT SOLVE THE CONGESTION PROBLEM. I expect TxDOT, Austin City Council, and other representatives to stop this expansion and pursue other solutions.	See Comment #5
					Multimodal Transportation	Austin is in an incredibly powerful position right now. We have the chance to show cities across the country what innovation can truly look like, but that's only if we ACT NOW. We must stop expanding our highway and move forward with a people-centric mobility plan that prioritizes public transit, protected bike lines, and widened sidewalks for pedestrians. We have the opportunity to make navigating through Austin as a local or a tourist a safe, quick, and easy journey.	See Comment #20
2468	Morgan Gray	3/6/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, We should be focusing on bettering public transit such as bus and train services, rather than continuing to expand inefficient infrastructure.	See Comment #13
2469	Morgan Honaker	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I've lived in Austin for a decade now, and the traffic, air quality, and disuse of public transportation has only increased while I've lived here. Expanding I-35 would only encourage people to rely on individual transportation further, which in a city this size (and one that's growing) will only make traffic worse, regardless of the size of the highway. I used to live in Atlanta, which has 6 lane highways that have never helped ameliorate traffic issues. Also, expanding I-35 would displace hundreds of businesses and people only to make a growing problem worse. Invest in public transportation, not in bigger highways!	See Comment #5
2470	Morgan Laner	3/3/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As an Austin resident with a car, I oppose TxDOT's plans to expand I-35.	See Comment #5
					Latent/Induced Demand	I've seen this before and expansion of highways does nothing in the end to reduce congestion long term. I work at UT by the Cherrywood neighborhood and would be directly impacted by this – the multiple years of construction would make it so hard to get to and from main campus, and many of the businesses in the surrounding area would be relocated. I actively avoid I-35 now and would not want to be forced to use it for local trips.	See Comment #18;
					Community Alternatives	I am an advocate for Rethink35's proposal! It utilizes existing roadways and construction for those would have less impact on the surrounding community. I'd rather use public transportation, too. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #4
2471	Mostafa ElNahass	3/3/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am not a resident of Austin or Texas but I oppose TxDOT's plans for I-35 and I oppose the expansion since the project will receive federal funding.	See Comment #5
					Air Quality/Climate Change	In a era where Texas is a victim of a natural disaster every year it is time to rethink outdated ideas which are environmentally harmful like car dependance which will increase pollution, traffic and natural disasters.	See Comment #18
					Latent/Induced Demand	Expanding highways and interstates does not fix traffic even the Katy freeway did not fix traffic due to Induced Demand. TxDOT's process in this project is flawed as It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18;
					Regional connectivity	Austin is a city which is ongoing an urban expansion and expanding this interstate will destroy its fabric since it further divides the city and will lose a lot of important properties like housing during a housing crisis. I am for using the funds to expand public transit and fund Capital Metrorail expansion, fund the Dallas/Houston high speed rail project, expand regional and commuter rail in the area.	See comment #1
					Public Transit / Multimodal Transportation	I want to attend the United States Grand Prix in Circuit of the Americas from Virginia but the problem is after I arrive I do not have options to get to the circuit from downtown Austin to the Circuit without a car which I will not have during my trip and this is is why I keep delaying my trip every year until you expand multimodal transportation. This is one example for the inefficiency in your Multimodal Transportation network which should be prioritized over driving.	See Comment #13
2472	Muneeb Aslam	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Dear lawmakers, I am writing to let you know that as a decade long Austin resident, I vehemently oppose the highway expansion of I-35.	See Comment #5
					Latent/Induced Demand	As a policy consultant, I can tell you that it will worsen traffic and worsen the living conditions of those who reside here. There are so many better alternative solutions like redirecting external traffic AROUND Austin instead of THROUGH it!	See Comment #18;
					Public Transit / Multimodal Transportation	We could also invest in more public transit so that I-35 congestion is lessened. Please do not go through with this expansion, it will be very detrimental for us. Sincerely,	See Comment #13

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2473	Murali Katragadda	1/27/2023	Email	murali.katragadda@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2474	My Uong	2/11/2023	MyCapEx Website - Comment Form	my_uong@yahoo.com	Do not widen/no build	Please do not expand I-35	See Comment #5
2475	Myrtle Wilson	2/9/2023	Verbal Comment	my_uong@yahoo.com	CapMetro	And I am concerned about Metro buses no longer traveling along I-35 feeder road from 38th and a half to Mueller. I used to be able to shop at Home Depot, Best Buy, and several other shops there, and now the -- no bus goes there anymore. They stopped that route and so those are places that I no longer can shop without a hassle.	TxDOT has also held several cross-agency meetings including team members from the City of Austin, CapMetro and Project Connect to ensure the Capital Express Central project aligns with other transportation project goals for the City of Austin. TxDOT supports a multimodal transportation system and will continue to collect public feedback and host cross-agency meetings.
2476	N. DeFries	3/7/2023	Email	nmdefries@gmail.com	Do not widen/no build	Hi, I wanted to share my thoughts on the expansion of I35 through the core of Austin. The expansion plan is unacceptable -- the footprint of I-35 should not be expanded. Doing so takes out not only existing businesses and residences but PREVENTS future use of this valuable land in the center of the city. I-35 as it currently exists has already taken out acres of valuable land. This plan will do nothing to combat congestion, due to Induced Demand, or to serve the many people without cars.	See Comment #5
					Latent/Induced Demand	"[I]nduced demand... is the phenomenon whereby an increase in supply results in a decline in price and an increase in consumption" (Wikipedia on Induced Demand). For highway expansion projects, this means that adding more capacity (lanes) temporarily reduces congestion. But ON ALL SUCH PROJECTS traffic rebounds within a matter of years, as with the Katy freeway expansion(s), where travel time to downtown were slower within THREE YEARS (https://www.strongtowns.org/journal/2017/8/23/what-dallas-houston-louisville-rochester-can-teach-us-about-widening-freeways-dont?format=amp). People who have previously been using alternate routes, modes of transit, work location, or home location to avoid traffic will perceive lessened congestion as lowered cost of driving and in response drive on I35 MORE (and worsen sprawl and asthma-causing pollution in the area). Adding more lanes isn't a permanent, long term, or even medium term solution. It will improve highway driving conditions for a couple to a few years ONLY (while worsening city conditions as surface streets are overwhelmed by increased car volume). Doesn't sound like my idea of billions of dollars of taxpayer money well spent. A good first step to reduce congestion would be to toll the existing highway. Even a couple dollars could have a huge impact. For example, in late 2016, "Kentucky and Indiana completed a billion dollar freeway widening project that expands I-65 to twelve lanes (by twinning the existing Ohio River bridge). To help pay for the new bridge, the states started charging a toll that averages about $2 (with big discounts for regular commuters). The result: despite doubling capacity, the number of people using the I-65 crossing has fallen by almost half. Now the new super-sized river crossing is grossly under-used, even at rush hour" (https://www.strongtowns.org/journal/2017/8/23/what-dallas-houston-louisville-rochester-can-teach-us-about-widening-freeways-dont?format=amp). Look, Austin would LOVE to reduce congestion but we know this isn't the way forward. If y'all need ideas for congestion reduction or other design issues, get in touch with Charles Marohn of Strong Towns. He is a civil engineer and land-use planner with a focus on designing fiscally solvent cities. Best, Nat DeFries	See Comment #18
2477	Nadia Khan	2/22/2023	MyCapEx Website - Comment Form	nkhan08@gmail.com	Do not widen/no build	Dear Council Members, Please halt the expansion, which studies show will INCREASE CONGESTION, depress public transit, and exacerbate inequities in Austin. There's no need for the expansion. Improvements, YES. Re-envisioning, YES. Let's take us back to the drawing board with a lens to equity, community building, and multi-modal transportation, and connectivity ACROSS the highway scars. Create a resolution that is about EQUITY TODAY. That acknowledges that expansion would cause further congestion, increase car traffic, and cut wider more impassible divides in our pedestrian and bike networks. Don't assume expansion is a foregone conclusion, as you skip direct to consolation prizes such as cap and cover. IMAGINE cap and cover AND NOT EXPANDING highway capacity. So let's start with what's healthy for this City. Let's fight against the powers who don't care one bit about our urban fabric or our communities beyond where the next concrete contract is signed. Expansion doesn't benefit Austin. Please stop the expansion. And engage in MEANINGFUL COMMUNITY LED REMODEL	See Comment #5
					Racial Justice	I'm writing to let you know that the redo of I-35 as designed by TXDot is 21st century racism. Please take a step back and recognize that as a City, we do not want to continue to enact racist policy through highway building - the same kinds of expansions the federal government now recognizes warrant reparations. The federal government has begun by committing a billion dollars to try to repair areas that have been torn apart and isolated due to exactly THIS type of highway construction, meanwhile we are permitting TXDOT to not only fail to repair, BUT TO UNNECESSARILY EXPAND the damage, to do this ANEW to our already fractured city fabric.	See Comment #3
2478	Nadia Khan	2/23/2023	MyCapEx Website - Comment Form	nkhan08@gmail.com	Racial justice	Don't bulldoze Austin again, at a time when other cities are literally ripping out these highway expansion projects, letting inner city highways fall down and go away, and in the process revitalizing and reconnecting communities and businesses at the ground level. I'm writing to let you know that the expansion of I-35 in central Austin as designed by TXDot is 21st century racism. Please take a step back and recognize that the proposed expansion continues to enact racist policy through highway building - the same kinds of expansions the federal government now recognizes warrant reparations. The federal government has begun by committing a billion dollars to try to repair areas that have been torn apart and isolated due to exactly THIS type of highway construction. Meanwhile TXDOT is not only failing to repair, BUT IS UNNECESSARILY EXPANDONG the damage, continuing to gut ANEW our already fractured city fabric.	See Comment #3
					Latent/Induced Demand	Please halt this violent expansion, which studies show will INCREASE CONGESTION, depress public transit, and exacerbate inequities in Austin. There's no need for the expansion. Create a new plan that is about EQUITY TODAY. That acknowledges that expansion would cause further congestion, increase car traffic, and cut wider more impassible divides in our pedestrian and bike networks.	See Comment #18
					Multimodal transportation	Improvements, YES. Re-envisioning, YES. Let's take us back to the drawing board with a lens to equity, community building, and multi-modal transportation, and connectivity ACROSS the highway scars.	See Comment #20
					Reroute to 130	Put all options on the table, including reverting it back to its original glory as a central boulevard, rerouting the highway, and cap and cover options that benefit current low income communities.	See comment #3
					Caps/Deck Plazas	Put all options on the table, including reverting it back to its original glory as a central boulevard, rerouting the highway, and cap and cover options that benefit current low income communities. IMAGINE these solutions and AND NOT EXPANDING highway capacity. Let's start with what's healthy for this City. Let's take responsibility for the scars left on Austin by TXdot's past builds, and build an inclusive roadway network that is worthy of accolades such as "TXdot repairs historical divide!" Or "Local support for TXdot soars after they engage in community led design for I-35" or "TXdot listens! Stops bulldozing." Expansion doesn't benefit Austin. Please stop the expansion. And engage in MEANINGFUL COMMUNITY-LED REMODEL.	See Comment #42
					Do not widen/no build	The North and South 1-35 projects, as compared to the proposed central project, appear to show that TDdot is not investing on improving connectivity in the communities that need it the most. I'm glad to see there is no expansion in these areas, but if this were an equitable project, we'd be looking at cap and cover type projects for the area from 51st Street to Rundberg, and further north - deliberate investments in the St. John's and Rundberg areas, and analysis of how to repair, reduce, and not recreate the negative impacts of the highway for those continually pushed further north and south along this corridor. I haven't seen an equity focused lens or analysis from TXdot. When you have the power to transform a community, you need to take responsibility and do what's best for those who do not have agency to be at the table: But among the I-35 projects, what I see is more investment in areas with loud voices and more capital to begin with. It should be the reverse. I'd like to see the use of more high occupancy lanes for Central. No expansion, which leads to more congestion and traffic.	See Comment #5;
					Reroute to 130	Diversion of truck traffic away from peak use times. And a spreading out of the connectivity dollars and efforts to north and south.	See Comment #3
2479	Nadia Khan	2/23/2023	MyCapEx Website - Comment Form	nkhan08@gmail.com	Latent/Induced Demand	The 51st street section needs massive significant improvement. There is NO room for expansion, plus studies show that will INCREASE congestion.	See Comment #18
					Bike/ped safety	How is the Experience of those WALKING along the access road and crossing the highways going to be improved. You need to create a space of gathering rather than cutting communities off. I want to see sidewalks that are spaced away from high speeds - for example 5' if 30mph, 10'-12' minimum if 40-60 mph. STOP putting sidewalks ON THE CURB of access roads. Children are forced to live on your roadways. Toddlers and kids don't walk in 3' lines, or safely stay in sidewalks. The last I-35 project in this area was a disaster. It completely cut off Windsor Park car traffic from getting on the highway as well, so also reduced car connection to all points north and west. I expect a direct on-ramp to 1-35 and 183 west from 51st. At 51st overpass, there is a large section that was abandoned but left in place. That needs to be expanded and converted into a large cap and cover Park that reconnects Windsor Park to NorthLoop. And not just the green habitat spaces there now, installed in the last project - but occupiable park spaces. If you look on a map that shows green space, that knuckle appears surrounded by green, and yet there isn't any park space there. The sidewalk, again, was placed dangerously along the roadway and with no canopy for shade - there is a huge unused roadway already built that could easily have been a boardwalk right next to the vehicular roadway, similar to the pedestrian bridge at Lamar and Town Lake. Do better next time. Additionally, people try to cross the highway in a zillion different ways here, not only at Capital Plaza, but from Windsor Park and University Hills to Highland and St John's. Spend some time on the ground and forge pathways for pedestrians that are safe, direct, and intuitive, to get across and around this maze, in ALL directions. Prioritize the pedestrian experience. For example, the design at Airport looks like people were the LAST consideration. Start over and design for parks and connectivity for pedestrians first.	See Comment #30
2480	Nahid Khataw	1/17/2023	Email	nahid@khataw.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Nahid Khataw	See Comment #8
2481	Nan McRaven	1/31/2023	Email	nan.mcraven@austincc.edu	General Support	I have lived in Austin for 45 years and am acutely aware of our need for improvements to IH 35. I am on the Board of Trustees for ACC and support the enhancements to IH35. Please act now! Thanks Dr. Nan McRaven Sent from my iPhone	See Comment #8
2482	Natalie Dean	3/6/2023	Email	natalie@moreland.com	Do Not Widen/No Build	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2483	Natalie Evans	1/9/2023	Email	nevans1313@gmail.com	Parks	I am a resident of Austin and a representative of the Festival Beach Food Forest (FBFF), which is located on COA park land, just north of Edward Rendón Park. We are a separate entity from the Festival Beach Community Garden and would like to be considered as a community stakeholder. The TXDOT right of way borders the Food Forest on Waller Street, and we are concerned about any possible effects to the Food Forest from i-35 construction. After reviewing the DEIS, our understanding is that there will be not be any staging of materials or other effects to FBFF from the I-35 Capital Express project. We respectfully request confirmation of this conclusion, with consideration of the proximity of the ROW to our site. We would also like to be notified of any changes to the project that may have effects in or adjacent to FBFF. Thank you.	See Comment #150
2484	Natalie Evans	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am a resident of Austin, Texas. I oppose TxDOT's plans for I-35 and I oppose highway expansion.	See Comment #5
					Community Alternatives	I am in support of the Rethink35 plans and a transportation model that puts public transportation FIRST. We need public transportation that is frequent, accessible and widespread.	See Comment #4
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18
					Air Quality/Noise	I am a core volunteer of the Festival Beach Food Forest and the impacts of construction and greater highway usage would negatively affect our public food forest over time, leading to increased pollution, noise and adverse health and quality of life effects. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #34
					Community Alternatives	I am in support of the Rethink35 plans and a transportation model that puts public transportation FIRST. We need public transportation that is frequent, accessible and widespread.	See Comment #4
2485	Natalie Evans	3/6/2023	Email	nevans1313@gmail.com	Do not widen/no build	Good Morning, I am a resident of Austin, Texas. I live and work in the city. I oppose TxDOT's plans for I-35 and I oppose highway expansion. I am a core volunteer of the Festival Beach Food Forest and the impacts of construction and greater highway usage would negatively affect our public food forest over time, leading to increased pollution, noise and adverse health and quality of life effects. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving, 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Thank for your consideration,	See Comment #5
2486	Natalie Mulin	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am a resident of Austin, Texas. I oppose TxDOT's plans for I-35 and I oppose highway expansion.	See Comment #5
					Community Alternatives	I am in support of the Rethink35 plans and a transportation model that puts public transportation FIRST. We need public transportation that is frequent, accessible and widespread.	See Comment #4
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18
					Air Quality/Noise	I am a core volunteer of the Festival Beach Food Forest and the impacts of construction and greater highway usage would negatively affect our public food forest over time, leading to increased pollution, noise and adverse health and quality of life effects. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #34
2487	Natalie R	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am a resident of Austin, Texas. I oppose TxDOT's plans for I-35 and I oppose highway expansion.	See Comment #5
					Community Alternatives	I am in support of the Rethink35 plans and a transportation model that puts public transportation FIRST. We need public transportation that is frequent, accessible and widespread.	See Comment #4
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18
					Air Quality/Noise	I am a core volunteer of the Festival Beach Food Forest and the impacts of construction and greater highway usage would negatively affect our public food forest over time, leading to increased pollution, noise and adverse health and quality of life effects. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #34
2488	Natalie Rose Weston	2/15/2023	MyCapEx Website - Comment Form	natalie.r.weston@gmail.com	Do not widen/no build	As a 10 year resident of Austin with a Civil Engineering degree, I vehemently oppose the I35 expansion. It will induce demand and not reduce traffic, lead to civilian deaths, environmental damage, and displace individuals and businesses. 1. No Higher No Wider - don't expand I35 to 20 lanes 2. A full cap from Lady Bird Lake to Airport Blvd 3. Don't preclude future capping Airport Blvd to 290 4. Route trucks to SH 130	See Comment #5
2489	Natalie Tobita	2/11/2023	MyCapEx Website - Comment Form	tobita.natalie@gmail.com	Business/residential displacement	Regarding the expansion of I35, Austin would lose on a great cultural asset of the West China Tea House. The services they provide are not only immensely educational, but also has provided many others great health and mind benefits. The owners and employees there are very welcoming and knowledgeable and it would be a great loss of culture and history for residents. Please preserve these small businesses that make positive impacts on the communities.	See Comment #21
2490	Natalie Yanez	2/12/2023	VOH	natalieyanez97@gmail.com	Business/residential displacement	By expanding this project for a highway or more businesses it takes away spaces that give the city its charm. We can not continue to ignore the growing anger of Austin's citizens about businesses that are being bought out by bigger corporations. It's not just our uniqueness we are losing as a city. But also it is making it harder for the working class and even middle class people to enjoy going out and taking leisure in our life. Small businesses not only thrive off of us but us as well. We should be able to spend a comfortable amount of money to relax at a mom and pop shop. There is no comfort in these modern over priced businesses that the city is growing rampant with. Point being what YOU got to grow up with in Austin is withering away and that is a terrible charm to take away from current and future generations. By displacing all these shops and families it causes a ripple affect with how people spend their lives. No one is content with this except the people making money. Thank you for your time and consideration.	See Comment #21
2491	Nate Taylor	2/7/2023	Email	nhtaylor1998@yahoo.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Nate Taylor	See Comment #8
2492	Nathan Fernandes	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, My name is Nathan and im a lifelong resident of austin and Travis county on both sides of 35. This road is not only a tool used to literally divide our town it's a constant hazard and stain on our city and state.	See Comment #5
					East/West Connectivity	We need to expand public transit, turn I35 in austin into a boulevard and send interstate traffic to 130 to avoid austin and you can even take from the tolls and likely increased commercializing of the area and surrounding roads. I oppose TxDOTs plans to expand I-35 in austin.	See Comment #20;
					Reroute to 130	We need to expand public transit, turn I35 in austin into a boulevard and send interstate traffic to 130 to avoid austin and you can even take from the tolls and likely increased commercializing of the area and surrounding roads. I oppose TxDOTs plans to expand I-35 in austin.	See comment #3
2493	Nathan Fleet	2/8/2023	Email	nathan.fleet@streamrealty.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2494	Nathan Walker	3/2/2023	Email	nathan@rylath.net	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose the expansion of ANY highway system because it represents further bad investments in a very expensive and very inefficient transit system. I oppose the expansion of I-35 in the center of Austin because increasing highway miles traveled IN THE VERY CENTER OF OUR CITY is positively idiotic. The center of our city, the place with the highest density of HUMANS should be the place where DANGEROUS VEHICLES move the slowest, so why would we want a highway there? The safest highway would be the one with no on-or-off ramps, but then it would be obvious how poorly placed it is.So there you have it, if you insist on expanding I-35 through the city I insist that it have no on-or-off ramps. Just a wide stretch of super-smooth, never congested blacktop. Your computer models would be beautiful. Everyone from Dallas can go down to San Antonio for the weekend without having that awful slowdown in the middle of the state. And Austin would be a safer place for it, so I'd call it a win.	See Comment #5
					Community Alternatives	Or you could remove the highway entirely, like Rethink35 suggests. Either one works for me.	See Comment #4
2495	Nathaniel Ogren	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, my name is Nathaniel Ogren and i Live in the north campus neighborhood. i am writing to express my opposition to the I-35 expansion. the last thing the city needs is highway expansion in the middle of the city. I nor my friends enjoy having to use the highway for daily transit. expanding the highway only makes us more reliant on it, which is a losing game for the planet and the city.	See Comment #5
2496	Nathaniel Sattler	1/20/2023	MyCapEx Website - Comment Form	newsattler@hotmail.com	Regional connectivity	Please invest in more Rail transportation options between San Antonio and Austin for daily commuters	See comment #1
2497	Nathlie Booth	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a senior planner with a large engineering firm in Austin. It is known that adding lanes will not decrease traffic or solve for the mobility problems facing Austin. This expansion will only cause a bottleneck south of the river. Not only is this project strongly opposed by residents but it ultimately will only create a need for the rest of I-35 to be expanded. The bottom line is highway expansion do not work as evidenced by Houston and numerous other cities. It's time to think differently.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Latent/Induced Demand	I am not sure what the solution is, but I know it will include public transportation and alternative routes for trucking to I-35. 130 or 183 should serve as bypasses for all trucking headed to south Texas.	See Comment #18;
					Reroute to 130	I am not sure what the solution is, but I know it will include public transportation and alternative routes for trucking to I-35. 130 or 183 should serve as bypasses for all trucking headed to south Texas.	See Comment #3
2498	Natxeli millar	1/31/2023	MyCapEx Website - Comment Form	Natx.millar@gmail.com	racial Justice	I am a resident of Austin. Right now I-35 is a dividing line of our city separating east austin from the rest of austin. Driving across it there is a noticeable change in demographics and economic realities. This is partly due to a history of racist policies surrounding the freeway.	See comment #3
2499	Neal Moon	1/12/2023	Email	nealm@whiteconst.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2500	Neeta Nawalkha	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose TDOT expansion plan of I-35. It would further divide the city.	See Comment #5
2501	Negin Goudarzi	2/6/2023	Email	negin.goudarzi@outlook.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
2502	Neil Smith	2/23/2023	Email	neilsmith37@gmail.com	Bike/ped safety	Hello, I'm writing to comment on the I-35 Capital Express Central Project. I believe that expanding I-35 will worsen congestion and discourage walking and bicycling. The highway already divides the center of our city and we should be looking for ways to reduce that impact rather than planning to make it wider or higher. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets.	See Comment #30
					Community alternatives	Any review of i35's central corridor should include consideration of community alternatives to expansion, including Reconnect Austin and Rethink35.	See Comment #4
					Air Quality/Noise	As someone who currently lives within 3 blocks of I-35, I can already hear the highway from my backyard and expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. Thank you, Neil Smith	See Comment #34
2503	Neo Jang	3/6/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, Highway expansions have been proven to be ineffective & counterproductive by worsening the congestion, as we saw in the Katy Freeway in Houston. Induced Demand is a proven concept where building more lanes will only increase traffic volume. Highway removals have been proven tremendously successful in places, such as San Francisco, CA, Rochester, NY and others, in both reduction of traffic congestion and strengthened local economy.	See Comment #18
					Community Alternatives	I support ideas such as Rethink35. Visitors won't come to Austin to enjoy 20 lanes of highway, while they will find attractive the revitalized boulevard neighborhoods. Local population won't enjoy the widened highway barely 2 years before things end up in gridlock parking lot, to everyone's detriment.	See Comment #4
2504	Nesan Lawrence	3/7/2023	MyCapEx Website - Comment Form	anandnesan@gmail.com	Air Quality/Noise	We need greater measurements of air quality during this "environmental" review Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #34
					Public Transit / Multimodal Transportation	We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle; We should have bus only lanes (god forbid TXDOT actually plan for rail here - that would be truly awesome) - but we need PREFERRED transit options.	See Comment #13
					Caps/deck plazas	We should have more caps (bury the freeway in longer segments so we truly create connections between east and west) Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	See Comment #42
2505	Nessa Maez	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I have been a resident of Austin, Texas for 55 years. I have seen the expansion of the I-35 over the years. I was not pleased, and am even surprised that people want to expand it even more. I think the city's money should go towards making this a more live-able, walk-able, and bike-able area. Highways like this only hurt the city...rather than help. Contrary to the beliefs of most people my age. Public transit is more important if you are trying to prioritize efficiency. In conclusion, we must think about the future of this city. We want to make it a brighter and more accessible place for our children, don't we?	See Comment #5
2506	Nestor Ho	1/11/2023	Email	Nestor.Ho@silabs.com	General Support	Dear Chairman Bugg and Commissioners: I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. I-35 is vital to the Texas and the US economy. However, currently, the segment of I-35 going through Austin is congested and outdated. I applaud and thank you for your continued support for this vital project. Sincerely, Nestor Ho Chief Legal Officer Silicon Labs Thank you for your consideration of this request. Sent from Mail for Windows	See Comment #8
2507	Neva Smitj	1/20/2023	MyCapEx Website - Comment Form	nevas496@gmail.com	Regional connectivity	We need to expand the lone star train and stop the expansion of I-35, the most dangerous highway in the United States. The expansion would create more dependence on cars and increase pollution. Expand the train!!!!	See Comment #1
2508	Nhi Vu	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Highway expansions don't work and continue to avoid solving the real problem at hand. Please instead redirect your focus for public transit	See Comment #5
2509	Nic Thatcher	2/22/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, The I-35 expansion project should reduce noise and air pollution through the city. Also, it's important to have better driving alternatives that connect the East and West sides of I-35. Including safer and convenient walking/biking alternatives.	See Comment #5
					Bury/tunnel	We should consider building an underground tunnel and also a gondola would be nice form of mass transit	See Comment #25
2510	Nicholas	2/22/2023	Email	nicklittlejohn@gmail.com	Do not widen/no build	In its latest design plans, the Texas Department of Transportation (TxDOT) wants to expand I-35 to 20+ lanes through Austin. They are providing only 3 options for community input - No Build Alternative, Build Alternative 2, and Modified Build Alternative 3. None of these alternatives move our region towards Vision Zero, safer streets, or a more connected community. Expanding I-35 will worsen congestion and discourage walking and bicycling. It's crucial that TxDOT hears our thoughts on this project. I oppose expanding I-35.	See Comment #5
					east/west connectivity	East-west crossings should be at least every 1/4 mile.	See Comment #20
					Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes.	See Comment #34
					Lower Speed Limits	 All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users.	See Comment #395
					Bike/ped safety	I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets.	See Comment #30
					Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied. I-35's fate will impact transportation, equity, the environment, and much more for generations. Your choices and listening thoughtfully to comments matters. Thank you,	See Comment #4
2511	Nicholas Basha	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am resident of North University and live less than 2 miles away from I-35. I oppose TxDOTs plan for I-35 and expansion. Highway expansion will not help the with the congestion problem. Increased size will be shortly followed by increase demand and no net benefit in traffic will result. Also, people will be displaced from their homes due to expansion and will not get funded properly, forcing them out of their community. Plus removing homes in an affordability and housing shortage crisis will only worsen that existing problem. Furthermore, the increased emissions from bringing more traffic will pollute our city. I'm calling on TxDOT and the City of Austin to stand up for me and develop a more sustainable solution.	See Comment #5
2512	Nicholas Iacobucci	2/21/2023	MyCapEx Website - Comment Form	crash2pieces@gmail.com	Do not widen/no build	Please stop (or drastically change) the proposed I-35 expansion I, I fear the Central Portion is going to go further north (above 290) even though current blueprints show it won't. But, we don't want a Katy freeway in our city. Please be realistic, when has adding more lanes ever helped? It hasn't, we all know what Induced Demand is - this is a horrible plan.	See Comment #5
					Air Quality/Noise	I live 289 feet from the current I35 access road. I fear any further expansion will make the noise even closer therefore even more unbearable. While my property is technically next to the I35 Express NORTH portion	See Comment #34
2513	Nicholas Iacobucci	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Hi There, The building I live in is currently about 289 feet away from the current I35 access road. While it's technically in the "North" expansion which has been completed - I fear that expansion in the Central project will overflow into the North (even though ya'll just finished it). How is 20 supposed lanes supposed to filter down at or before the 290 and 35 intersection!? I walk my dog in that area all the time. I don't want the access road pushed any closer - the noise from I35 is dreadful enough. When has more lanes ever fixed traffic, looking at you Katy Freeway. Expanding I35 is likely a selfish money making goal for politicians. Then, sighting CapMetro as using 35 as a reason to expand it... You've got to be kidding me.	See Comment #5
					Public Transit / Multimodal Transportation	Austin WANTS more transit (look at Project Connect)... Help us with that, make that move faster. The only reason a lot of people don't use transit now is that until it's more reliable & offers more options people will drive. But, if we get people into transit maybe I35 will free up.	See Comment #13
					Latent/Induced Demand	I'm not saying don't fix the upper/lower deck (that's a mess) but 20 lanes... Insanity... Induced Demand... It's all horrible. Please, don't make this stupid mistake	See Comment #18
2514	Nicholas Jacob	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose expanding I-35. Wide polluting highways through town are not what I want for Austin. I want safe, pleasant, and walkable and bikeable streets.	See Comment #5
					Reroute to 130	Trucking, and commercial traffic, should be diverted around the city of Austin - not through it. Nicholas Jacob	See Comment #3
2515	Nicholas Oden	3/6/2023	Email	info@email.actionnetwork.org	Air Quality/Climate Change	Mobility35 Program Manager Tommy Abrego, Hi Tommy My name is Nicholas Oden and I am a resident here in Bouldin Creek. I urge you to rethink the expansion of I-35. Expanding the highway will only perpetuate car dependency and increase carbon emissions.	See Comment #18
					Latent/Induced Demand	We must to think long term and logically — and this proposed plan does neither. The benefits of highway expansion WILL be felt initially, but over time, the road will once more become congested pre-expansion.	See Comment #18;
					Bury/tunnel	I urge you to consider putting the highway underground. From an economic and development perspective, this is a great opportunity! The land that I-35 currently sits on is prime real estate and valuable urban land. This land could be retrofitted as a new boulevard — something South Congress-esque. I urge you to look at what other American cities have done to reimagine their urban centers, like Boston! Nicholas Oden	See Comment #25
2516	Nicholas Robertson	2/15/2023	VOH	nicholas1801@gmail.com	Do not widen/no build	If I35 is going to be expanded, it must be capped from Lady Bird Lake to Airport BLVD. In this same vein, the highway should have the ability to be capped from Airport BLVD to HWY 290 in the future.	See Comment #5
					Reroute to 130	Additionally, 18 wheeler trucks should be routed to use SH 130. This can easily be done by using camera toll "gates" on the north and south sides of Austin so if an 18 wheeler drives through the north gate, then south gate (or vice versa), they are tolled at a much higher rate than if they had taken SH 130 around the city.	See comment #3

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2517	Nichole Hoang	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am a former resident of Austin and I have family members who live in Austin. I oppose TxDOT's plans for I-35 and I oppose expansion.	See Comment #5
					Public Transit / Multimodal Transportation	I support a better coordinated public transit-first project that considers the safety of Austinites, contributes to a sustainable environment, and promotes community. The metro system was helpful during my years as a student, and I believe that enhancing a comprehensive public transit-first project would promote the benefits mentioned above.	See Comment #13
					latent/Induced Demand	TxDOT's process in the project comes with adverse consequences. It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic model is flawed. Highway expansions do not work as they worsen congestion seen through the expansion of Katy Freeway in Houston. As someone who frequents Austin and speaking on behalf of my family members who are residents of Austin, we do not want to use an interstate highway for local trips. I expect TxDOT, Austin City Council, and other representatives stand up for me, my family, and citizens of Austin.	See Comment #18
2518	Nichole Wiedemann	3/6/2023	Email	info@email.actionnetwork.org	Business/residential displacement	Mitigate displacement of communities of color and low-income families by minimizing the proposed ROW. The preferred scheme proposes to increase the ROW to an extent which places a possible 107 commercial and residential properties at risk of displacement, some of which would displace non-white and lower-income populations!!!!!!!!!!!! Or, better yet, use funds for a cohesive mobility solution that includes other forms of transportation.	See Comment #21
					Reroute to 130	Mobility35 Program Manager Tommy Abrego, Please reconsider your proposals with the following in mind... TxDOT should incentivize traffic to use SH130, which was built as a bypass to I-35, but is currently not financially structured to encourage long distance drivers to go around central Austin!!!!!!!!!!!!!!!!!!!	See comment #3
					Latent/Induced Demand	Redesign any improvements to minimize Induced Demand, vehicle miles traveled, and the resulting pollution. This would include a robust study of Induced Demand, increased VMT, and a realistic assessment of both current and future pollution and that does not simply assume electric vehicles will solve these issues!!!!!!!!!!!!!!!!	See Comment #18
					Mitigation	Mitigation strategies beyond capping in part of downtown and part of UT Austin should be offered. This should include strategies that align with Austin's Climate Equity plans to reduce transportation emissions!!!!!!!!!!!!!!!!	See Comment #2368
					Water Quality	Redesign water management, including management of stormwater, runoff, and flooding, to ensure that water is filtered and treated before being returned to the Colorado River!!!!!!!!!!!!!	See Comment #125
					Caps/deck plazas	Design the project so that additional caps and stitches can be added at a later date throughout the length of the project!!!!!!!!!!!!!! Design the project so that caps can be occupied by both park-like open spaces or buildings or 3-4 stories to allow for best use of the area over time!!!!!!!!!!	See Comment #42
2519	Nick	2/24/2023	VOH	info@email.actionnetwork.org	Do not widen/no build	Adding lanes, taking over city parkland, dumping raw untreated water into Lady Bird Lake, removing elevated decks (good) just to add more south of town isn't a solution. TXDOT continues to ram 'solutions' through the community while feigning community support, feedback, and engagement.	See Comment #5
					Reroute to 130	No one wants more lanes. Instead, make trucks go around on 130. Instead of tolling them to go around town, why don't we toll them through town so they have motivation to go around town. We are going to create more Induced Demand, instead of finding solutions to lower demand.	See Comment #3
2520	Nick Aamodt	1/30/2023	Email	nick.aamodt@hwgc.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly,	See Comment #8
2521	Nick Escue	1/13/2023	Email	captainescue@gmail.com	Do not widen/no build	If my entire life goal were to make Austin miserable for every person living here, I would 100% support expanding I-35, and I would be a member of the TxDOT board of commissioners. Absolutely insane that anyone thinks this would reduce traffic. The number of studies that show highway expansion does not reduce traffic (it, in fact, makes it worse) could fill every inch of the state capitol, including the expansion. It has been proven that there is a reduction in traffic when you give people alternatives to driving, such as accessible public transit like trains or busses and making a city walkable. TxDOT has publically stated that it wants there to be a day when the 22-year streak of daily deaths on Texas roads ends, and we can go a single day without someone dying on Texas roads, but the commission needs to learn that you don't just get to wish that into existence. You have to enact policies and put some weight behind that goal, but it seems like you're trying your best to kill more Texans on Texas roadways. This highway expansion will lead to more fatalities and make the chance of a day without any deaths on Texas roadways even slimmer than they already are. DO NOT EXPAND I-35, YOU PSYCHOPATHS!!!!!!!!!	See Comment #5
2522	Nick Grady	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, ARE WIDER FREEWAYS. There are already far too many freeways in the US that disrupt neighborhoods and have a generally detrimental effect. Please for the love of god don't make any more hideous highways.	See Comment #5
					Public Transit / Multimodal Transportation	Spend that money on better alternative transportation infrastructure.	See Comment #13
2523	Nick Killian	2/9/2023	Email	nicko3000125@gmail.com	Do not widen/no build	Hello, I am concerned about the I35 project as it will displace many home and businesses with little gain. As we all know, we can't build our way out of congestion so any highway projects should be to increase safety and minimize the impact of the roadway to the areas that they run through.	See Comment #5
					Caps/Deck Plazas	As part of this project, TxDOT must commit to funding and building the park caps on their own dime. Without the park caps being funded and built as part of the initial project, the project is best left unbuilt at all.	See Comment #42
2524	Nick Littlejohn	2/20/2023	VOH	acitizen0001@gmail.com	General Support	We have concerns about Induced Demand, carbon impact of concrete and displacement of people of color overall. The highway plan needs to prioritize moving people vs cars with high density modes like trains, bus lanes and bikes, sidewalks vs single occupant vehicles. Modified Build Alternative 3 (Preferred Alternative) is the only plan with positives for downtown: Removes the upper decks Lowers the main lanes Enhances transit connectivity to Downtown Station, Plaza Saltillo, and Austin Bergstrom International Airport Supports 15+ acres of caps as envisioned by Urban Land Institute and Our Future 35 Creates a land bridge at E 3rd Street to reunify Palm Park with communities east of I-35 Includes an urban-style boulevard from Cesar Chavez Street to Dean Keeton Street Adds 15 east-west connections for those who walk/bike/roll Builds 8 pedestrian/bicycle-only bridges Adds 4 HOV lanes (two in each direction) for buses, ride-share, van/carpools, and emergency services	See Comment #8
2525	Nick Littlejohn	3/6/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, Hello Tommy Abrego, Families would like to ask you to support the Rethink35 and Reconnect Austin plans.	See Comment #4
					latent/Induced Demand	We would like to not have Induced Demand cause more congestion, pollution, disease in our community.	See Comment #18
					Reroute to 130	We'd like to have mass transit and dense, active transportation vs single occupant vehicles. Trucks should take the 183/ /130 loops vs being downtown when headed to Mexico and Canada.	See Comment #3
					Lower Speed Limits	We need low speed boulevards and parks, cap and stitch at ground level as well as bike lanes, trees and sidewalks. We need regular and safe crossings to reconnect neighborhoods. Thank you for embracing a world class vision of our new, underground highway for a stronger Austin for decades to come. Nicholas	See Comment #395
2526	Nick Mayes	1/31/2023	MyCapEx Website - Comment Form	Nickmayes2020@yahoo.com	Public Transit / Multimodal Transportation	I want more commuter rail in this state so I don't need to drive everywhere. It would also make the times I do drive faster and more enjoyable since there'll be less cars on the road.	See comment #13
2527	Nick Overturf	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Please do not expand I-35, the traffic is bad enough already. Im a student at UT Austin and I'm from Houston so I know what true hellish traffic is like on I-45. I-35 is bad but still not that bad. Let's keep it that way. Spend that money on TRAINS.	See Comment #5
2528	Nick Virden	2/25/2023	VOH	nickvirden@gmail.com	Aesthetics	In both alternative build proposals, the Interstate still looks like a giant rift/chasm in the ground, and while widening the SPUs is helpful, it doesn't got far enough into reducing the visual and psychological impact the Interstate creates by being visible.	See comment #603
					General Support	I think that the Build Alternative 3 is the best choice as outlined here	See Comment #8
					Caps/deck plazas	All 8 caps should automatically be part of the project scope. By suggesting the caps are "optional" defeats the very spirit of lowering the highway in the first place: to stitch the urban fabric of Austin back together. Thriving open urban spaces like Klyde Warren Park in downtown Dallas are proof that it's possible to accomplish both the traffic goals and urban fabric goals outlined in this proposal. That said, with build alternative 3 being the most desirable outcome, all of the caps should be included in the final build.	See Comment #42
					Lowered lanes	It is one thing to lower the lanes, but it still creates a visual and psychological barrier to cross-town pedestrian and bicycle traffic.	See Topic #25
2529	Nickoll	1/20/2023	MyCapEx Website - Comment Form	Nickollg1203@gmail.com	Do not widen/no build	I am 110% against expansion of I35.	See Comment #5
					Regional connectivity	Texas needs a light rail system. It is ridiculous that there is no light rail system in Texas, especially one from San Antonio to Austin, which could take more people between the 2 cities quicker than if they were using cars. Invest in Texas and invest in the Lone Star Rail.	See Comment #1
2530	Nickoll Garcia	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a lifelong resident of Texas and I wholeheartedly oppose any expansion to I-35. I expect TxDOT to stand up for its constituents (for once), for them to work together with the Austin City Council, and for the state to create a light speed rail that will actually lower traffic rates and improve transportation into the next decade. There is nothing that Texans will benefit from if I-35 has constant construction, increasing the number of deaths on an already deadly highway, and sees increased traffic by the second hour of usage. Please do the right thing. Please stand up for Texans using your power.	See Comment #5
2531	Nico Prada	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin's West Campus neighborhood and I oppose TxDOT's I-35 expansion plan. Past highway expansions have shown that proposals like TxDOT's have not worked and have only been detrimental to surrounding communities.	See Comment #5
					Public Transit / Multimodal Transportation	I would rather see investments in pedestrian and transit-friendly projects, like Rethink35's proposal or anything that helps connect Austin neighborhoods. As someone who lives in an area whose residents disproportionally use public transit and local bike services, this highway expansion does nothing meet our transportation needs.	See Comment #13
2532	Nicola Sicchieri	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm a resident 3707 Menchaca Rd, Austin 78704. I lived in several countries and I'm happy to call Austin home. I'm shocked to learn about the I-35 expansion plans and I opposed this TxDOT expansion plans. Austin does NOT need more I-35 lanes. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Best regards	See Comment #5
					Latent/Induced Demand	In the past few years more and more studies have confirmed the fact that when you build more lanes on already-congested roads, traffic simply grows to fill those new lanes as well.	See Comment #18
					Do Not Widen/No Build	I-35 is one of the deadliest highway in U.S.	See Comment #5
					Community Alternatives	We need to look at the future of transportation and promote the use of public transport, and bicycle use, that's why I support proposal such as the Rethink35.	See Comment #4
					Air Quality/Noise	I-35 already generates significant pollution and noise. Expanding it will only exacerbate the situation.	See Comment #34

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2533	Nicolaas Janssen	3/6/2023	MyCapEx Website - Comment Form	nico.janssen@pentico.com	Reroute to 130	I do not support any of the plans proposed by TXDOT related to I-35. I-35 should not be made any wider and the number of east/west crossings should not be reduced. I-35 should either be turned into a low traffic street with intercity travel diverted to 183 or MoPac or it should be capped and covered by parks that encourage east/west integration and other modes of transportation (walking, biking, buses and trains). - This is not what Austinites want: The community already created a vision for I-35 and the plan proposed by TXDOT disregards what the people of Austin want. - We have other, better options for intercity traffic: Austin in 2023 has the opportunity to utilize highway arteries outside of the city center (such as 183) for intercity travel. We can focus on utilizing a robust public transportation system within the city's downtown. There is no reason to funnel suburban or intercity travelers speeding through the heart of a vibrant city. - The current plan is bad for the city's health: The alternative plan to fully cap I-35 with parks was proposed by Austinites and has broad support. The plan to fully cap I-35 would be better for the health of the city and its people by connecting the east and west side of the city, reducing pollution, reducing risk of traffic deaths, retaining longstanding housing and businesses which are integral to the community, and encouraging more active transportation like walking and biking. The plan proposed by TXDOT will increase pollution, decrease the health of residents, reduce active transportation in the area, and increase traffic injury and fatality. - The current plan is bad for local businesses: Not only is the current plan bad because it would displace businesses, it will also negatively impact Austin's tourism business by creating a pollution creating eyesore (an expanded I-35), reducing the number of east/west crossings, and making it dangerous to walk near the centerline of the city. - Research shows that expanding I-35 will not solve our traffic problems: Research and other cities' experiences show us that more lanes do not reduce traffic. The increase in lanes actually leads to more people driving. - Climate change is real: For the health and wellness of our planet as well as the safety and security of our city in the face of climate change, we should enact policies and plan cities that encourage shared transportation systems and reduce the need for cars, especially those fueled by gasoline.	See comment #3
					Racial Justice	- The design of I-35 has a racist history: I-35 has a racist history of dividing Austin's communities in East and West Austin.	See Comment #3
					Bike/ped safety	The current plan only further divides West and East Austin by reducing the number of paths that cross the highway and making it even more dangerous and scary to cross for pedestrians, bikers, buses and downtown drivers.	See Comment #30
					Caps/deck plazas	Austinites support Project Connect, burying AND capping I-35 with space for parks and local businesses (paid for by TXDOT), not simply putting the highway in a giant ditch that is impossible to cross. Austinites want to be able to travel easily at many points across east/west.	See Comment #42
					Business/residential displacement	- The plan will permanently displace valued longtime residents and businesses: The plan would displace many Austinites from their homes. It will also displace many businesses including Texas Thrift (an important and valued source of secondhand affordable clothing, furniture, and home goods), Fiesta (a very important source of affordable groceries), the Austin Chronicle (invaluable news source that has served the community for decades), Star Seeds Cafe and Whip In (cultural centers and valued local businesses), CommUnity Care Hancock (a federally qualified health center (FQHC) which provides healthcare for people enrolled in Medicaid and who are uninsured), and a brand new P. Terry's (valued local restaurant). Not only will residents and business owners be unjustly displaced, but with rapidly increasing property prices, many longstanding business owners and residents will be permanently priced out of finding similarly priced business locations and/or homes.	See Comment #21
2534	Nicolas Broaddus	2/1/2023	MyCapEx Website - Comment Form	nicolasbroaddus@gmail.com	Public Transit / Multimodal Transportation	Continual highway expansion will not fix our problems, only through rail expansion will we be able to handle the consistently increasing transportation load of Texas.	See Comment #13
2535	Nicolas Gutierrez	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of South Austin. I completely against TxDOT's plans for I-35 and I am completely against expansion. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. TxDOT, Austin City Council, and whoever else is in charge of this process has an opportunity to do better and not repeat mistakes that we've time and again seen the outcome to. Please do not expand I-35.	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and safety, and transportation options beyond driving.	See Comment #34
					Water quality	water pollution	See Comment #125
					Multimodal transportation	I am for public transit and making travel more accessible to those who can't or don't drive.	See Comment #20
2536	Nicolas Scott	2/24/2023	VOH	nicolast.scott@gmail.com	General Support	This is a fantastic design. I am a native Austinite who for decades has been hearing of plans to improve I-35. It seemed as though it would never actually happen. Now we are on the brink of starting construction, and there are some very squeaky wheels doing everything they can to halt this much needed project decades in the making. Please do not allow a small, activist group to hinder progress on this project which will benefit millions of people. The vast majority want this project to be built, but are too busy working and raising their kids to organize in support. Most of us are not activists, but we know I-35 is in near constant gridlock, extremely unsafe, and in it's current form was designed for a city 1/10th the size of Austin today. Let's get this done! Thank you!	See Comment #8
2537	Nicolas Thatcher	1/6/2023	MyCapEx Website - Comment Form	nickt3744@gmail.com	Regional connectivity	It would be great to see a dedicated pass-through lane from 71 to 290, which can be used for larger freight trucks. This could clear a lot of the inner city congestion by directing pass-through traffic to a fast lane. Similar to what we see with the toll road on Mopac.	See comment #3
2538	Nicolas Webster	1/6/2023	MyCapEx Website - Comment Form	nicolasifwebster@gmail.com	Reroute to 130	I am strongly opposed to adding any capacity for additional traffic volumes to I-35. Per TxDOT, a majority of the traffic on 35 is local traffic. Local traffic circulation does *not* need to be served by an interstate highway. The money currently being allocated to expand 35 (which will only result in Induced Demand and will likely *harm* throughput) should be redirected to purchasing the rights to operate and refactor I-130 to serve as the primary I-35 corridor for shipping/through traffic and reduce the footprint of the existing I-35 in central Austin to a surface avenue through downtown Austin (at least between Hwy 70 and 183).	See comment #3
2539	Nicolas Webster	3/4/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, I am strongly opposed to TxDOT's plans for I-35. This project uses absurd traffic projects and faulty logic to justify a capacity increase on an urban highway that should instead be scaled back or removed. There is no need for an interstate to run through the middle of downtown Austin. Highway expansions have been repeatedly shown to fail at reducing congestion, even after only a few years after construction. It is delusional to spend billions of dollars with the stated goal of reducing congestion.	See Comment #18
					Reroute to 130	We could instead direct the billions of dollars being wasted on this project toward purchasing out the rights to direct interstate traffic around Austin via I-130, and return I-35's ROW back to a boulevard (see Rethink35's proposal). We *do not* need another urban highway expansion. The proposed project is a colossal waste of money and if built, would be an embarrassment for TxDOT and the state of Texas.	See comment #3
2540	Nicolaus Sherrill	2/9/2023	Physical Comment	nicolaussherrill@gmail.com	Bike/ped safety	As a regular cyclist and pedestrian, having as many safe, separate crossings is a really big concern of mine. The proposed shared-use crossing at 15th would be much better going above 35 via a bridge. It's also really valuable having a safe, separate crossing nearby at MLK. Currently, those roads serve me in unique ways, depending on whether I am coming from UT or Downtown. I'd be steering clear of that airport blvd crossing and using the proposed bridge parallel to cap metro tracks. Airport needs ways to protect its pedestrians. Are you installing crossing signals at every point pedestrians need to interact with cars? The crossing under airport is great though.	See Comment #30
					Water quality	The proposed drainage tunnel under East Caesar Chavez, outflow into Colorado River absolutely needs to design consideration for water treatment, debris / trash removal / filtering, either throughout the tunnel or at either end. I think about the restoration being done on Waller Creek and the dramatic impact already made. I am saddened that we believe it's acceptable to drain directly into a major waterway with no consideration of water quality or environmental impacts of the river.	See Comment #125
2541	Nicole Avellanet	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm a resident of Austin, TX near the Hyde Park neighborhood. I oppose expansion of I-35. I also support a boulevard through town. I have already had to deal with construction on I35 in Austin and Waco, and I believe the cost is not worth it. I oppose TxDOT's plan to expand I35.	See Comment #5
					Public Transit / Multimodal Transportation	I support expanded public transit so that less austinites are using I-35, this opening up the highway for people driving through town.	See Comment #13
2542	Nicole Betscher	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, TX and I OPPOSE TxDOT's plans for I-35 expansion. Some ideas that could actually help the flow of traffic in the city:	See Comment #5
					Community Alternatives	The Rethink35 proposal, re-designating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project, a better bussing system, building more SAFE bike lanes. This increase in the already immense amount of construction around the city will cause traffic to be even worse for years to come, thus, completely undermining what you all supposedly care about. Reconsider actually putting this budget back into your city and seriously helping out the tax payers who funded this.	See Comment #4
2543	Nicole Ciehoski	3/7/2023	MyCapEx Website - Comment Form	ndciehoski@yahoo.com	Air quality/noise	We need greater measurements of air quality during this "environmental" review	See Comment #34
					Water Quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #125
					Public Transit / Multimodal Transportation	We should have a metro rail!	See Comment #13
					Caps/deck plazas	We should have more caps (bury the freeway in longer segments so we truly create connections between east and west) Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	See Comment #42
2544	Nicole Eversmann	3/7/2023	MyCapEx Website - Comment Form	Nicole.eversmann@utexas.edu	Do not widen/no build	Please rethink the i35 expansion. We do not want Austin's infrastructure to become more car-centric. Please improve I35 by empowering alternatives that reroute nonlocal traffic.	See Comment #5
2545	Nicole Powell	2/22/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I do not support local businesses and homes being interfered with via I-35 expansion.	See Comment #5
					Community Alternatives	There are alternative possible solutions that should be explored first.	See Comment #4
2546	Nicole Ramsey	3/7/2023	MyCapEx Website - Comment Form	kramsey2021@gmail.com	Do not widen/no build	Please do not expand I35. It will not decrease collisions or deaths on Texas roads. It will have a negative effect on the community's health, aesthetics, quality of life and property values of homes nearby.	See Comment #5
					Public Transit / Multimodal Transportation	The resources would be better spent discouraging the use of personal vehicles by creating better public transportation such as a railway system.	See Comment #13
					Latent/Induced Demand	Studies have shown additional lanes do not decrease traffic congestion.	See Comment #18
2547	Nicole Rossett	1/31/2023	MyCapEx Website - Comment Form	nrossett@yahoo.com	Do not widen/no build	We prefer the Build Alternative 2, not the preferred Build Alternative 3	See Comment #5
2548	Nicole Sizer	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi my name is Nicole Sizer and I think I-35 does need to be redone but not in the way it's being proposed. I do like the new found interconnectivity with more pedestrian and bike lanes. I live in Cherrywood and work in Rollingwood. I am petrified of my beloved Cherrywood neighborhood becoming infringed upon by an ugly highway that creates more runoff and homeless activity by our historic neighborhood we call home.	See Comment #5
					Community Alternatives	However, I do agree with groups like Rethink35 who think non-local traffic should be diverted around the city in efforts to increase development/economy east of downtown and to decrease congestion through the most central part of our city. Currently my commute is about 30 minutes to go 4 miles.	See Comment #4
					Air Quality/Noise	I do not want to relocate as I love the location of my neighborhood but the noise and constant traffic is draining on my everyday experience.	See Comment #34
					Emergency services	I think that more lanes dedicated to ride share/emergency vehicles is a good idea but will they become just as congested as the HOV lanes in Dallas?	See Comment #463
					Latent/Induced Demand	The lane increase is necessary as long as no neighborhood is affected.	See Comment #18
					Caps/Deck Plazas	I think that the deletion of the overhead decks as far as traffic goes is a good plan but keeping the supports for a park over the highway will help the skyline of Austin. A park over the highway not only gets rid of the eye sore of traffic but also directly showcases what's at the heart of Austin: nature. We are known for our picturesque river views and active lifestyle, why not continue that notion when visitors first look at Austin?	See Comment #42
2549	Nicole Smith	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, KUT radio once featured an Austin resident who said that when she first moved to Austin she was advised by a life long Austinite never to take I-35... she would thank her for it later. And indeed she did when over some 20 years later she had still never driven on I-35 and had zero regrets. This is how we all feel. I-35 is nothing but a menace and the science tells us expansion doesn't work because of Induced Demand, among other things. I moved to east Austin in part so I could commute to the UT campus where I teach. Every day I ride over I-35 observing the stopped traffic, breathing the pollution, witnessing the eye sore of cars and concrete... it's frankly dystopian. As Texans we need to think not just a couple years ahead but generations. We can start by NOT expanding I-35 but instead turning it into to a character-filled avenue that fits with the creative mindset of Austinites and attracts so much tourism to our state. Do it for our families and their health, for Austin culture and tourism, and for future generations. Profit should not come at the expense of people's lives and wellbeing. Stop the assault. NO EXPANSION!	See Comment #5
					Community engagement	Do the right thing TX-dot! Stop your efforts to expand I-35 against the wishes and interests of our city's residents.	See Comment #320
					Community Alternatives	Support one of the many science-based alternatives to I-35 expansion (e.g. Rethink I-35's proposal)	See Comment #4
2550	Nicole Welling	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I am strongly opposed to the I 35 expansion project, it not only undermines the goals of our community to provide safer and more walkable streets, but is a traffic nightmare. More lane means more traffic. This proposal is not good enough for our community.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2551	Nigel Brittian	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello Mr Abergo, I am writing to you today because I have heard of the plans for I-35 and would like to explain why I believe this would be a travesty for the us living in the area. As you are very well aware quite a lot of people have been moving to the area and with them comes many more cars. I live in Killeen by I-95 and can assure you that expanding the highway will not work. The amount of crashes that happens already not only on the highway but in north central Texas as a whole is staggering. It is not simple a case of needing more room but the amount of drivers with their particular driving habits makes it a nightmare to drive anywhere. If you want an example of this take a look at the Los Angeles highway and their traffic. They have expanded it countless times but the traffic has become even worse. I ask you to think rationally and logical of the issue at hand. Expanding the highway does not work and would simply waste precious time and resources. I know you are in such a situation where you are required to think and look at the bigger picture with how you must use the resources you have, and I do not speak as if I am more knowledgeable or more suited for your position sir. I simply ask you to reconsider this matter and look for true solution or solutions that could solve this issue that is affecting our region. I simply ask you to postpone this decision and allow yourself time to look for a more suitable option for our present situation and circumstances. With all due respect and reverence,	See Comment #5
2552	Nikki Scheinost	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I live in the Cherrywood neighborhood very close to I-35. I'm writing to let you know that I strongly oppose the TxDOT plan for expanding I-35 through Austin. The 10 years of construction will not provide any benefit to traffic in Austin and would be a waste of money and ruin people's lives. I hope that TxDOT and City of Austin representatives will listen to the people and stop this expansion. Thank you. Nikki Scheinost	See Comment #5
					Business/residential displacement	Cherrywood is a longtime well established neighborhood that will be negatively affected by the encroachment of such a wide ROW and it will force several businesses and homes to leave which is a tragic loss.	See Comment #21
					Caps/Deck Plazas	I do agree with the plan to remove the upper decks; however expanding the road into our lovely neighborhood would be detrimental to those that live here. Also TxDOT has no plan to allow for capping/decking the segment between Dean Keaton and Airport Blvd which would be beneficial.	See Comment #42
					Reroute to 130	I don't feel that this highway expansion will work and alternatives to expansion should be considered like using SH-130 so there's not heavy traffic going through neighborhoods.	See comment #3
2553	Nikki Vly	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, As a resident of the North Loop neighborhood and someone who works at a business alongside I35, I strongly oppose the expansion of I35. I urge the decision makers to listen to the loud dissent of the community and explore alternatives.	See Comment #5
					Public Transit / Multimodal Transportation	Like many Austin residents, I avoid 35 as much as possible. I prefer to ride my bike to work through the beautiful Hyde park neighborhood, and to drive along Lamar, Burnet and Congress so I can check out the wonderful local businesses on my way to wherever I'm going. When I need to go downtown, I take a bus to avoid parking and have more of a chance to relax and watch our beautiful city go by.	See Comment #13
					Air quality/noise	I35 harmfully slices the city in half and causes pollution, noise and inconvenience for its citizens. If Austin is truly the progressive and "weird" city it likes to brag about being, and if it wants to retain and even improve its character, it has no business expanding a highway that runs through the center, that is not for its residents but for through traffic.	See Comment #34
					Bike/ped safety	I want to keep working at the True Blue on Airport boulevard, which could be knocked out by the expansion. I want my kid to be able to safely bike around the city. I want community alternatives to be explored, specifically for traffic to be redirected to highways that skirt austin, rather than slice it down the middle. Thank you,	See Comment #30
2554	Nikolai Tangdit	3/5/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am a resident of Austin and I strongly oppose the proposal to expand I-35. The project in its current state is deeply troubling. I am for redesigning I-35 as a boulevard through downtown for it will return valuable real estate back to the city. Thank you,	See Comment #5
					Business/residential displacement	It will demolish businesses and homes.	See Comment #21
					Public Transit / Multimodal Transportation	TxDOT needs to have a transit first approach to transportation. Highways simply aren't as efficient at transporting people as mass transit.	See Comment #13
					Latent/Induced Demand	We have seen time and time again that highway expansions don't make lasting changes to congestion.	See Comment #18
					Air Quality/Noise	will increase our pollution	See Comment #34
2555	Nina Collard	3/1/2023	Email	ccollard@stedwards.edu>	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am a constituent of district 3 and I am asking you to REJECT the expansion of I-35 for the sake of individual and environmental health and well-being!	See Comment #5
2556	Nina Elizabeth Martinez	1/30/2023	MyCapEx Website - Comment Form	nina_eliz@yahoo.com	Regional connectivity	Please restore the Lone Star Rail proposal!	See comment #1
2557	Nina Lemieux	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Hello! I feel very passionately that expanding I35 is the fastest way to destroy the things that make people love living in Austin. The only thing I35 should be used for is traffic to the north and south of Austin, not as a throughfare for trucking or up to Dallas from San Antonio or MX. If you care about this city, consider building a highway OUTSIDE of the city, far surrounding it, that can also be capped so when the city inevitable expands outward, we don't run into this exact same problem. Please don't expand I35. Just cap it and divert traffic. You're destroying the city. We'll be no different than Dallas and EVERYONE hates Dallas.	See Comment #5
2558	Nina Rinaldi	3/7/2023	MyCapEx Website - Comment Form	nina.dolcia@gmail.com	Do not widen/no build	I am opposed to the expansion of IH35. A freeway running right through a city center is bad for the people who live there and bad for the people traveling through.	See Comment #5
					east/west connectivity	However, in the case of expansion, the design should include many more crossings to help people on foot and bike get across the freeway. We need a crossing at least every 1/4 mile. The crossings that we currently have are scary if you biking or walking (such as 5th Street, Dean Keeton, 41st, 51st) and we should not lose the opportunity to make them better.	See Comment #20;
2559	Nishil Jaiswal	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Stop expanding our highways! It is not sustainable in any way as we have seen from countless examples in the past. It also diminishes the quality of life for everyone around. Turn it into a boulevard and invest in transit!	See Comment #5
2560	Nitin T	2/11/2023	MyCapEx Website - Comment Form	mathewnitin@hotmail.com	General Support	I live close to I 35 and would love to see more of the Highway through downtown capped. Wanted to send a mail voicing my desire and vote for that, as another input from the public. Thanks	See Comment #8
2561	No Thanks	3/7/2023	MyCapEx Website - Comment Form	No@no.com	Do not widen/no build	Do not fucking expand i35. It's a waste of resources, time, and further adds to the hatred people already feel for I35. Also I saw the the hike and bike trail is going to get fucked in the process. Cancel this now. It's whack and embarrassing that anyone thought this was a good idea.	See Comment #5
2562	Noah Bierwirth	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Expansion does not work and will provide years of inconvenience for a brief respite from traffic while ruining the fabric of our capital city. Instead, invest in high speed rail and efficient, frequent bus transit between our cities. Thank you	See Comment #5
					Community Alternatives	I support the rethink I35 plan	See Comment #4
					Regional connectivity	I am a resident of San Antonio with family in Waco/Temple who I visit regularly. Despite the inconveniences of I35 through Austin, expansion is the wrong answer!	See comment #1
2563	Noah Bierwirth	1/20/2023	MyCapEx Website - Comment Form	Ncbierwirth@gmail.com	Regional connectivity	As Texas continues to grow, the last thing we need is bigger uglier highways that allow cars to ruin our community fabric and pollute our air. Instead, revive the lone star rail proposal that would link San Antonio to North Austin by rail. This would do volumes to reduce traffic on i35 without expanding lanes	See Comment #1
2564	Noah Cooley	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I grew up in Austin. I went away to college in 2019 but I still love coming back home. I do not support the widening of I-35. More construction means more traffic and pollution, things that have increased exponentially since I was a kid. That and the rise in housing costs are scaring me away from moving back here when I graduate college. Highway expansions do not work. Look at Houston. It's the worst part of driving home from college. I expect the city councilors and public officials that I have voted into office for my city to stand up for the voters who believe in them to do what's right.	See Comment #5
					Community Alternatives	I am in favor for the Rethink35 proposal, as well as an expanded public transportation system.	See Comment #4
2565	Noah Devereaux	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a resident of East Austin, I strongly oppose the expansion of I-35 through the heart of my city.	See Comment #5
					Latent/Induced Demand	Freeway expansion has never worked to reduce traffic and only serves to further entrench the mistakes of the past. Construction is going to take forever and when it's done, traffic will be worse than ever unless we give people in Austin ways to get around without having to drive everywhere.	See Comment #18
2566	Noah escamilla	1/20/2023	MyCapEx Website - Comment Form	Nbjescamilla@gmail.com	Do not widen/no build	NO to i35 expansion. We need rail systems, we need public transit.	See Comment #5
2567	Noah Gomez	1/8/2023	MyCapEx Website - Comment Form	Noegomez51@yahoo.com	Do not widen/no build	Widening highways does not fix traffic. If this was indeed the case, Los Angeles and Houston would have some of the best traffic in the world. The billions of dollars that will used on the expansion of I35 through downtown Austin are better spent on studied alternatives that actually help alleviate congestion, such as mass transit. Expanding i35 will only make congestion worse, will continue to increase the number of deaths and will continue to impact the quality of life of so many people. No higher and no wider. Stop displacing people with useless expansion projects.	See Comment #5
2568	Noah Gomez	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Why are we still widening highways in 2023?? Study after study, project after project has shown us that widening roads only encourages more driving, thus increase traffic in the process, this is a never ending loop, it's a paradox. "One more lane" cannot to be the continued answer. We need to spend this money on transportation options that reduce the need to drive like trains, busses and light rail. Let's transform I35 into a boulevard to serve local traffic, while rerouting non-local traffic around Austin.	See Comment #5
2569	Noah Grey	1/8/2023	MyCapEx Website - Comment Form	hellonashgrey@gmail.com	Latent/Induced Demand	Widening I35 will only contribute to the long term congestion problem in and through Austin – whether above ground or below. While I understand that current funding does not provide for rerouting truck traffic around the city (and that it would only reduce a portion total truck trips), increased vehicle throughput on 35 will *induce* demand by continuing to stimulate car-centered growth outside of the urban core. Austin's road network was inadequate from early in the city's growth. More personal vehicle miles will perpetuate past mistakes.	See Comment #18
					Public Transit / Multimodal Transportation	Public transit and accommodations for pedestrians of all abilities must be the focus of this transformation.	See Comment #13
2570	NoahNoah Gomez	2/24/2023	VOH	noegomez51@yahoo.com	Multimodal transportation	If highway expansion truly did work, Los Angeles and Houston would have the best traffic in the country. TXDOT, you have the chance to do something better, something creative and something that does work. I suggest you consider transforming I35 into a boulevard, lined with trees, protected bike lanes, and wide sidewalks. A boulevard that encourages walking and cycling. Not only will this increase the efficiency of the street, it will help nearby businesses with the increased foot traffic. Transformations like these have already happened, and the result is astoundingly positive.	See Comment #20
					Business/residential displacement	If TXDOT truly cared about the environment and pedestrian safety, they would not be considering widening 135, which would demolish 200 homes and businesses in the process, further diving and further endangering our communities by encouraging driving instead of safer and cleaner modes of transportation.	See Comment #21
					Latent/Induced Demand	Expanding highways is never the solution. This is made clear by the countless studies on Induced Demand, that show expanding highways always lead to more traffic.	See Comment #18
					Reroute to 130	Non-local traffic should be diverted around the city and not through it. Let's reconnect Austin and let's Rethink I35.	See comment #3
2571	noi mahoney	1/31/2023	MyCapEx Website - Comment Form	noi_freelance@yahoo.com	Regional connectivity	We need light rail between San Antonio and Austin, as well as between all the major cities in Texas	See comment #1
2572	Nora Deveny-Valiela	3/7/2023	MyCapEx Website - Comment Form	Norita21@hotmail.com	Do not widen/no build	Please do not expand I-35 through Austin. This will lead to more air pollution and traffic for Austin's residents. TX DOT needs to explore alternative trucking routes so that cross-state and cross-town traffic don't get clogged in our city center. Thank you.	See Comment #5
2573	Nora Levesque	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose TX dot's I-35 expansion and terribly planned expansion. Causing the path around Lady Bird Lake is a terrible idea. Please don't move forward with this plan.	See Comment #5
2574	Nora Redfern	3/6/2023	Email	nredfern@valornet.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm not in favor of expanding I35. Thanks	See Comment #5
					Reroute to 130	Through traffic should be moved out of the middle of Austin, using 130 instead.	See comment #3

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2575	Nyssa Sherazee	3/7/2023	VOH	nsherazee@gmail.com	Do not widen/no build	Expanding a highway that runs through the heart of a major city is not only undesirable, but irresponsible. Displacing businesses and homes to do so is completely unacceptable.I don't believe that all of these land seizures are necessary to tear down the upper decks - your team erected the upper decks, you should be responsible for demolishing them without seizing so much land. Further, TxDOT should route through-traffic around Austin through the relatively new SH 130. Just because this is currently tolled does not mean it is a non-starter. If you are willing to spend billions to expand 35, I'm sure you can come up with a creative way to recoup that revenue - how about not expanding 35? Those extra lanes have to be adding some cost.	See Comment #5
2576	Oliva Quintana	3/7/2023	VOH	oquintana96@gmail.com	racial Justice	This project would continue a dangerous historic process that's been happening for decades in Austin and Texas of displacing communities of color and displacing local community hubs in the name of highway expansion. This will divide the city and close even more beloved Austin institutions that make the city what it is. Local residents do not want this expansion and it will cause irreparable damage to actual residents of the city.	See Comment #3
2577	Olive Fontaine	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #5
2578	Olivia Cooper	3/7/2023	Email	info@email.actionnetwork.org	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am for a healthy public transit system, and I utilize the current one already. It could be better, my bike ride could be much safer. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I want to be able to bike, bus, walk, metro, or take short drives and be able to avoid the interstate instead of being faced with it daily. I live close to the interstate already and I want to see my neighborhood continue to thrive as a quiet residential haven near downtown but away from the bustling city, the best of both worlds. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Thank you.	See Comment #13
					Tire Wear	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. It's obvious this is not the solution to Austin expanding as a city.	See Comment #18
2579	Olivia K Primanis	3/7/2023	Email	primanis@utexas.edu	Do not widen/no build	Dear all!!! As part of the neighborhood who wrote the following letter- I am emailing parts of it to you with great hope that you consider our sincere input in good spirit and with great hope for the future of our city. As a resident of the North Loop neighborhood in Austin, I appreciate the opportunity to provide comments on the draft Environmental Impact Statement for the Capital Express Central Project. Having carefully considered the alternatives presented in the DEIS, I urge TxDOT to choose the No Build Alternative because the benefits of Modified Build Alternative 3 would not justify the costs and impacts on the community. As noted by many well-informed members of our community: • TxDOT's projected traffic growth and commuting times are exaggerated because commuters will change their driving patterns as alternatives become more available or favorable. • Expanding the highway would not eliminate congestion due to Induced Demand. • TxDOT can improve highway safety immediately by reducing the speed limits on the highway and access roads. • The project would encourage the use of single-occupancy vehicles, promote urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan. • In order to expand the highway, the project would confiscate land from businesses and residents near the right of way, disproportionately impacting small businesses and minority communities. • Widening the highway with the limited connectivity, currently in Modified Build Alternative 3, would perpetuate, expand, and worsen the demographic divide that began with the city 1928 master plan. If, however, TxDOT continues to pursue Modified Build Alternative 3, then I urge TxDOT to work with the City of Austin to ensure that the expanded highway includes adequate east-west crossings, as outlined by the Austin City Council Resolution on 2/23/2023, including: • Ensure that all crossings between 51st and U.S. 290 are at grade. • Work with the North Loop, Ridgetop, and Windsor Park neighborhood associations to evaluate adding another full crossing (automobiles, bikes, and pedestrian lanes) between 51st and U.S. 290. Revising the project to more closely align with the needs of Austin and its communities who live along I-35 will result in better outcomes over the decades to come. Thank you for your consideration.	See Comment #5
					Public Transit / Multimodal Transportation	• The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect.	See Comment #13
2580	Olivia Prior	3/1/2023	Email	oprior@stedwards.edu	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, My name is Olivia and I am a resident of Austin. I oppose TxDOT's plans for I-35 and I oppose expansion. I am for the Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, creating a boulevard going through town, and implementing a public transit-first project. I am concerned that expanding the interstate will increase the number of cars on the road, instead of encouraging public transportation and reducing carbon emissions in Austin. I am also concerned about expanding the highway into the surrounding neighborhoods to make way for more lanes. Living right next to a highway can contribute to lack of sleep and stress through noise and inaccessibility to move around their neighborhood due to dangerous car traffic. I am also I-35 borders the east side of the St. Edward's campus and the noise pollution is already an annoyance living so close to it. If the interstate were expanded, I am concerned the increased lanes, leading to more traffic movement, will only exacerbate the noise problem. I am also concerned about the long-term health impacts of expanding the highway. It is vital to reduce car pollution as there is a risk of asthma and other respiratory problems. Expanding the highway, and not expanding public transit lines, is a concern for the many Austinites who do not drive -- developing a boulevard and more public transit access is a missed opportunity if TxDOT continues the expansion plans. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
2581	Olivia Smith	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi Mr. Abrego, My name is Olivia and I'm a resident of Hyde Park in Austin. I am writing you to ask that you not move forward with TxDOT's plan to expand I-35. Austin is of course a rapidly growing city and it is critical to adapt to the increasing population with transport solutions. However, it is well-established that highway expansion does not relieve traffic congestion and that public transit is a much more effective and sustainable approach to this issue.	See Comment #5
					Community Alternatives	Instead, I would like to support the Rethink I-35 project, which focuses on long-term solutions which maintain accessibility through dense and human-centric urban development. I believe that this solution is better and still practical, especially given that the highway-expansion proposal is predicted to require 10 years of construction. Please support our neighbors and the future of Austin by instead implementing a solution such as Rethink I-35!	See Comment #4
2582	Omar Aranda	3/7/2023	Email	maranda@goanteater.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Commnet #8
2583	Omar Barnhart	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, With the climate crisis at hand it is critical Texas make the right move towards a more bikeable and walkable way of life. Expanding I-35 is not a move in that direction. We must do all that we can to decrease the use of fossil fuel based vehicles and move towards more environmentally friendly modes of transportation. I recommend we go back to the drawing board when it comes to discussing I-35 expansion.	See Comment #5
2584	Omar Garcia	1/31/2023	MyCapEx Website - Comment Form	Art.is.analogue@gmail.com	Regional Connectivity	Adding rail transit will not only ease traffic congestion but would add economic benefit for both cities. We actively avoid traveling to Austin because of how bad traffic is to and from San Antonio.	See comment #1
2585	Omar Wright	1/31/2023	MyCapEx Website - Comment Form	brak.123@hotmail.com	Regional connectivity	Having a railway would allow myself and others a mode of transportation to visit Austin. Right now I'm stuck in San Antonio and would love some public transportation infrastructure!!!	See comment #1
2586	ONM	3/7/2023	Email	onmorgan@gmail.com	Regional connectivity	Can we please have a train instead. Cars are only hurting our society and making life so much worse for all of us. Please just put a train where the highway is and we can all live so much easier. Thank you, Owen Morgan	See comment #1
2587	Orhun Berke KIDAK	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, One of my closest friends is from the state of Texas, and it is a place of huge potential imo. It is always sunny, flat as long as the eye can see, filled with smart and kind people. I can see only one, and a huge one at that, problem. Its cities are devoid of life, covered with endless asphalt and concrete. Instead replacing asphalt and concrete with green spaces, safe outsides for children, and bike lanes and trains for fast and efficient transportation would help people be healthy, more socially connected, and more economically prosporous. Most importantly, it would bring life to Texan cities. Texas has a combination of things that no other country or state has. It is vast, has great climate, a skilled english speaking workforce, and a rapidly growing economy. With these advantages Texas can build whatever r they decide to faster and more efficiently. Texas shouldn't waste this potential to build places that bring out the best in people, and are filled with life. The only thing that is lacking is the sufficient political will. An important city planning idea is that traffic should be moved around the places where people live, and having a highway run through the heart of a city is never a good idea. Not even for car dependent policies. It wastes valuable real estate for little benefit. Vehicles that need to can go into the city without taking a wide highway while vehicles that want to get to somewhere else can tour around the city at fast speeds. All cities need life, Austin is no exception.	See Comment #5
					Multimodal Transportation	The economical upsides are a big political talking point but many other countries around the world are trying and succeeding with alternatives to car dependent transportation.	See Comment #20
2588	Oriana Lopez	3/6/2023	Email	info@sg.actionnetwork.org	Multimodal transportation	Mr TxDOT TxDOT, I do not agree with the expansion of 1-35. As a student of Urban planning, I have learned that adding lanes to highways does not decrease traffic. It leads to health problems associated with car dependency, and I do not support this for Austin. I do not want to travel via interstate for my daily commute, and would like a focus on rapid bus transit, rail, and subway alongside pedestrian and bicycle paths. Austin is a travel destination and should lean into that by having easily accessible transit for all who live here and are visiting. Cars are not the way forward! Please do not expand the highway!!	See Comment #20
2589	Orion Reynolds	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, My name is Orion and I'm a resident of Hyde Park in Austin, TX. As an Urban Studies major at UT Austin, I can confidently say that based on past blunders such as the Katy Expressway in Houston and successful examples of North American cities such as Seattle, Boston, San Francisco, and Vancouver, that the I-35 expansion plan through downtown and central Austin is a huge mistake. First, it cause Induced Demand by increasing the number of lanes,By expanding I-35, even with the possibility for a cap and stitch program, the highway is going to lead to a far worse future for Austinites. In other successful cities wit h highly-educated populations such as Seattle, San Francisco, and Boston, there is immense demand for the removal and burial of highways, while in cities with major highways cutting through downtown such as Houston and Dallas, the level of talent is not nearly the same. At UT, I have not met a single person in my Computer Science courses who willingly accepted offers at companies in either of these cities, despite the presence of fairly large companies such as Capital One in Plano, because living in these cities was seen as undesirable while the mental challenge was not nearly enough. The facts are clear: cities with high-income, high-education populations are NOT compatible with the 1950s-style urban planning that TxDOT is pursuing as part of the I-35 expansion plan. Instead, it should take a page from Vancouver, consistently ranked one of the best three cities to live in in the world (and THE best on the continent), and avoid having a highway bisect its core at all. MoPac and Rese arch Blvd are more than sufficient for those who live in Austin, and the new Project Connect light rail will achieve 5 minute headways which can quickly and conveniently move *even more than* the capacity of rail vehicles. Thus, other highways and planned rapid transit will suffice for Austin-area residents and prove to be scalable for generations to come.	See Comment #5;
					Reroute to 130	Therefore, I support the Rethink35 plan which would remove the stigma of I-35 as a divider between higher- and lower-income communities, while giving the space back to Austinites. This plan would not only allow TxDOT to redeem itself for the mistakes of the past, but also paint it in a favorable light for all residents here, no matter their political affiliation or primary mode of transportation. For those that are seeking to simply pass through Austin, the solution is simple: SH-130. This bypass highway will see immense use if it becomes a fr eeway and receives the I-35 designation. It has high speed limits and can provide a constant flow of traffic by avoiding the urban core. By separating traffic passing through Austin from traffic visiting it, TxDOT can make SH-130 an efficient highway that will please drivers from outside of Austin, while making Austinites happy by not razing their beloved city. In these two simple steps (making SH-130 to I-35 and making the current I-35 an urban boulevard), TxDOT can create positive, lasting change for generations for not only current and future Austinites but also the huge swath of drivers who currently use the highway. Plus, SH-130 would be a lot cheaper and easier to expand now and in the future.	See Comment #3
					Air Quality/Climate Change	thus leading to eventually even worse traffic, the need to expand yet again numerous times in the future, feeding the addiction of urban sprawl and unsustainable & unaffordable car-dependent living, adding millions of tons of CO2 and GHG emissions each year, and jeopardizing the health of communities who live near the highway as well as students at the University of Texas.	See Comment #18
2590	Oscar Garcia	1/31/2023	MyCapEx Website - Comment Form	oscaradolfogarcia@protonmail.com	Regional connectivity	San Antonio is one of the largest cities in tve United States yet it has no rail system and hardly any public transportation. I support building a rail network between San Antonio and Austin to allow for regional econok ic integration and relief in traffic on our roads, something the whole Texas Triangle can use, with rail networks there as well.	See comment #1
					Do not widen/no build	Mr TxDOT TxDOT, Dear TxDOT: As a former employee of the state of Texas, I've always admired the innovate and community-minded spirit of TxDOT. I believe that the proposed highway designs do not meet the general quality of excellence of your agency, and merit revision.	See Comment #5;

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2591	Oslo Brewster	3/7/2023	Email	info@sg.actionnetwork.org	Regional connectivity	The City of Austin, one of the crown jewels of the great state of Texas, has historically suffered from a racial and economic divide that is demarcated by the I-35 corridor. This divide is exacerbated by the proposed alternative highway designs, which also reduce connectivity by removing connections across I-35. The removal of highway crossings also increases the negative environmental impact of the proposed alternatives. By reducing the ability to cross the city through alternative transportation options like walking or cycling, the design increases reliance on polluting and inefficient forms of transportation like cars. It also has negative social and economic impacts by making it difficult to cross the city east to west or vice versa. Pedestrians, cyclists, and other users should not be forced to climb long ramps or stairs for elevated crossings or be forced so far out of their way. Making these crossings so unappealing and difficult to use will result in them not being used. The models used to craft these designs appear to be based on inaccurate and unrealistic traffic projections. Traffic on I-35 has remained effectively constant for the past 20 years, so any analysis based on the current highway configuration somehow supporting significantly higher rates of traffic is implausible. Furthermore, this makes the comparisons between the no-build and proposed alternatives meaningless if the current configuration can't support the amount of traffic they are projecting for the future. I hope that TxDOT will continue to improve the design by improving the usability of the mixed use path. This can be done by keeping the paths above ground, at grade, and direct. Another improvement would be increasing the number of connections across the highway, in line with the proposals from the City of Austin and NCINC (North Central I-35 Neighborhood Coalition). Finally, a foundational aspect of reconsidering these designs would be to emphasize shifting trips way from private car use to public transportation and other alternatives. This would decrease the need for highway expansion while meeting the needs of Texans in Austin. Thank you for your time and attention, and best of luck with your ongoing work on this project.	See Comment #1
2592	Owen Ahmed	1/31/2023	MyCapEx Website - Comment Form	Aimtiaz38@gmail.com	Regional connectivity	I support the rail.	See comment #1
2593	Owen McNally	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I'm a professor and look at alot of news and research about expanding highways.	See Comment #5
					Latent/Induced Demand	My prediction is that TxDOT's expansion plans for I35 will induce demand and we'll soon have more slow traffic etc. Let's find another way!	See Comment #18
2594	Owen Young	3/7/2023	Email	owenyoungis@gmail.com	Do not widen/no build	Dear I35 planners, I live in the Delwood II neighborhood that the proposed changes to I 35 would drastically impact. Please see our neighborhood concerns below. The intersection at Airport and I-35 needs further review pertaining to our neighborhood (Delwood II). We must be able to turn left out of Delwood 2 to access our major traffic arteries and schools.	See Comment #5
					Reroute to 130	I don't understand why the 183 toll road remains empty or drastically underutilized while trucks and other cars passing through still use I-35. This is not ok. I propose we change I 35 to a toll road where residents do not have to pay (similar to a library card) , and it is cost prohibitive for those passing through. We need to divert this traffic AROUND the city.	See Comment #3
					Delwood	Comment from Delwood 2 Neighborhood Association on TxDOT Draft Environmental Impact Statement on the I-35 Capital Express project. The proposed alternatives for rebuilding I-35 through the central segment do not meet Delwood 2 neighborhood needs and actually cause mobility issues. The proposed highway designs do not meet Delwood 2 mobility and access needs. The proposed alternatives call for closing one of the four entrances to the neighborhood. This will increase the difficulty of getting in and out of the neighborhood, and increase the cut through traffic in the neighborhood when the right hand lane traveling north on Airport backs up, which it does regularly at all times of day. Neither of the proposed alternatives address this issue, and instead focus on the left turn to go south on I-35, a section of traffic that only backs up briefly during rush hour. The proposed pedestrian/mixed use pathways to navigate the Airport/I-35 intersection without a car are unnecessarily hostile to anyone without a car. Instead of diverting car drivers, who can easily traverse hills, grade changes, and increased distance, mixed use path users are diverted. This results in proposed mixed use paths that nearly double the travel distance for wheelchair users and requires cyclists to dismount to navigate the hairpin turns or stairs in the paths. The proposed pathways also include an outrageous proposal of 'underpasses' for pedestrians, including a very long segment in which pedestrians are expected to pass under the 8 lanes of Airport Blvd instead of crossing at the intersection above ground.. These tunnels take pedestrians out of sight of anyone around, which is uncomfortable and unappealing to any mixed use path users, including the young and disabled, especially after dark. Furthermore, given that TxDOT is well aware of the number of people who use highway infrastructure as shelter because Austin lacks sufficient affordable housing, it is inconceivable that the tunnels will not be turned into shelter for these people, resulting in poor outcomes for everyone. As a final point, this intersection regularly sees issues with flooding during heavy rain, making pedestrian tunnels an even more unusable proposal. Cars can easily navigate a bit of water on the road. Expecting pedestrians and cyclists to do so is absurd. All of the above issues appear to be driven largely by the choice of intersection at Airport Blvd and I-35 that TxDOT is proposing. The Single Point Urban Interchange is extremely unfriendly to anyone not in a car. Delwood 2 strongly encourages TxDOT to consider a more traditional four way intersection where pedestrians, cyclists, and other users are on equal footing with the rest of the road users and do not have to travel so far out of their way in deference to cars. We understand that TxDOT is attempting to reduce 'conflict points' between pedestrians and cars, but relegating pedestrians to below-grade tunnels or elongated indirect paths is not an appropriate solution for these road users. Proposed highway designs have negative environmental impacts that outweigh the purported benefits. The proposed highway designs increase the negative environmental impact of the proposed alternatives. By reducing the ability to cross the city through alternative transportation options like walking or cycling, the design increases reliance on polluting and inefficient forms of transportation like cars. It also has negative social and economic impacts by making it difficult to cross the city east to west or vice versa.	See Comment #184
2595	P Hissam	3/5/2023	VOH	phissam12@gmail.com	Latent/Induced Demand	It is unclear why the narrow highway design between Dean Keeton and Manor is not continued throughout the project. To reduce Induced Demand and promote carpooling, do 2 HOV lanes and 3 mainlanes per direction. Or, do 1 HOV lane and 4 mainlanes per direction. Do not create a 6-lane highway per direction. Unclear why HOV lanes have dedicated entrance/exit overpasses if the lane is intended for through traffic. These entrance/exit overpasses create clearance issues and hinder the construction of future deck plazas.	See Comment #18;
2596	Paige McFarlain	3/7/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, As a resident of Dallas, I oppose the I-35 expansion and TxDOT's plans for I-35. I grew up in Houston, where it would take my dad an hour to get to and from work every day because the Katy Freeway was so backed up. That didn't change after it was expanded. I am for the Rethink35 proposal and public transportation initiatives. The DART is flawed and could stand to be expanded, but my life would be much harder with no public transportation at all in Dallas. I know that 10 years of construction is an estimate that may not be accurate. Construction delays happen and when they do they make everything worse. It's just not worth it to be under construction for 10 years for the hope of some relief on I-35 that will never happen.	See Comment #18
2597	Paige Shoberg	3/7/2023	Email	paige@shoberghomes.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment 38
2598	Paige Simard	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose TxDOT's plans for I-35 and I oppose expansion. Their process for expansion is flawed and will cause undue harm to residents and wildlife alike. We should instead be looking towards more sustainable methods and investigating the root cause of this issue which is ultimately too many personal, small vehicles on the roads. I expect TxDOT, Austin City Council, and other representatives to stand up for the people of Austin and everyone like me who is opposed to this construction. Thank you,	See Comment #5
					latent/Induced Demand	Highway expansions don't work, as research shows, as they only cause more traffic congestion.	See Comment #18
					Public transit/Multimodal transportation	Rather than this expansion project, I encourage you to instead consider other public transit projects and solutions that do not place anyone in harms way or worsen our environment!	See Comment #13
2599	Pam Bingham	3/1/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, I oppose the current plan to increase the lanes on I-35 through the city. I have lived in Austin since 1974. When I arrived here I was able to drive downtown easily, to utilize Town Lake, to get to South Austin easily. Austin was a town first and I-35 was just a road used by some folks and handy to get South if need be. Now, Austin is a congested mess and there's so much car exhaust in the air that my eyes burn whenever I'm on I-35. Why would anyone want to build more lanes on I-35? I-35 should be moved away from the city completely. Use one of the existing roads around the city to move the traffic. Do not expand the existing lanes, PLEASE. Rethink I-35 is a good idea. Just change the current thought. Austin needs good transit in the city. They could use the space that is currently I-35 to do a mall or a park or something for the people who live here and the people who come here to visit. Building that 20 lane expansion will take years, increase pollution for the residents, cost a huge amount of money and add nothing to Austin or for the people who live in Austin. PLEASE DO NOT INCREASE THE LANES ON I-35.	See Comment #4
2600	Pamela Raffaele	1/13/2023	Email	PRaffaele@mlrpc.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Pamela Raffaele	See Comment #8
2601	Pamela Romero	2/9/2023	Verbal Comment	info@email.actionnetwork.org	Do not widen/no build	Okay. So now I deal with my comments? Okay. So first of all, just a general comment about the maps and how difficult they are to read. I appreciate all the effort and the drawings, but one of the most significant things is the existing right of way, and it's barely visible on the map. The existing right of way is what tells citizens how wide or how affected each section is going to be. So for heaven's sake, make that big or bold so people can see it. Because it's – it feels like it's, like, deceiving. I know there's a lot of other red lines and stuff but the – one of the most important, the one people want to know, is what businesses are going to be affected and it's barely visible. It's almost insulting. I'm sorry. So that's a general comment. And then my more specific comments are regarding the section from 290 to Airport Boulevard. There's – there's really nothing that this project is giving that community. There's a bridge, a pedestrian bridge which is almost – I don't know, it's terrible, and it's expanding the freeway, a big, huge freeway. This is a once in a generation opportunity to improve all of that and I don't – and I would ask to seriously consider lowering the project, the entire project. Why are you stopping at Airport? Why not lower it from 290? If that's the existing project, then lower the existing project. That is one critical thing. In terms of racial disparity and – and improving the racial divide, that's a section that would improve. Whatever happens downtown, great. But the train has left the station downtown with all the – the – the – you know, residents that are there now are – it's – it's – you know, they've moved north to more affordable housing. To connect the east and the west from Airport to 290, would be transformative for that community. Of course, I mean cap and stitch. And I understand the cost, but if it takes 30 years to build, ultimately, the cap and stitch, it's transformative for the next 100 years. So build the infrastructure to allow for future communities to make that needed – needed – such needed impact on that. So really, I guess, what I'm asking is a little bit more study to some of these concerns for this such critical project. That's it.	See Comment #5
2602	Parker Martin	2/12/2023	VOH	didisayasidid@gmail.com	Do not widen/no build	I oppose the expansion of i35	See Comment #5
2603	Parker McCollum	2/7/2023	Email	Parker.McCollum@jll.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. PM Parker McCollum Analyst	See Comment #8
2604	Parker Sewell	3/6/2023	Email	info@email.actionnetwork.org	Bury/tunnel	Mobility35 Program Manager Tommy Abrego, Hi, I oppose the TxDOT plan to expand I-35 in Austin. Evidence shows it won't fix traffic, but it will displace Austin businesses, worsen climate change, and continue a racist division of our city. Instead, we should bury I-35. This will unlock billions in economic value in the form of new businesses and homes, improved transit, and parks, connecting east and west once and for all. Please don't put us through 10 years of construction for this. Choose an alternative that we can all be proud of.	See Comment #25
2605	Parker Short	3/7/2023	MyCapEx Website - Comment Form	parker.short@gmail.com	Do not widen/no build	I oppose the I-35 expansion plan through Austin.	See Comment #5
					Public transit/Multimodal transportation	We should be focused more on public transit and routing through traffic around the city.	See Comment #13
2606	Pat Jasper	2/9/2023	Physical Comment	patjasper1@gmail.com	Community Engagement	This is not a process! It is a sham to avoid true feedback and to merely fulfill legal requirements. Why don't the people decide isntead of TxDOT	See comment #320

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2607	Pat Jasper	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, The interstate through Austin was a mistake 47 years ago when I arrived. Not solving that problem in the intervening years in a manner that ENHANCES the lives of Austinites is irresponsible on the part of both federal and state agencies. This civic neglect has led to a substantial increase in traffic, noise and pollution. The TXDOT plan is unworkable. Its meager provisions negate walkability, public health, housing affordability, income equality efforts and neighborhood developm ent. We all think our city is special. Let's prove it!	See Comment #5
					Reroute to 130	Clearly, if we rethink the design by utilizing a loop approach, as is standard in most American cities, it would free up and unlock a central area of the city. A straight away one level boulevard with timed lights would expedite travel local to Austin. It would make way for more connectivity. An extension of the interstate ending shortly before and after the south and north ends of SH-130 would likely be cheaper and it would attract drive-through traffic that does not need to traverse the middle of Austin.	See Comment #3
2608	Pat Jasper	3/7/2023	Email	patjasper1@gmail.com	air quality/noise	To Whom It May Concern: We are writing this letter as a follow-up to the official communication from the Wilshire Wood/Dellwood 1 Neighborhood Association. This is additional information regarding the status of the residents and both 1) their response to the expansion of I35 and 2) their response to the letter's assertion that sound barrier mitigation is appropriate for our neighborhood. Knowing that property owners immediately affected by placement of sound barriers would need to agree, members of the WWD1 Neighborhood Association undertook a straw poll of these residents. There was substantial support for it. Of the 11 affected households on the west side of Bradwood Road, addresses 4002 through 4203 and also including 4141 N. IH-35 , 8 were adamant about the necessity, 1 was undecided and 2 were unreachable (due to our limited turn-around time to conduct the poll). The decision to undertake this informal survey was discussed as part of the WWD1 Neighborhood Association discussion re: the expansion of I35. Thus, it may be helpful to make this information a part of the record, though these results were tabulated after the official letter from the Neighborhood Association was approved. Hence, this separate communication.	See Comment #34
2609	Patrice Duff	3/6/2023	Email	pduff@moreland.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2610	Patricia Atkinson	1/30/2023	Email	patkinson.nh@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Mail for Windows	See Comment #8
2611	Patricia Buchholtz	3/6/2023	MyCapEx Website - Comment Form	patricia.buchholtz@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
2612	Patrick Buckley	3/7/2023	MyCapEx Website - Comment Form	pbuck7@gmail.com	Do not widen/no build	I oppose TXDOT's latest plan to expand I-35 through Austin. This would cut down on need lanes and reduce noise, pollution and accidents in the heart of the city. Thank you for your consideration.	See Comment #5
					Business/residential displacement	As currently drafted, the plan would needlessly uproot the lives and business of many all while likely increasing, not decreasing traffic (as we've seen with other highway expansion projects).	See Comment #21
					Reroute to 130	I strongly urge you to consider other alternatives, which include diverting truck traffic around the city	See Comment #3
2613	Patrick Carroll	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I've been to several meetings, signed at least one petition, and gone to a TxDOT information session--all trying to understand what the highway expansion will do. I still don't get it. I'm 73 and I will probably not still be driving when the ribbons are cut on the new IH35-2.0, but it will be a disaster. I know you've already decided (we were told as much at the orientation meeting last month), but please think outside the box you are about to create. I vote NO to the IH35 expansion plan currently being fast-tracked by TxDOT. Thank you, Patr ick Carroll Patrick Carroll	See Comment #5
					East/west connectivity	The 1962 version of the highway gashed Austin into two sub-cities and made a traffic jam the center of the city. Now TxDOT is going to expand the highway into an even wider and more daunting gash, accompanied by theories of how bridges with a few trees in planters will reunite Austin.	See Comment #20
					Reroute to 130	There is still time to route north-south traffic around the city (e.g., 130) and to rethink East Avenue as a must more modest piece of the overall traffic plan.	See Commen #3
2614	Patrick DeVarney	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I believe TxDOT's plan for I35 expansion is flawed and will negatively impact the city. I understand the need to improve north-south traffic flow, but I do not believe this plan addresses this issue. I will end with a personal story. I lived in South Austin for nearly my whole life until I recently moved to Kyle partially due to the traffic. I saw Southpark Meadows (Slaughter Lane / I35) come into existence. This is a poorly-designed traffic area and attempts to improve the design only made it worse and more dangerous. More shopping areas being added were "addressed" by more 4-way signal intersections. The traffic backup caused by these intersections was addressed by additional lanes and narrowing the lanes. The additional vehicles causing the bike lane to be dangerous were "addressed" by narrowing the lanes further and adding a physical barrier for the bike lane that no one will use because Slaughter Lane is so dangerous that it has SIGNAGE for how dangerous it has become. I do not see any data supporting that TxDOT's plan is thoroughly thought through.	See Comment #5
					reroute to 130	A 10-year construction plan will force commuters to find alternate routes. Why not spend the 5 BILLION dollars on improving those expected alternate routes so commuters use those routes already? None of this plan incentivizes non-local traffic to use alternate routes. What percentage of I35 traffic is non-local? What if we spent 5 BILLION dollars incentivizing this traffic to use an alternate route like Rethink35's plan to use SH130	See Comment #3
					Community Alternatives	I am for Rethink35's plan to incentivize non-local traffic to use a route that is outside of Austin.	See Comment #4
					latent/Induced Demand	More lanes do not equate to better traffic and smashing intersections close together does not improve traffic either (the proposed changes to the already-clogged area around 5th street -> 8th street).	See Comment #18
2615	Patrick Goetz	3/7/2023	Email	pgoetz@gmail.com	Do not widen/no build	Dear TxDOT staff, Being loathe to repeat things you've seen many times already, let me state that I agree 100% with the comments made in the letter from NCINC (North Central I-35 Neighborhood Coalition) which you should have received recently. A couple of additional comments. I've been involved in transportation planning for over 20 years, and transportation engineers planning roadway expansion projects ALWAYS overestimate demand growth. I understand that this is seen as the "conservative" approach because you don't want to spend a lot of money and find out that you underestimated demand*, but when you're talking about shutting down businesses in order to widen a highway through a densely populated urban area where real estate can be worth $5-$10 million dollars an acre (or more), then the prudent approach would be to more accurately predict demand growth. To this end, the other constant is that you always use linear growth projections, which are typically wildly unrealistic. In an era of catastrophic climate instability, the world population is very likely to decrease rather than increase, or at the very least decrease after another brief period of increase. This is already happening in central Europe, Japan, and China, and in fact the US population would currently be shrinking if it weren't for immigration. Does it really make sense to plan for massive increases in traffic over the next 30-50 years? So I'm strongly opposed to widening the footprint of IH-35 through Central Austin: it's bad for business, bad for the local economy, and terrible for our quality of life. If you insist upon adding lanes, do it underground. where the highway is capped through downtown and the service roads arereplaced by a boulevard running along the center of the cap. The property tax revenue obtained through turning the service roads back over to the private sector for commercial development would completely pay for the cost of capping the highway. Something I've learned in life: if literally everyone is telling you not to do something, it's virtually always a good idea NOT TO DO IT. Have you received any letters enthusiastically applauding the removal of businesses from the downtown IH-35 corridor? Maybe think about that.	See Comment #5
					latent/Induced Demand	* Never mind that you can't build your way out of traffic congestion, as been demonstrated, oh, 1000 times in Houston alone.	See Comment #18
					Community Alternatives	I'm strongly in favor of relinquishing the service roads downtown so that this space can be commercially developed. By far the best planI've seen is that of Reconnect Austin (https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Freconnectaustin.com%2F&data=05%7C01%7Ccapexcentral%40txdot.gov%7C352af66df86e42c9aa8a08db1f7a2191%7C39dba4765c094c6391dace7a3ab5224d%7C0%7C0%7C638138381636748619%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=ce4W3zv7UYI7jsZI%2Bx4W1P7rQulzuPvfyUpPUnSIlU%3D&reserved=0)	See Comment #4
2616	Patrick Grubel	3/7/2023	MyCapEx Website - Comment Form	patrick.grubel@outlook.com	Do not widen/no build	I oppose the expansion project in the strongest terms. A project to divert through-traffic away from the heart of the city would remediate congestion while avoiding the costs--in both financial and personal terms--of major construction in the most densely populated part of the city and near precious outdoor spaces.	See Comment #5
					Business/residential displacement	Not only would expansion destroy valued and valuable businesses and homes along the major artery, it would deny residents access to limited natural spaces in the heart of the capitol city. Disrupting lives, destroying homes and businesses, and blocking outdoor spaces for the benefit of non-local traffic is unfair to the people who call Austin and diminish the things that make Austin one of the most desirable cities in the country.	See Comment #21
2617	Patrick Johnson	2/7/2023	Email	PJohnson@frontierbankoftexas.bank	General support	Dear Chairman Bugg and Commissioners: As a Central Texan for over 30 years – I ask that you take the needs of our entire state into consideration – and that you fix IH35 through Austin. I know you have heard from many groups, including those that oppose your plans, even though you have incorporated so much input from so many into your plans. The special interests of a few should not ultimately override the needs of the State of Texas. Many in Austin – including me and so many I talk to, fully support what you are doing. As our recent ice storms in Austin yet again prove, we can't live in a fantasy world where trees don't need to be cut away from power poles. We can't live in a fantasy world where everyone walks or rides their bike on IH35. We already have enough empty trains in Austin that don't work and have cost local taxpayers billions, and more are planned (and now are 2X the original budget). I support expanding all modes of transportation affordably, but our cars and trucks need a highway they can navigate through. Your plans also help fix the 'divide' between West and East Austin – and that is a good thing. Many of us have already done a ton of work in that area – it will be nice to have a better road system for all concerned. I am in complete support of this project as proposed. I trust TXDOT and its engineers and professional staff to do what is right for Texas. I also respect all other voices. Let's get real and get it done. Thank you for your consideration and all the hard work you are doing for Texas.	See Comment #8
2618	Patrick Ley	2/7/2023	Email	pley@ecrtx.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. PATRICK LEY SIOR, CCIM Partner 512.505.0002 direct | 512.537.9040 mobile pley@ecrtx.com | ecrtx.com www.ecrtx.com/email-disclaimer	See Comment #8
2619	Patrick McCord	2/8/2023	Email	Patrick.Mccord@jll.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. For more information about how JLL processes your personal data, please click here This email is for the use of the intended recipient(s) only. If you have received this email in error, please notify the sender immediately and then delete it. If you are not the intended recipient, you must not keep, use, disclose, copy or distribute this email without the author's prior permission. We have taken precautions to minimize the risk of transmitting software viruses, but we advise you to carry out your own virus checks on any attachment to this message. We cannot accept liability for any loss or damage caused by software viruses. The information contained in this communication may be confidential and may be subject to the attorney-client privilege. If you are the intended recipient and you do not wish to receive similar electronic messages from us in the future then please respond to the sender to this effect.	See Comment #8
2620	Patrick Miller	1/31/2023	MyCapEx Website - Comment Form	patrickgmiller@google.com	Regional connectivity	I would love a rail connection from SA to Austin.	See comment #1
2621	Patrick Morrissey	1/18/2023	Email	Patrick.Morrissey@eec-tx.com	General Support	Dear Chairman Bugg and Commissioners: I have reviewed the renderings presented for public comment and I agree that I-35 through Austin desperately requires an overhaul. We must transform this area of the city in order to accommodate our current and future growth. I hereby fully endorse and support the I-35 Capital Express Central design being proposed by TxDOT. Thank you, Patrick Morrissey, P.E. LEED AP Principal | Vice President of MEP Department Encotech Engineering Consultants Austin | San Antonio 8500 Bluffstone Cove, Suite B-103 | Austin, Texas 78759 Main (512) 338-1101 | Direct (512) 758-7720 | Mobile (646) 430-1934 patrick.morrissey@eec-tx.com | www.EncotechEngineering.com	See Comment #8
2622	Patrick R. Mallon	1/12/2023	MyCapEx Website - Comment Form	prmallon@gmail.com	Do not widen/no build	Please, please do not do this. Evidence has shown over and over again that more lanes do not help with congestion. Please do not destroy Austin with this terrible project. I vehemently reject this proposal for the I-35 expansion.	See Comment #5
					Public transit/Multimodal transportation	Please invest in public transit or spend these dollars elsewhere.	See Comment #13

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2623	Patrick Rose	2/8/2023	Email	Patrick.Rose@corridortitle.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Patrick PATRICK M. ROSE President C: 512-484-8050 Locations | Privacy Policy | Wire Fraud Policy | ZOCCAM WIRE FRAUD WARNING: Corridor Title cares deeply about the integrity of the real estate transaction, and utilizes ClosingLock to communicate Wire Instructions. Please do not trust wire transfer information from any other source. Secured by Paubox - HITRUST CSF certified	See Comment #8
2624	Patrick Thomas Barry	3/7/2023	MyCapEx Website - Comment Form	patbarry@yahoo.com	Do not widen/No build	As someone who commuted downtown from far south austin 25+ years. Why not just extend widen & extend elevated to oltorf from mlk area. Looking at google maps typical traffic feature you see the major bottle neck is where the elevated ends. Make a huge upper deck(4 lanes each way) . You could do some infill covers over existing lanes around 38th and use shaded areas below for parking, dog parks, around . The summers are only getting worse here and the shade would be nice. - make 15th street elevated from lamar to mopac to add another east west. - make i35 feeders continuous with turn arounds every overpass. - make onramps from 15th, Mlk, , 6ht, to i35 new elevated lanes.	See Comment #5
2625	Patti Amaya	3/7/2023	Email	themarket78704@gmail.com	Do not widen/no build	I oppose any plan to detour of the Ann and Roy Butler Hike and Bike Trail for six years. It's a path that grows daily with new and old Austinites who run, walk or bike the area. It also goes against the original campaigner Lady Bird Johnson who help create and support the original Hike n Bike. Please find another location and leave the property to the people	See Comment #5
2626	Patti Everitt	3/7/2023	Email	peveritt888@gmail.com	Do not widen/no build	March 7, 2023 RE: Request for Traffic Mitigation (longhorn)at 41st Street and Wilshire Blvd connection TXDOT: My request to TXDOT is to honor the residential character of the Wilshire and Schieffer-Willowbrook neighborhoods by working with residents to avoid an increase in traffic from the proposed 41st Street – Wilshire Blvd/Schieffer Ave connection. The connection as proposed in the TXDOT design is likely to result in making this quiet, walkable street a major cut-through between the frontage road and Airport Blvd. We are very concerned that this increase in traffic will be major safety issue, especially for children. We ask that TXDOT incorporate a simple, practical solution in its plans by constructing a longhorn traffic control at the frontage road intersection to route traffic left to Airport Blvd on the frontage road, which will take drivers only seconds to merge onto Airport Blvd. If you are not familiar with our neighborhood, please recognize that it is a 100% residential area (zero commercial structures) and home to dozens of young children who access Patterson Park by walking or riding their bikes across Wilshire and Schieffer. Many children and their parents walk to and from school at Maplewood Elementary down the same street, and many residents, including senior citizens, are daily walkers, often crossing Wilshire or Schieffer to access the trail at Patterson Park. Patterson Park itself is located where Wilshire and Schieffer meet. The park is a major draw for families from all over East Austin, with events every weekend that include soccer games, birthday parties, community garden festivities, and general use of the park. It is currently a safe environment for children and families whether they are at a church BBQ or riding their bikes on the trail. Also, please note that the City of Austin has invested heavily in making this neighborhood walkable and safe – and our families have responded by actively using our park and surrounding streets. I do not believe that it is TXDOT's intent to design a plan that would create a safety issue for our neighborhood. But sometimes, the smaller issues that are critically important to a neighborhood get lost in such an ambitious project. My neighbors and I believe that without mitigation, the safety of children and residents will be jeopardized. Please make a simple design change to the final I-35 plan that would mitigate an increase traffic and result in an important difference for our neighborhood. Thank you. Patti Everitt 4007 Crescent Drive Austin, Texas 78799	See Comment #9
2627	Patton Jones	1/11/2023	Email	Patton.Jones@nmrk.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Patton Jones Vice Chairman Multifamily Capital Markets	See Comment #8
2628	Patton Jones	2/7/2023	Email	Patton.Jones@nmrk.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Patton Jones Vice Chairman Multifamily Capital Markets NEWMARK 2530 Walsh Tarlton Ln. Suite 200 Austin, TX 78746 t 512-637-1213 m 512-497-5511 patton.jones@nmrk.com nmrk.com LinkedIn Twitter Facebook Instagram NOTICE: This e-mail message and any attachments are intended solely for the use of the intended recipient, and may contain information that is confidential, privileged and exempt from disclosure under applicable law. If you are not the intended recipient, you are not permitted to read, disclose, reproduce, distribute, use or take any action in reliance upon this message and any attachments, and we request that you promptly notify the sender and immediately delete this message and any attachments as well as any copies thereof. Delivery of this message to an unintended recipient is not intended to waive any right or privilege. Newmark is neither qualified nor authorized to give legal or tax advice, and any such advice should be obtained from an appropriate, qualified professional advisor of your own choosing.	See Comment #8
2629	Patton Jones	3/6/2023	Email	Patton.Jones@nmrk.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely,	See Comment #8
2630	Patty Amaya	3/7/2023	Voicemail	Patton.Jones@nmrk.com	Do not widen/no build	My name is Patty Amaya and I wanted to oppose the one thousand foot detour on the Ann and Roy Butler hike and bike for six years to pass at his round daily with Austinites new and old. And is used by runners, bikers, runners, et cetera. I'm sure the city can find another location for the means for that location originally, that they had intended. But I'd greatly, greatly, greatly oppose it. And it also goes against the original founder of the hike and bike who started our office original hike and bike - Lady Bird Johnson. I think she would oppose this is as well. Again, this is Patty Amaya, and I've been an Austinite since 1980. I oppose this program. Thank you.	See Comment #5;
2631	Paul	1/11/2023	MyCapEx Website - Comment Form	paul.roberts2@g.austincc.edu	Emergency services	Excuse this question if it's already been addressed. I have not been to any of the previous public events and know nothing about infrastructure as such. Could there be circumstances when an exceptionally large accident is more difficult for responders to respond to, given that the highway will be inside a tunnel? Could it be harder to get responders through a pile-up, or (heaven forbid) to a fire or hazardous chemical spill? Thank you all.	See Comment #463
2632	Paul Despres	3/7/2023	Email	mushmash@gmail.com	Do not widen/no build	Hello, I am taking this opportunity to provide my input on this project. • I oppose expanding I-35. Many studies have suggested that increases in road capacity provide short term relief and no long term solutions. They are a barrier to well planned alternatives. • • All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users. The higher road speeds do not serve the needs of all travelers. • Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. • I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets. • Thanks for your consideration.	See Comment #5
					Lower Speed Limits	East-west crossings should be at least every 1/4 mile. The I-35 has caused problems with splitting the city and should no longer present that with any change.	See Comment #395
					East/west connectivity	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #20
2633	Paul Gottuso	2/23/2023	Email	info@sg.actionnetwork.org	Community Alternatives	Mr TxDOT TxDOT, I am writing to express my strong opposition to the proposed expansion of I-35 in Austin, Texas. I urge you to reconsider this project and to explore alternative solutions that would benefit our community without exacerbating the many problems associated with highways. As a resident of Austin, I am deeply concerned about the potential negative impacts of this expansion. While the aim of the project may be to reduce traffic congestion, the reality is that expanding the highway will only worsen the problem. It will also create new issues, including air, water, and noise pollution, health impacts, heat island effects, and an increase in crashes. Moreover, the expansion of I-35 will discourage walking, biking, and transit use. As someone who cares about the environment and promoting healthy lifestyles, I do not want to travel around Austin on an interstate highway, whether in a car or by walking or biking. I believe that we need to prioritize safe, pleasant, and walkable and bikeable streets for everyone, not just for those who drive. I want Austin to be a place where community alternatives to expansion, such as Reconnect Austin and Rethink35, are fully studied and implemented. These alternatives offer a more comprehensive approach to addressing traffic congestion and promoting sustainable modes of transportation. By improving public transit, investing in bike and pedestrian infrastructure, and reducing the need for single-occupancy vehicle trips, we can create a more livable and equitable city. In summary, I oppose the expansion of I-35 in Austin and urge you to consider alternative solutions that prioritize the health, safety, and wellbeing of our community. Thank you for your attention to this important matter.	See Comment #4
2634	Paul Groepler	3/6/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, As someone who literally cannot be any closer to both upper and lower decks of IH-35, I watch daily the failure of the highway, as it carries commerce and commuters through Austin. There have been a number of lip-service meetings hosted by TxDOT wherein they pretended to listen and "value" input from homeowners and businesses, but the reality of the plan moving forward shows differently. Trucks should be required to take Hwy 130 and/or Hwy 45 around the city, just like every other metropolis in the United States. Any push back on this is pure ignorance. Trucks comprise 25-30% by axle weight the makeup of traffic, and more than 40% by noise volume. A cessation of commercial traffic via IH-35 would not only lengthen the usability of the existing road system, but lessen significantly the noise, the traffic volume and potentially increase the revenues (due to fines and fees of commercial traffic in violation of a required re-routing around the city). Serving corporate interests, rathe r than those of constituency is both costing money and leaving money on the table.	See comment #3
2635	Paul J. Holubec	2/7/2023	Email	pholubec@plainscapital.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Paul Holubec	See Comment #8
2636	Paul Katsus	1/18/2023	Email	pkatsus@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT.Sincerely, Paul Katsus Thank you for your consideration of this request!	See Comment #8
2637	Paul Langley	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am writing to oppose the expansion of I-35 through Austin that is currently under consideration by TxDOT. As a native Austinite, I have a long relationship with I-35 and I do not think TxDOT's plans will benefit Austinites, Texans, truckers, drivers, or anyone else except road construction companies. . I want Austin to grow and I want Texas to grow. A huge, expensive, taxpayer-funded highway through the downtown of Texas' fastest growing city is NOT the answer. Please, please, please - really listen to the voices of the people this proposal would impact. Please, please, please - look at how poorly highway expansions like the one being proposed have worked out in other cities.	See Comment #5
					Latent/Induced Demand	I understand the need to improve traffic flows across the state, but I do not believe expanding I-35 would improve traffic outcomes - innumerable cities have expanded highways in an effort to reduce traffic, only to find the same traffic with more cars, more lanes, and more blight on the city. City after city and time after time, experience has proven that highway expansions through city centers do not work!	See Comment #18
					Community Alternatives	Improving and increasing the incentives for SH130, increasing public transportation (already in the works via ProjectConnect), and improving other Austin transit corridors would all improve traffic more effectively at lower cost and less disruption	See Comment #4

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2638	Paul Mayo	3/7/2023	MyCapEx Website - Comment Form	paul.mayo@us.dlapiper.com	Community Alternatives	I am a resident in the Hyde Park neighborhood of Austin and work downtown, so I frequently use I-35 for part of my commute. I support reducing the number of exits through the downtown area, in favor of longer on-ramps and off-ramps rather than expanding the number of lanes. I am also in favor of the cap-and-stitch plan as opposed to uncovered lanes. I believe that both the city's residents and commercial through-traffic would be best served by a non-toll freeway bypass east of town rather than expanding I-35. I am very opposed to using Waller Beach Park as a staging area when there are plenty of other options, such as the former Sears and its adjacent parking lot on the frontage road north of 41st Street. It seems completely unnecessary to take waterfront public property that is used by so many people on a daily basis. I am extremely disappointed by this idea.	See Comment #4
2639	Paul Pearson	2/7/2023	Email	paul@pearson-properties.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. --	See Comment #8
2640	Paul Ramirez	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Expanding the I-35 will result in more traffic. I have a health condition and more cars that would mean more pollution. I tend to walk or take public transit to work daily. I count on CapMetro to be on time. More traffic would not be the best solution. Please think about everyone who is concerned about the future of Austin. Keep this city safe.	See Comment #5
2641	Paul Rascoe	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I live in the neighborhood around 32nd Street and I-35. I am opposed to the expansion beccause it would destroy my neighborhood.	See Comment #5
					Business/residential displacement	The proposal would tear down the restaurants where I have eaten for decades. Hornito's, Taqueria Los Altos and Stars. It is unfortunate that Taqueria Los Altos is not listed as a business that serves mainly people of color in your analysis. I request that you correct this error.	See Comment #21
					East/west connectivity	The lack of caps in the plan for this area is unfortunate as the east and west side of this neighborhood would not only tear down the neighborhood but separate it further.	See Comment #20
2642	Paul Sarahan	2/6/2023	Email	paul.sarahan@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Best regards - Paul C. Sarahan	See Comment #8
2643	Paul Solis	1/5/2023	My35Constructi on Website - Comment Form	psoliz1367@gmail.com	reroute to 130	New toll road on 35 should make an over path for them instead of taking away roads . Look at mopac ain't helping any . Over path is the greatest idea	See comment #3
2644	Paul Tough	3/7/2023	MyCapEx Website - Comment Form	paul@paultough.com	Caps/Deck Plazas	I live just a few blocks from I-35, on the east side, near E. Cesar Chavez. Our neighborhood is just a few blocks away from downtown, but we're totally cut off from it because of the interstate. This chronic problem for the east side could be solved by burying the highway and expanding the caps, especially downtown. Please expand the caps. Thank you!	See Comment #42
					Public transit/Multimodal transportation	Rather than occasional walkways over the highway, we need a network of parkland, city streets, and walk/bike trails. We could have more green space, manageable streets, functioning bike lanes, and pedestrian malls crossing over I-35, creating a vibrant, family-friendly, walkable downtown.	See Comment #13
2645	Paul Van Hook	1/19/2023	MyCapEx Website - Comment Form	bohorquezj9005@gmail.com	Regional connectivity	I kindly request to include in the I-35 expansion a plan to revive the Lone Star Rail proposal to link Austin and San Antonio with regular commuter rail. In my humble opinion widening roads without improving transit is not efficient since it induces more demand resulting in the same traffic with more pollution, and worse quality of life.	See comment #1
2646	Paul Van Hook	1/20/2023	Email	vanhookp@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Regards, Paul Van Hook	See Comment #8
2647	Paula Beaird	3/7/2023	Email	paulitab1@everyactioncustom.com	Community Alternatives	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #4
2648	Paula Duke	3/6/2023	Email	Paula@moreland.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Best Regards, Paula Duke	See Comment #8
2649	Paula Smith	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I understand that it's necessary to get rid of the upper deck going through downtown Austin. What doesn't make sense is an 18 lane highway through downtown. Re-stitch this city. Bury the highway if possible. Paula Smith	See Comment #5
					Latent/Induced Demand	We've seen over and over again in other cities that more lanes doesn't actually alleviate traffic.	See Comment #18
					Community Alternatives	ANY of the community backed plans are better than the 18 lane highways TXDoT is currently planning.	See Comment #4
2650	pavan dinavahi	1/28/2023	Email	pdinavahi75@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
2651	PD	3/7/2023	MyCapEx Website - Comment Form	pdshelton66@gmail.com	Do not widen/no build	The current plan for expansion of 1-35 as it stands today, will NOT help ease traffic in downtown Austin.	See Comment #5
					Bury/tunnel	Burying I-35 through downtown Austin is much better than WIDENING the lanes.	See Comment #25
					East/west connectivity	We need to unite East and West Austin; not take away predominately minority owned businesses.	See Comment #20
2652	Pedro Ruiz	1/31/2023	MyCapEx Website - Comment Form	pedro9087@yahoo.com	Regional connectivity	I want a direct rail connection between San Antonio and Austin	See comment #1
2653	Pedro Webber Jr.	1/31/2023	MyCapEx Website - Comment Form	webber.pedro@gmail.com	Regional connectivity	A rail would benefit both cities economically and would alleviate traffic on I-35.	See comment #1
2654	Pegg Dudzinski	3/7/2023	Email	quicklawn@hotmail.com	latent/Induced Demand	Are there any plans/discussions to fix the mess of traffic north of 45 on 35? I moved out of Austin because of the traffic and since moving to Round Rock, it's getting worse every year. The horrible access to 35 from old settlers going south is always creating a slow-down...the access roads are full and 35 is full and the lane changes are problematic as cars are trying to enter while cars want to exit and then the lane disappears?? Fortunately, from Round Rock i have SOME alternatives, but find 35 being the most logical way to get most places i travel. The traffic issue and cost of housing is absolutely why when people ask me do i love living in the Austin area - my answer is "not so much."	See Comment #18
2655	Penelope Ackling	3/7/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, Increasing highway lanes doesn't decrease congestion! I	See Comment #18
					Business/residential displacement	This expansion will destroy small businesses and neighborhoods in Austin.	See Comment #21
					Climate Change	At this critical time, we need to develop plans that will make Austin and Texas more resilient against climate change. Finally, additional highway lanes will increase our carbon emissions and further pollute our air.	See Comment #51
					Public transit/Multimodal transportation	Rather than expanding I-35, Texans should be given more high speed public transit services. I support connected public transit infrastructure. Penelope Ackling	See Comment #13
2656	Pete Winstead	1/18/2023	Email	PWinstead@winstead.com	General Support	Dear Chairman Bugg: I'm writing to express my support for TxDOT's proposed improvements for I-35 through Central Texas. I have resided in Austin for over 30 years and been involved in leading the Austin Chamber, the YMCA, Capital Area Council of the Boy Scouts, the United Way, the Board of Trustees of St. Edwards University, Opportunity Austin, the Tax Section of the State Bar of Texas, the American Heart Association, Public Television, the Austin Area Research Organization, and the Committee on opening Austin Bergstrom Airport. I was selected Austinite of the Year in 2004 and received the ADL Jurisprudence Award. I have chaired a number of capital campaigns including the Dell Seton Medical Center at UT, the YMCA, and others. Most importantly, I chaired the Texas Turnpike Authority at its inception in 1997 through 2001, which led to SH 130, 45, and 183. I spent considerable time watching Austin lose out on transportation funding at TxDOT, as Dallas and Houston took the bulk of that infrastructure funding. Austin's "don't build it and they won't come" attitude caused Central Texas to fall far behind the rest of Texas. The result has been intolerable traffic congestion on I-35 and other road ways. The Highway Commission commitment to the I-35 project is a long overdue catch up to the State's capital and fixing the most congested road in Central Texas. I want to express my appreciation for your commitment and thank you for addressing this long over due project. Sincerely yours, Pete Winstead Sent from my iPad	See Comment #8
2657	Peter Cook	2/28/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I am writing to share my opposition to the proposed I-35 expansion. One of the ugliest things about Houston is the I-10 approach with its vast swath of lanes and displacement of pedestrians and cyclists. I genuinely believe that the proposal will worsen traffic and related environmental issues.	See Comment #5
					Bike/ped safety	I feel strongly that we, as a city, should be encouraging walking and bicycles and, as a cyclist and avid walker myself, the thought of a 20-lane highway dissecting Austin so close to downtown is abhorrent. There has to be a better way to accommodate Austin's expansion without compromising what makes Austin a great place to live e.g. safe, walkable and bikeable streets into and out of downtown in all directions.	See Comment #30
2658	Peter Rock	2/23/2023	Email	info@sg.actionnetwork.org	Reroute to 130	Mr TxDOT TxDOT, I have 3 suggestions. 1. Make I35 thru Austin a toll road with very high fees especially for 18 wheelers and make the 45/130 bypass free for 18 wheelers. Expand 45/130 as needed and leave Austin to do what they want with I35 without any state money. 2. Or do what you have currently planned. 3. What ever you do do it now, enough with the surveys and discussions.	See comment #3

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2659	Peter Varteressian	3/7/2023	Email	petervarter@yahoo.com	latent/Induced Demand	As a resident of Austin since 1979, I know something must be done with I-35. Here are my thoughts: *HOV lanes are necessary Thanks for listening, Peter Varteressian	See Comment #18
					reroute to 130	*incent large trucks to use 130 by removing the tolls for them during the construction project. Ban large trucks from I-35 during the construction period.	See Comment #3
					east/west connectivity	*cover as much of the highway as possible in the downtown area to create a continuous "land bridge" between east and west Austin.	See Comment #20
					Business/residential displacement	Provide opportunity for those homes and businesses displaced by the highway widening to relocate in the new "land bridge" area.	See Comment #21
2660	Peyton McFarlain	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Fort Worth and I believe that his expansion would harm communities.	See Comment #5
					latent/Induced Demand	I'm from Houston. I've taken the Katy Freeway. I know that no matter how many lanes get added the traffic never gets better. 10 years of construction wouldn't be worth it anyway. During my at the the University of North Texas in Denton, I took I-35W regularly to go home to Fort Worth. The construction on I-35W has caused no thing but congestion and headache for drivers who want to get to their destinations.	See Comment #18
					Public transit/Multimodal transportation	I am for a public transport initiative. I don't want to be forced to use an interstate highway for my trips because there's no other option. I want to use public transportation.	See Comment #13
2661	Philip Hall	2/24/2023	Email	philiphall455@yahoo.com	General Support	Make it bigger and wider than necessary today! I live near 1431/I-35 where a diverging Diamond was installed. It was OK for the first year, but continued growth in the area has caused significant backups for those wanting to go north on 35 from east bound 1431. Don't listen to 1970 Austin's mantra of "if we won't build it, they won't come." That did not turn out so well and we are still paying for it because 290 could not be expanded west of 35 and there is still no viable loop or major east/west flow corridors like other (smaller) cities have. Build, baby, build!!!	See Comment #8
2662	PHILLIP ALLEN	2/8/2023	Email	philcallen@icloud.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Phillip Allen Sent from my iPhone	See Comment #8
2663	Phillip Bachus	1/30/2023	Email	pbachus66@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
2664	Phillip Hissam	3/5/2023	Email	phissam12@gmail.com	Do not widen/no build	**Email Copy:** Hello Mr. Abrego, I will try to keep my comments and design suggestions as short as possible. This document includes positives of Modified Build Alternative 3, a modified design that will satisfy most of the Austin City Council's requests, reasonings for the modifications, and other critiques. I hope you find these suggestions intriguing, and feel free to reach back out to me if you'd like. **The complete PDF is located in the public hearing summary, appendix F:** I propose that the Interstate's mainlanes be entirely below grade from Airport Blvd to Lambie St, with on and off ramps only occurring at Airport Blvd, MLK Blvd, and Riverside Dr. This design would properly separate local and through traffic, similar to an HOV lane, and allows the Interstate to be as wide as 5 lanes in each direction within its existing right of way limits. Very few properties would be displaced, fulfilling the City Council's request. The I-35 frontage road is named "East Ave" in all figures. To improve connections between either side of the highway, connections to the highway must be broken. Using the design above, east-west connections can easily be created at: Lambie St, 3rd st, 5th st, 9th st, 15th/14th st, 30th St, Concordia Ave, and 41st St/Wilshire Blvd. The Waterloo Greenway Project will redevelop the existing Palm Park. The cap designed adjacent to this park between 5th st and Chesar Chavez, and between Chesar Chavez and Lambie St. would be the largest Caps within the project limits. As stated earlier, it is unclear why the narrow highway design between Dean Keeton and Manor is not continued throughout the project. To reduce Induced Demand and promote carpooling, do 2 HOV lanes and 3 mainlanes per direction. Or, do 1 HOV lane and 4 mainlanes per direction. Do not create a 6-lane highway per direction. Unclear why HOV lanes have dedicated entrance/exit overpasses if the lane is intended for through traffic. These entrance/exit overpasses create clearance issues and hinder the construction of future deck plazas.	See Comment #5
2665	Phillip Niemeyer	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, In 2023 to take real estate in the center of one of the desired places to live in the country, to enlarge a highway is the height of folly. It's utterly foolish. This is the worst possible use for this land. The city and state is losing tax base property. The whole plan to expand 35 in the middle of the city feels like more of the Texas state government wanting to punish Austin, to be honest. It is cutting off a nose to spite a face. And it will do nothing to alleviate traffic. We do not want to be Houston or Dallas.	See Comment #5;
					Business/residential displacement	Long time residents will lose their businesses. The city as a whole will lose livability and valuable downtown land ... for what? For a couple of extra lanes of traffic? So more semis can speed through?	See Comment #21
					Reroute to 130	Someone suggested to me an alternative so simple. Just rename the toll road outside of Austin 35. Make it free. Make 35 a toll road. A good majority of the 35 traffic is passing through. They can just pass around.	See Comment #3
2666	Phongpanot Phairatwetchaphan	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm a person from outside the U.S. who loves cities & watching cities thrive, and would like cities to be safe, livable, and walkable. I also studied in a university that lived right next to a massive highway in my country. Upon seeing an Instagram post by @car_free_america which made a mock-up video of how Austin would look like without I-35 & promoted the Rethink35 campaign, and seeing the overview of TxDOT's expansion project, I oppose the expansion and would like alternatives to be considered. Second, traveling between Downtown and communities to the east of I-35 can currently be difficult, especially with wide roads & intersections near I-35. This discourages short commutes without cars, which adds up to carbon emissions, and pedestrians, bikes, people with disabilities and without cars are disadvantaged. I'd like the TxDOT to halt the expansion of I-35 and reconsider this project and other possible alternatives and consequences, including those discussed above. Thank you.	See Comment #5
					Climate Change	First, we are moving towards reducing carbon emissions. Expanding the highway would discourage low-carbon transport methods and physical activities.	See Comment #51
					latent/Induced Demand	Also, seeing Katy Freeway in Houston and Induced Demand as an example, more cars would eventually come to use it, causing possibly endless congestion & expansions.	See Comment #18
					Do not widen/No Build	Third, I live in a country with high amounts of road injuries and casualties, and when more cars are facilitated to drive on highways, they increase chances of road injuries and casualties, which could impact innocent lives.	See Comment #5
					Community Alternatives	Fourth, I support the Rethink35's proposal of changing I-35 into the boulevard. It would make the city more lively, walkable, and connected. A similar change was also made in Rochester, where parts of the Inner Loop was removed and replaced with the boulevard and land for development, and I support changes like this.	See Comment #4
					Public transit/Multimodal transportation	And lastly, public transport and other alternatives such as park-and-ride should be improved and considered, which would highly benefit people without cars, people with disabilities, and other groups of people such as families and senior citizens. This would also reduce accidents.	See Comment #13
					reroute to 130	I also support changing other routes bypassing the city such as SR-130 into the interstate, since this would have less impact than expanding I-35 which passes right through the city.	See Comment #3
2667	Phyllis Snodgrass	2/8/2023	Email	phyllis.snodgrass@c12forums.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Onward, Phyllis Snodgrass	See Comment #8
2668	PJ Raval	3/6/2023	Email	info@email.actionnetwork.org	Caps/Deck Plazas	Mobility35 Program Manager Tommy Abrego, As a resident of Robinson Ave in. Cherrywood / Upper Boggy Creek, I-35 is my backyard. So I know firsthand the effects of I-35 on a daily basis beyond all the concerns of traffic. Please support removing the fly overs. Please support sinking and capping the lanes. Both would greatly transform the city and eliminate the visual and cultural barrier. This is a once and lifetime opportunity to do the right thing for generations to come.	See comment #42
					reroute to 130	I-35 needs to be transformed into a boulevard and the city needs to redesignate another highway such as SH-130 as the major highway. No other city has a freeway running down the center of its core because that is poor design and awful urban planning.	See Comment #3
2669	Pouya Mohammadi	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, I am a longtime resident of Austin, living here since I was 2 years old. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I understand that it's in part due to population growth, but Austin will continue to grow and we cannot keep putting in stopgap solutions that cost us billions without properly addressing the problem.	See Comment #5
					Public transit/Multimodal transportation	We need better public transit in Austin, and not more highway expansions. Please invest in public transportation or anything but these Highway expansions.	See Comment #13
					latent/Induced Demand	The MoPac Highway expansion was supposed to relieve congestion there and it's now worse than it ever has been.	See Comment #18
2670	Powell Thompson	2/8/2023	Email	pthompson@theabcbank.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Powell Thompson Vice Chairman of the Board American Bank of Commerce https://www.insureaip.com Insurance products offered through our affiliate, American Insurance Partners, are not deposits or other obligations of the bank, not insured by FDIC or any other government agency, not guaranteed by the bank and are subject to risk and may lose value. CONFIDENTIALITY STATEMENT This message and all attachments are confidential and may contain information that is privileged or legally privileged. Any review, use, dissemination, forwarding, printing, copying, disclosure or distribution by persons other than the intended recipients is prohibited and may be unlawful. This transmission and any attachments are believed to be free of any virus or other defect that might affect any electronic computer or messaging system into which it is received and opened, but it is the responsibility of the recipient to ensure that it is virus free. No responsibility is accepted by American Bank of Commerce for any loss or damage arising in any way from its use. You must delete this message and any copy of it (in any form) without disclosing it. If you believe this message has been sent to you in error, please destroy the materials in its entirety, whether electronic, printed or other format and notify sender by replying to this transmission. You may also call us toll free at (888) 902-2552. Thank you for your cooperation.	See Comment #8
2671	Praveen Chandolu	1/27/2023	Email	pchandolu@yahoo.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2672	Preston	1/31/2023	MyCapEx Website - Comment Form	Prestonisatuna@hotmail.com	Regional connectivity	I heard that they're building a rail transit between Austin and San Antonio, and honestly this is an amazing idea and I fully support this project. I've always wanted to work in Austin but the cost of living is just out of reach for me, plus I love San Antonio anyways hit the jobs aren't super stellar in terms of a "career". If rail existed between our two cities, I'd be visiting downtown Austin almost every weekend, but the current traffic situation is the biggest road block stopping me from visiting one of my favorite cities. I hope TxDot follows through and builds this project, it would be an amazing addition to our great state and open up a ton of work and economic opportunities!!!!!	See comment #1
2673	Priscilla	1/20/2023	MyCapEx Website - Comment Form	Pjvaldez94@gmail.com	Regional connectivity	Revive lone star rail if you want to redo i35	See comment #1
2674	Priscilla Ebersole	2/9/2023	Physical Comment	ebersolepriscilla@gmail.com	Wilshire	My neighbors and I are opposed to the bridge (alt 3 Mod) proposed @ grade between 43rd St crossing over to Wilshire Blvd. We would support a bridge for pedestrian or bicycle access, but not for automobiles	See Comment #9
2675	Priscilla Ebersole	3/7/2023	VOH	ebersolepriscilla@gmail.com	Wilshire	I appreciate that the upper decks are proposed to be removed, and that the hiway will be below grade. I am very concerned about the impacts to surrounding neighborhoods. Adding a road at grade from 41st street to Wilshire Blvd will completely change the nature of the historical WIlshire Woods/Delwood 1 and the Schieffer Willowbrook neighborhoods. If TXDOT moves forward with that part of the plan, we insist that longhorns liked the ones at the Wilshire and Schieffer Blvds as they intersect with Airport Blvd be constructed to prevent cut through traffic.	See Comment #9
					reroute to 130	All of this disruption could be prevented by doing the common sense solution of suburb and 18 wheeler traffic to SH 130.	See Comment #3
2676	Priscilla Flowers	3/7/2023	Email	info@email.actionnetwork.org	Business/residential displacement	Mobility35 Program Manager Tommy Abrego, I have lived in Texas my whole life. Our state motto is "friendship". This will ruin businesses effecting many families and hardworking Texans. The expansion is wrong for that and cannot happen unless it is for the good of all Texans.	See Comment #21
2677	Priscilla Kenny	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, This is not the Austin any of us want. Austin shouldn't become LA or NY anymore.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2678	Priya Patel	3/7/2023	Email	priya@everyactioncustom.com	Air Quality/Climate Change	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DEIS. However, I do not believe that the air quality and climate change analysis is sufficient. Specifically, I request that TxDOT address all the following before finishing the Final Environmental Impact Statement: – Air Quality analysis must look at PM 2.5, PM 10, and NOx. TxDOT only analyzed CO which is easy to study and they know they would clear. – Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level. – The fact that we are so close to non-attainment for PM 2.5 is likely why TxDOT did not do the analysis. And likely why they are pushing for an FIES and Record of Decision by August (prior to Texas being required to comply with new standards). – TxDOT needs to do a quantitative analysis and health impact assessment for all pollutants. – Greenhouse gas emissions analysis is incomplete, it only looks at construction, not long term. Also, the models are based on the CAMPO regional growth forecasts, which assume the expected effects on housing and other real estate decisions that widening this freeway will cause. The model must be able to analyze the cumulative climate emissions outcomes of variable alternative investment scenarios, travel behavior assumptions, and regional growth alternatives, or it is somewhat meaningless. Thank you for all that TxDOT is doing to improve the health of all the people of the Austin region and reduce the heavy negative health impacts of our transportation system.	See Comment #18
2679	Priya Patel	3/7/2023	Email	priya@blackvernooy.com	Do Not Widen/No Build	Email Copy: TxDOT I-35 Cap Ex Central Team, HIGHLY DISAPPOINTED WITH THE GRAPHICS PROVIDED BY TXDOT'S TEAM TO UNDERSTAND THIS COMPLEX PROJECT. NOT SURE WHAT REFERENCES TXDOT DESIGNERS USE, BUT THEY SEEM EXTREMELY OUT OF DATE. LINK & LINK-2: EXAMPLE OF GOOD AND DECENT VISUAL REPRESENTATION OF THE PROJECT. (CREDIT- Sasaki). You will find millions of samples and inspiration for rendering and technical drawings if you search on google. PLEASE LOOK AT THE ATTACHED FILE FOR YOUR REFERENCE OF HOW POORLY TXDOT TECHNICAL DRAWINGS ARE MADE! The complete PDF is located in the public hearing summary, appendix F: "Hard to read the plan with so much of information in just one plan. Instead could have made multiple version to avoid overlapping of information"	See Comment #5
					Do Not Widen/No Build	**Email Copy:** TxDOT I-35 Cap Ex Central Team, I have attached some of the material produced during the AIA Austin – Urban Design Committee's "Hancock Center & TOD Potential – Urban Design Charette." **(The complete PDF is located in the public hearing summary, appendix F.)** It is a great example, and practice for TxDOT to adapt and learn how collaborating with local experts can be beneficial for complex projects like I-35 in multiple ways. It is extremely disappointing to see that in today's world, where animation and graphics have advanced so much, TxDOT hardly makes any effort to provide decent visuals to understand this billion-dollar project like this. Allow local professional designers and planners to be involved more in the project's programming. Funding and constructing such a giant project isn't enough! Communicate better with them as that would help you get a better outcome for this project that provides for everyone and not only those driving vehicles.	See Comment #5
2680	R. Gordon Huth	3/4/2023	Email	ghuth@utexas.edu	Do not widen/no build	I am very much opposed to TxDOT's current pans to widen I-35 and would hope that TXDOT listens to the City of Austin and the neighborhood associations that would be affected by these plans and rethink this plan in a mutually beneficial way. Thank-you.	See Comment #5
2681	Rachael Sperling	3/7/2023	Email	info@sg.actionnetwork.org	Public transit/Multimodal transportation	Mr TxDOT TxDOT, Hi there, The citizens of Austin need a better plan that what has been outlined for expanding I35. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets. One of the main attractions for Austin tourism is our greenspaces, our outdoor activities, our parks. We need to create transportation plans with safety, environmentalism and natural beauty in mind first.	See Comment #13
2682	Rachel Brown	1/12/2023	Email	rachel.jenkinsa@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.– Thank you, Rachel Brown (404) 771-4326	See Comment #8
2683	Rachel Castignoli	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, I live less than a mile from i-35. I know that living near an interstate is a health hazard to myself and my child. I also know that widening the highway will cause more traffic, more pollution, and accelerate climate change which has already hurt Austin very badly via winter storm Uri & ice storm mara as well as frequent high heat events. I'm not really sure what the point of widening it is but it will be too damaging and too dangerous.	See Comment #5
2684	Rachel Corbett	2/7/2023	Email	rcorbett@heritage-title.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Rachel Corbett Rachel Corbett Post Closing/Policy Administrator Heritage Title Company of Austin, Inc. p: (512) 329-3900 f: (512) 329 3999 rcorbett@heritage-title.com2500 Bee Caves Road | Building 1, Suite 100 Austin, TX78746 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
2685	Rachel Coulter	1/23/2023	Email	rachel.coulter@streamrealty.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Rachel Coulter Managing Director 515 Congress | Suite 2100 Austin, Texas 78701 Direct: (512) 481-3058 Cell: (512) 689-1493 rachel.coulter@streamrealty.com www.streamrealty.com	See Comment #8
2686	Rachel Cummins	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, TXDOT's expansion plans are not the right choice for Austin and for my Cherrywood neighborhood. The plans need to be changed using the input of local neighborhood groups, nonprofits, and local government. Widening I-35 will not make traffic more efficient or safe and will increase the problems of pollution, air quality, and noise. Investing now in a greener solution will save money in the long run since the current plan will not solve today's problems or the problems of the future.	See Comment #5
					Reroute to 130	Instead of taking the easiest and cheapest way to improve traffic, TXDOT needs to consider the future needs of the city not reinforce past bad decisions. Major highways like I-35 shouldn't be going through the heart of a city, endangering neighborhoods and people, but should be rerouted around them for the safety of all.	See Comment #3
2687	Rachel Forster	3/7/2023	MyCapEx Website - Comment Form	kenneyrf@gmail.com	Do not widen/no build	I oppose the proposed Capital Express Central project as it adopts an outdated approach to transportation based on outdated models and mistaken beliefs of the previous generation of engineers. Instead of prioritizing personal vehicles, cities should prioritize safer, more efficient, and more beneficial transportation methods for the economy and the environment. Expanding urban highways has been shown to be economically unviable, environmentally unsustainable, and socially unjust. The current proposal undermines Austin's economic productivity and weakens its status as the economic engine of the state. The proposed design seems to lack an understanding of how cities and towns should function. Unfortunately, for many Texans, the idea of traveling to their destination without getting in a vehicle is unimaginable, which is a dysfunctional. It appears that TxDOT's road designs across the state do not recognize this problem. The exurban growth pattern of the last 50 years is a failed experiment, and cities worldwide are reducing highways in urban areas. I hope TxDOT can recognize this reality and fundamentally reconsider the I-35 Capital Express Central project.	See Comment #5
					Public transit/Multimodal transportation	The proposed expansion is not a forward-thinking solution to the traffic problem. As our cities grow and change, we need to think of new and innovative ways to move people and goods, instead of relying on outdated transportation infrastructure. The proposed expansion of I-35 is a backward-looking solution that ignores trends towards walkable, bikeable, and transit-oriented development.	See Comment #13
2688	Rachel Fresques	3/7/2023	MyCapEx Website - Comment Form	rachel.fresques@gmail.com	Public transit/Multimodal transportation	Expanding I-35 for more single person, personal-use cars is not what we want! We need better and preferential access for public transportation (incorporate plans for rail in the I-35 plans, make bus-only lanes and enter/exit ramps).	See Comment #13
					Bury/tunnel	We need to bury more of the highway underground so that it doesn't act as a east/west divider of our city.	See Comment #25
					air quality/noise	We also need greater measurements of air quality during this "environmental" review and engineers should study ways to treat the water runoff	See Comment #34
2689	Rachel Kolar	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Expanding I35 will just make traffic worse, the highway needs to not go through the middle if the city anymore. There are better ideas out there, do not make things even worse by expanding the highway.	See Comment #5;
2690	Rachel Maldomado	1/19/2023	Email	Rachel.Maldomado@eec-tx.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Rachel Hawkins Maldomado, P.E. Senior Associate | Project Manager Encotech Engineering Consultants Austin | San Antonio 8500 Bluffstone Cove, Suite B-103 | Austin, Texas 78759 Main (512) 338-1101 | Direct (512) 758-7695 rachel.maldomado@eec-tx.com www.EncotechEngineering.com	See Comment #8
2691	Rachel Montemayor	3/6/2023	Email	info@email.actionnetwork.org	Public transit/Multimodal transportation	Mobility35 Program Manager Tommy Abrego, I oppose the I 35 expansion because it is possible to use public transit. I moved to Leander outside of Austin and because of cap metro I can use an experess bus to get to Austin. If many express busses are made available it takes the need of a highway expansion easily	See Comment #13

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2692	Rachel Roth	1/13/2023	Email	rroth@mlrpc.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2693	Rachele Lock	2/8/2023	Email	rachele.lock@streamrealty.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Rachele Lock	See Comment #8
2694	Rachele Lock	3/6/2023	MyCapEx Website - Comment Form	rachele.lock@streamrealty.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
2695	Rachele Merliss	2/25/2023	Email	rachele.merliss@gmail.com	Public transit/Multimodal transportation	Hi, My name is Rachele and I am an Austin community member. I have lived in the North University for 4 years. I am a graduate student at UT-Austin and I work at Austin Public Library. I plan to live in Austin, serving the Austin community through the public library, for the rest of my life. I hope to buy a home and have children here. I greatly oppose expanding I-35. I want a walkable, bikeable city that is safe and pleasant to spend time in, with lots of public transportation. The highway prevents us from connecting with one another. It raises stress for everyone who uses it, which can even cause health problems over the years. I don't want to spend my time on congested highways filled with cars. I want to be at work, helping increase literacy levels for Austin kids, or spending time with my friends, family, and partner.Our city has the potential to be a connected, healthy, safe, and beautiful place where people lead rich and meaningful lives. Once again, I greatly oppose expanding I-35. Thank you so much for your time. I really appreciate it. All my best, Rachele Merliss	See Comment #13
					latent/Induced Demand	Expanding I-35 runs counter to these goals. It would increase congestion and worsen pollution of every kind. There would be health and environmental impacts. This is not the life I want for Austin's people.	See Comment #18
					Community Alternatives	East-west crossings should be at least every .25 miles, all non-high speed roadways in Austin should be safe for all users, and designed for 25 mph. I very much want community alternatives to expansion to be fully studied, including Reconnect Austin and Rethink35. I have been following both of these projects for years and I really believe in their potential. Please fully study them and consider how much more beautiful, connected, healthy, and safe our city can be.	See Comment #4
2696	Raechel French	3/7/2023	MyCapEx Website -	Raechel.french@gmail.com	Do not widen/no build	Please reconsider this plan. It will further divide and segregate Austin and will have a negative impact on all elements of life here with little hope of actually improving traffic flow.	See Comment #5
					Reroute to 130	Plans should unify the city and reroute through traffic around downtown. I am ashamed that this is the current proposal.	See Comment #3
2697	Rafael Paz	3/7/2023	Email	info@email.actionnetwork.org	Public transit/Multimodal transportation	Mobility35 Program Manager Tommy Abrego, Improve public transport so I don't have to drive everywhere, eliminating traffic. Parking and driving is already an inconvenience. I'd rather just take a bus or metro across the city and I'm sure a lot of others feel the same.	See Comment #13
2698	Rafael Silva	3/7/2023	Email	info@sg.actionnetwork.org	Community Alternatives	Mr TxDOT TxDOT, Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. I prefer the option described by Reconnect Austin	See Comment #4
2699	Raini Gomez	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Travis county living, working and utilizing within the I 35 corridor everyday. While I know we have a horrific traffic problem, TXDOTS proposal of expansion of I35 is not this answer. I oppose this proposal.	See Comment #5;
2700	Ram Krishnamurthy	1/29/2023	Email	ram_krish55@yahoo.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
2701	Ramakoti Reddy Vaddula	1/27/2023	Email	vrkotireddy@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Cheers, --Ramakoti (Sent from my Snapdragon powered Smartphone)	See Comment #8
2702	Ramsey Foster	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Don't turn Austin into a congested highway city by expanding IH-35. Prioritize safe, walkable and bikeable streets. Increasing highway lane count will result in more congestion and more pollution.	See Comment #5
2703	Randall Guillory	3/6/2023	Email	info@sg.actionnetwork.org	Bike/ped safety	Mr TxDOT TxDOT, Wide polluting highways through town are not what I want for Austin. I want safe, pleasant, and walkable and bikeable streets.	See Comment #30
					Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
					Air quality/noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes.	See Comment #34
2704	Randall Lucas	2/23/2023	Email	info@sg.actionnetwork.org	Latent/Induced Demand	Mr TxDOT TxDOT, I'm from West Houston and saw what the I 10 expansion did to the surrounding neighborhoods and traffic pattern. There is no world where buying out and ruining the Cherrywood neighborhood while closing 35 for x years is worth the 5 minutes a truck driver may save going through town. We cannot add as many lanes as Houston did, and adding lanes in this context is going to make traffic worse not better in the long run - not to mention the horrific 3+ years of stalled out cars in the middle of the city during construction phase. Go underground! -	See Comment #18
2705	Randellino P	1/30/2023	Email	potter.randy@gmail.com	Emergency services	Dear Chairman Bugg and Commissioners: Please also consider that this (i35 renovation) plan should include funds to enforce traffic on the proposed HOV lanes, as many drivers will likely feel entitled to use these lanes causing the same congestion. Traffic WILL be much worse, if there is no enforcement of HOV lanes. Thank you for your consideration of this request. RP	See Comment #463
2706	Randy	1/31/2023	MyCapEx Website - Comment Form	smith_randy_robert@yahoo.com	Regional connectivity	We need a high speed rail link between Austin and San Antonio. Ideally, From Austin to Dallas and Houston as well. The forthcoming economic opportunity from this project is too much to pass up on.	See comment #1
2707	Randy G. Speer	2/8/2023	Email	rgspeer@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Randy G. Speer Thank you for your consideration of this request. Sent from Mail for Windows	See Comment #8
2708	Randy Washington	1/30/2023	Email	randywashington@yahoo.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Randy Washington	See Comment #8
2709	Raquel Estevez	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin. I OPPOSE TxDOT's plans for I-35. I dont want to use a giant scary highway to get to my sisters house or to be able to take my kids to visit their grandparents. IH-35 is scary enough as it is. Keep the promises you already made the Texans, get the trucks out of Down town. Help build a SUSTAINABLE infrastructure, not just one that will pause the problem for a few years, and help keep our kids and community health and safe!	See Comment #5
					latent/Induced Demand	Time and time again across our nation cities have proven that adding more lanes to highways JUST MAKES MORE TRAFFIC (I am thinking of Houston here).	See Comment #18
					Public transit/Multimodal transportation	The only thing that actually takes cars off the road is functioning public transit! Transit that is where people need it, not where third party interest want it to be. Public transit also has the benefit of reducing air pollution. As a mom of a 3 year old with asthma this is a huge concern to me and my family.	See Comment #13
					reroute to 130	I thought Texas taxes went to building out SH-130 with the promise that it would get 18 wheelers that where passing through out of the heart of our cities!	See Comment #3
2710	Raquel Hazzard	3/7/2023	Email	info@email.actionnetwork.org	Public transit/Multimodal transportation	Mobility35 Program Manager Tommy Abrego, Please please please opt for public transportation instead. This will benefit more people, reduce your city's emissions, and help improve transportation for years to come.	See Comment #13
2711	Raquel Ortega	3/7/2023	MyCapEx Website - Comment Form	raquel.marie.o@gmail.com	Do not widen/no build	Please do not expand I-35. Study after study shows that increasing lanes is a short term fix and extremely expensive band-aid. More lanes increases pollution, decreases safety for vulnerable road users, and they simply do not work!	See Comment #5
					east/west connectivity	Please do not ruin more parkland or create additional barriers between the east side and downtown communities.	See Comment #20
					Reroute to 130	Please divert pass-through vehicles around the perimeter of the city.	See Comment # 3
2712	Rashed Islam	1/27/2023	Email	rtislam@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. ~Rashed Islam	See Comment #8
2713	Rasmussen George	3/7/2023	Email	info@sg.actionnetwork.org	Business/residential displacement	Mr TxDOT TxDOT, Austin has lost so much character over thevyears wiping out the businesses in the path of this drstruction is just more concrete to get hot in the summmer and make this city bake.	See Comment #21
2714	Ray Almgren	2/8/2023	Email	ray.almgren@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2715	Ray Colgan	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, The proposed expansion will not solve Austin's traffic problems. 10 years of invasive construction for what? Nothing positive for the city.	See Comment #5
					Business/residential displacement	It will negatively impact historic neighborhoods and local businesses.	See Comment #21
					Reroute to 130	Interstate traffic should be looped away from downtown like in Dallas and Houston.	See Comment #3
2716	Ray McElroy	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, TxDot I'm writing in opposition to highway expansion through Austin. The better purpose would be to convert it into a boulevard. Again we fully oppose this project and support a boulevard style that would ACTUALLY remove cars from the road so our trucks could run smoother.	See Comment #5
					latent/Induced Demand	I own and operate a small distribution company that services Texas with a team of 30 box trucks. My team is constantly faced with 'traffic' no matter the amount of lanes within the roadway. Recently I took a trip to Europe to visit our sister company and noticed that their trucks never sit in traffic! I come back learned more and low and behold I discovered the concept of Induced Demand. And that's exactly what I know is going to happen at this project. You will be creating more traffic that my teams sits in and waste time in. Instead, if it was a boulevard their would be more businesses along it that we could service and sell to.	See Comment #18

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Public transit/Multimodal transportation	Our distribution company wants more businesses and less traffic and the only way to do that is by getting people out of cars via rail, bus, land use changes, zoning changes. So that the road network can be for us distributors and others forced to 'work in their car.'	See Comment #13
2717	Ray Santana-Linares	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, TxDOT's project (and department as a whole) is flawed. As a resident of East Austin (12th/Webberville), the proposed plan would be detrimental to my community. TxDot's proposal seems to be prioritizing newcomers and through-traffic at the expense of Austin Residents. I expect city council to represent residents of Austin, who overwhelmingly oppose TxDOT's plan.	See Comment #5
					Community Alternatives	I am for alternative solutions, such as those proposed by Rethink35.	See Comment 34
2718	Ray Zombie	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, my name is Ray Pacheco. I've been living in Austin for the past decade and I vehemently oppose the plans for i35 and its expansion.	See Comment #5
					latent/Induced Demand	Expanding the highway ignores historical evidence, from literally everywhere, that this does not work. It's naive and idiotic to think that a highway expansion works. It's time to stop thinking like idiots and start thinking about the future.	See Comment #18
					Community Alternatives	The Rethink35 proposal is a much better plan than a 10/20 year construction project that will lead us to larger traffic problems. Not only that, but you fail to consider that roads need upkeep, something you are well aware will not be done in any meaningful way. Take care of what we have now, and avoid causing future problems for this city.	See Comment #4
					Public transit/Multimodal transportation	I don't want to use an interstate highway for my trips. I want to walk, I want reliable public transportation. I want trees, grass, I want nature. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #13
2719	Reagan Stuart	3/7/2023	MyCapEx Website - Comment Form	rstuart21@gmail.com	Do not widen/no build	You bastards are trying to destroy our city. No logical person thinks this highway expansion is a good idea. Waste of money, waste of space. I hope you all choke on the fumes.	See Comment #5
2720	Reagen Ward	2/22/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, The three options provided for I35 expansion are not correct for Austin, so I must choose no expansion. We need more safe roads that are useable by everyone, not more interstate lanes. This is a beautiful city and I don't want it to become like LA.	See Comment #5
					Community Alternatives	I urge that you instead pause to consider options that are good for the city and its population, like Reconnect and Rethink35.	See Comment #4
2721	Rebecca Campos	1/28/2023	MyCapEx Website - Comment Form	beckyandjacob@hotmail.com	Regional connectivity	San Antonio needs a rail transit.	See comment #1
2722	Rebecca Ellsworth	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion.	See Comment #5
					Community alternatives	I am for the Rethink35 proposal! Don't put cars over people!!! Rebecca Ellsworth	See Comment #4
2723	Rebecca Harlowe	3/7/2023	VOH	rebecca.c.harlowe@gmail.com	Latent/Induced Demand	Studies show that increasing lanes induces increased traffic, often on a perfect 1:1 basis - saving no one time and increasing emissions. My only comment is to encourage planners to focus on creating more thoughtful exchanges with other roads, reduce conflicting movement that occurs in a number of areas, and allow for smoother movement overall, not just adding more lanes that will only fill back up. We want to clean the pipe, not make it bigger. Increasing connection throughout the city is key. This may be part of the thought process, but I didn't see this addressed directly, which would provide me some comfort that this was an acknowledged factor by the planners.	See Comment #18
2724	Rebecca L Collins	3/7/2023	Email	rebecca_collins@ios.doi.gov	Cooperating and Participating Agency	Email Copy: Good Morning, Attached is the Department of Interior's comment letter regarding the FHWA and TxDOT I-35 Central Express Central Project DEIS. Sincerely, Becky Collins The complete PDF is located in the public hearing summary: •The proposed road project will impact Land and Water Conservation Fund (LWCF) assisted sites the Edward Rendon Sr. Park and the Waller Beach Park area located between I-35 and the Lady 2 Bird Lake, referred to as 6(f) properties. The EIS should include alternatives considered for proposed replacement, mitigation site and an analysis of the impacts. The EIS should also include Section 106 of the National Historic Preservation Act (NHPA) tribal outreach and consultation and Section 7 of the Endangered Species Act (ESA) impacts, if any for the affected 6(f) areas.	See Comment #125
2725	Rebecca Williams	1/31/2023	MyCapEx Website - Comment Form	Rebeccawilliams8816@gmail.com	Regional connectivity	Suggesting a rail system with multiple stops from Laredo to Dallas and Houston. This will allow more travelers to go through various city's increasing economic opportunities for those major city's and smaller areas. Traveling by vehicle is still an option but you could have more travelers going from one destination to another at a faster rate. The biggest opportunity is connecting the greater San Antonio and Austin/Roundrock area.	See comment #1
2726	Reconnect Austin	3/4/2023	Email	reconnectaustin@gmail.com	Air quality/noise	Email Copy: Dear I-35 Capital Express Central Project Team, Thank you for the opportunity to provide comment on the Draft Environmental Impact Statement for the I-35 Capital Express Central Project. Please consider this email, its body and all links and attachments, as a formal comment by Reconnect Austin on the Draft EIS to be included in the public record for this project. Regards, Air Alliance Houston_2019_Health Impact Assessm... https://drive.google.com/file/d/1SI6k0R2xyxBgqLiiwG1wN0MfLzujFAWa/view https://drive.google.com/file/d/1LnyzoCZa-oG1rCePs03EgCOVQ-XUdvQo/view https://drive.google.com/file/d/1LnyzoCZa-oG1rCePs03EgCOVQ-XUdvQo/view https://drive.google.com/file/d/1gpJxzI34-Kv_ZQ3LDOpP-nwHx1LIU5Lg/view https://drive.google.com/file/d/1hZVpepEc-Z_Ve1CEZI35rIkGSJbaL1Ka/view https://drive.google.com/file/d/1nYnb2XSjKbTN2z4TpiXHTyaqbHOL-MoT/view https://drive.google.com/file/d/1QIZE-CLielNarsYhv2ZS-42unSKO28XS/view https://drive.google.com/file/d/13_v4rWOGukpvBAtaCTRcNU3IfUqHNhDu/view https://drive.google.com/file/d/1sWOjLQbpQIh6iGFzX2GCF6xP4VXGTUg6/view Reconnect Austin The complete PDFs are located in the public hearing summary, appendix F.	See Comment #34
2727	Reconnect Austin	3/7/2023	Email	reconnectaustin@gmail.com	Community alternatives	Email Copy: Please see the attached "Reconnect Austin letter re_ DEIS 2-2023 combined.pdf" for Reconnect Austin's comments on the I-35 Cap Ex Central DEIS. The other attached file, "Smart Mobility Report Valid Modeling of the I-35 Capital Express Central Project.pdf" is referenced in the Reconnect Austin letter. Reconnect Austin reconnectaustin.com Twitter @ReconnectAustin Facebook @ReconnectAustin The complete PDF is located in the public hearing summary, appendix F:	See Comment #4
2728	Rehan Zaman	2/16/2023	VOH	therehanz@gmail.com	General Support	Please, lets get this done ASAP. As someone who regularly uses I-35 for business and leisure, it is long overdue.	See Comment #8
2729	Reid Wittliff	1/31/2023	Email	reid@wittliffcutter.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Reid Wittliff Get Outlook for iOS	See Comment #8
2730	Rena Stone	3/7/2023	Email	rstone@altrionet.com	Bike/ped safety	It will be a further blight on Austin - unlike, for example, adding safe bike lanes to existing roads.Austin deserves better than this. Do better. Rena Stone	See Comment #30
					Air quality	Mobility35 Program Manager Tommy Abrego, This expansion will result in increased traffic, further congestion, additional pollution.	See Comment #558
2731	Rene Barroso	3/7/2023	MyCapEx Website - Comment Form	renebarroso91@gmail.com	Bury/tunnel	We should have more caps (bury the freeway in longer segments so we truly create connections between east and west). TXDOT should pay for the project not tax payers.	See Comment #25
					Air quality	We need greater measurements of air quality during this "environmental" review.	See Comment #558
					Public transit/Multimodal transportation	We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle; We should have bus only lanes but we need PREFERRED transit options. Put public transportation first, as in buses and trains/shuttles. Cars are not the future. We need to reduce our carbon footprint. Make the highway more accessible to buses and trains/shuttles.	See Comment #13
					Water quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #125
2732	Rene Echávarri	1/19/2023	MyCapEx Website - Comment Form	Antepancho@gmail.com	Regional connectivity	Let's see some serious rail service between San Antonio and Austin! Reduce freeway demand by offering more options like rail!	See comment #1
2733	Renee and David Orr	3/6/2023	Email	orrmanorrandd@gmail.com	Do not widen/no build	As 40 year plus residents of Austin and native Texans and 30 year plus residents of the North Loop neighborhood, we appreciate the opportunity to provide comments on the draft Environmental Impact Statement for the Capital Express Central Project. After careful consideration, we urge TxDOT to choose the No Build Alternative because the benefits of Modified Build Alternative 3 do not justify the costs and impacts on the community or the state. Please consider these factors: If TxDOT continues with the plans to widen the highway as shown in Modified Build Alternative 3, we urge you to work with the City of Austin to ensure that adequate east-west crossings are included as outlined by the 2/23/23 Austin City Council Resolution. In particular: •Ensure that all crossings between 51st and US 290 are at grade. •Work with neighborhoods to add another at grade crossing for all users between 51st and US 290. Revising the project to more closely align with the needs of Austin and its communities who live along I-35 will result in better outcomes over the decades to come. Thank you for your consideration.	See Comment #5
					latent/induced demand	• The project will worsen traffic and congestion for many years due to construction, no matter what the possible benefits after completion. •Due to Induced Demand, the expansion will NOT reduce congestion. • Your agency's projected traffic growth and commuting times are greatly exaggerated, as people will change their driving patterns as more alternatives come available, as, for example, Project Connect is realized. Vehicle counts have remained stable at ~200,000 vehicles per day for the past 20 years, even while TxDOT has repeated the prediction that it will increase to 300,000, or more, and been wrong each time. Further, predictions of 3 ½ hour commute times are ludicrous. People will change employers or telecommute rather than spend hours per day getting to and from work.	See Comment #18
					Air quality/noise	• The project would encourage the use of single use vehicles and promote sprawl at a time that that is the last thing our environment needs as we undergo continued issues with climate change.	See Comment #34
					Business/residential displacement	• The project, as planned, would take land from businesses and residents in the ROW, disproportionately impacting small businesses and minority communities.	See Comment #21
					racial justice	• The project would perpetuate and worsen the divide in our city between communities on either side of the interstate.	See Comment #3
2734	Renee Lopez	2/20/2023	VOH	reneelop218@yahoo.com	General Support	I AM INTERESTED IN THIS PROJECT	See Comment #8
2735	Renee Sima	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, To whom it may concern, I believe that expanding the I-35 is the wrong direction for transit in Austin. Highway expansion has been proven time and time again to just increase traffic instead of decrease it, and that's without talking about the negative effects of highway construction and expansion on the communities around it. So this is both an expensive 'solution' to the traffic problem that won't work, that will also cause a myriad of other problems to get worse and a generally more pleasant experience for literally everyone living in the city.	See Comment #5
					Lower Speed Limits	This would both allow for safer streets with lower car speeds	See Comment #395
					Air quality/noise	less pollution from cars	See Comment #34
					Community alternatives	I support projects like Reconnect Austin and Rethink35. Thank you for reading, and I hope you reconsider your plans. -Renee Sima, concerned resident Renee Sima	See Comment #4
					Public transit/Multimodal transportation	I believe that TxDot should instead be expanding public transit options and make changes streets to allow for a safer walking and biking experience. ,	See Comment #13
2736	Reynaldo Ortiz	1/31/2023	MyCapEx Website - Comment Form	reydortiz@gmail.com	Regional connectivity	Let's get a rail system from San Antonio to Austin rolling. Anything would alleviate that traffic	See comment #1
2737	Rhett B	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2738	Rianna Bickham	2/8/2023	Email	rbickham@heritage-title.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Rianna Bickham Senior Residential Escrow Assistant Heritage Title Company of Austin, Inc. p: (512) 329-3900 f: (512) 329 3999 rbickham@heritage-title.com2500 Bee Caves Road | Building 1, Suite 100 Austin, TX 78746 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
2739	Ricardo Gonzalez	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Dear TxDOT, I am writing to express my concerns about the proposed expansion of the I-35 highway. While I understand the need to address traffic congestion in the area, I believe that this expansion will come at a great cost to the communities and buildings in the area.	See Comment #5
					Business/residential displacement	Expanding the highway will require the destruction of many homes and businesses in the area, displacing families and disrupting local economies. This will have a devastating effect on the communities that have grown and thrived in this area for generations. Additionally, the construction process itself will cause significant disruption to the daily lives of those who live and work in the area.	See Comment #21
					latent/induced demand	Moreover, the expansion of the highway will not necessarily solve the traffic problems in the area. Studies have shown that expanding highways often leads to Induced Demand, where more people are encouraged to use the road, leading to even more traffic congestion in the long term. This could result in an even greater need for further expansion of the highway in the future, creating a vicious cycle of destruction and disruption.	See Comment #18
					Public transit/Multimodal transportation	Instead of expanding the highway, I urge TXdot to consider alternative solutions to address traffic congestion in the area. This could include improving public transportation options, promoting carpooling and other forms of ride-sharing, and investing in infrastructure to support alternative modes of transportation such as light rail, bike lanes and buses. By taking a more comprehensive approach to transportation planning, we can create a more sustainable and livable community while also addressing traffic congestion.	See Comment #13
2740	Ricardo Roque	3/6/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, This is insane to think this is actually a proposal. We don't want to turn into the next Houston. Bigger lanes will just attract more traffic.	See Comment #18
2741	Rich Berman	1/12/2023	Email	Rich.Berman@sunflowerbank.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Rich Berman Rich Berman Williamson County Market President Office: 512-829-0265 | Mobile: 512-608-5375 rich.berman@sunflowerbank.com 623 West 38th St, Suite 100 | Austin, TX 78705	See Comment #8
2742	Rich Heyman	3/7/2023	Email	rich.heyman@yahoo.com	Do not widen/no build	Comments on I-35 Capital Express Central Project Draft Environmental Impact Statement TxDOT needs to provide a "no-expansion" alternative, separate from a no-build alternative. A "no-expansion" alternative should show the costs and benefits of a reconstructed, modernized I-35 without adding two lanes in each direction. Historical traffic data in the DEIS show a nearly flat historic trend line over the last twenty years of data reporting; by contrast, TxDOT's projections show that this project, if completed, would induce up to 100,000 additional daily trips on I-35 (a 50% increase in vehicle miles traveled [VMT]) (see chart below, which uses data from the DEIS). This is unreasonable and requires TxDOT to provide a "no-expansion" alternative. The omission of a "no-expansion" alternative and cost estimates for this option is arbitrary and prevents the City of Austin and other interested parties from estimating cost and value of these options. TxDOT needs to provide reasonable climate and GHG estimates for its alternative scenarios and include a "no-expansion" alternative. TxDOT's conclusion of minimal climate and GHG impacts of the project is fundamentally flawed, as it relies on flawed traffic predictions rather than historical trends. Absurdly, TxDOT claims "the project…has a potential to reduce transportation-related GHG emissions" (Appendix V, page 15). A no-expansion alternative would have significantly less impact on GHG emissions and climate change than TxDOT's preferred alternative, with its Induced Demand of a 50% increase in VMTs. The omission of a "no-expansion" alternative and cost estimates for this option is arbitrary and prevents the City of Austin and other interested parties from estimating cost and value of these options.	See Comment #5
2743	Richard Davis	2/21/2023	VOH	richarddavisjr@gmail.com	General Support	I support Modified Build Alternative 3 Austin is a rapidly growing city with outdated infrastructure. As leagues of new citizens flock to Austin for it's "cool vibes", it is imperative that city planners consider more than automobile roadways. Other leading cities such as Dallas have had much success reconnecting it's neighborhoods and adding greenspace. Now is a critical juncture for Austin to "stay weird" and repair divisive policies of the path. This project is so much more than roadways, it is about community. Unifying downtown and adding greenspace has been proven to just to increase quality of life but to bring positive economic growth. Please consider my support for modified build alternative 3.	See Comment #8
2744	Richard deVarga	2/23/2023	Email	info@sg.actionnetwork.org	East/west connectivity	Mr TxDOT TxDOT, Cut and cap to reconnect East and West Austin. Period. If you can't lead then get out of the way.	See Comment #20
2745	Richard DeVarga	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose widening I35. We want buildings and not 20 lanes. It is now apparent you can't lead so get out of the way.	See Comment #5
					Bike/ped safety	We want bike and pedestrian options.	See Comment #30
					Caps/deck plazas	Cut and cap per City of Austin recommendations. Austin wants to stitch East Austin back together with West Austin. We want parks and a boulevard.	See Comment #42
2746	Richard Heyman	3/7/2023	MyCapEx Website - Comment Form	rich.heyman@yahoo.com	Climate change	Comments on I-35 Capital Express Central Project Draft Environmental Impact Statement TxDOT needs to provide a "no-expansion" alternative, separate from a no-build alternative. A "no-expansion" alternative should show the costs and benefits of a reconstructed, modernized I-35 without adding two lanes in each direction. Traffic data provided in the DEIS does not justify an increase in highway capacity or additional lanes. Historical traffic data in the DEIS show a nearly flat historic trend line over the last twenty years of data reporting; by contrast, TxDOT's projections show that this project, if completed, would induce up to 100,000 additional daily trips on I-35 (a 50% increase in vehicle miles traveled [VMT]). This is unreasonable and requires TxDOT to provide a "no-expansion" alternative. The omission of a "no-expansion" alternative and cost estimates for this option is arbitrary and prevents the City of Austin and other interested parties from estimating cost and value of these options. TxDOT needs to provide reasonable climate and GHG estimates for its alternative scenarios and include a "no-expansion" alternative. TxDOT's conclusion of minimal climate and GHG impacts of the project is fundamentally flawed, as it relies on flawed traffic predictions rather than historical trends. Absurdly, TxDOT claims "the project…has a potential to reduce transportation-related GHG emissions" (Appendix V, page 15). A no-expansion alternative would have significantly less impact on GHG emissions and climate change than TxDOT's preferred alternative, with its Induced Demand of a 50% increase in VMTs. The omission of a "no-expansion" alternative and cost estimates for this option is arbitrary and prevents the City of Austin and other interested parties from estimating cost and value of these options.	See Commen #51
2747	Richard Kissinger	1/31/2023	Email	rick@kandf.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
2748	Richard Knopf	2/6/2023	Email	BFBullpup@aol.com	General Support	Dear Chairman Bugg and Commissioners: I love living in Austin. Driving on I-35 between Ben White and U of Texas is the only thing I hate doing in this city. Please support the I-35 Capital Express Central design proposed by TxDOT. Thank you very much for considering this request. Sincerely, Richard Knopf	See Comment #8
2749	Richard Kooris	2/20/2023	VOH	rkooris@gmail.com	Business/residential displacement	I am the owner of the building at 501 North I-35. I have three comments: 1) I am sorry to see that the frontage road that currently provides public access to our building is being removed and replaced by only a "Shared Access Pathway for bicycles and pedestrians". The removal of the roadway will wreak considerable hardship on our business and that of the tenants in the building. It does not seem to be necessary for the success of the overall plan. Depriving the many small businesses and property owners on the east side of I-35 of street and vehicle access seems to be arbitrary and somewhat thoughtless. I believe this design "feature" should be re-examined.	See Comment #21
					Caps/deck plazas	2) I like most other aspects of the design but I hope that TxDOT works closely with the COA to facilitate more areas of "capping" of the lowered roadway. These valuable areas, remnants of the old East Avenue, should be restored and returned to the community for use. 3) I was one of the Committee Chairs responsible for the design and installation of the large metal "ribs" under I-35 between Sixth and Eighth Streets. I hope these iconic structures, paid for by the COA, can be re-purposed elsewhere.	See Comment #42
2750	Richard N Lutowski	1/9/2023	MyCapEx Website - Comment Form	rick@jreality.com	Reroute to 130	Re: Increase Traffic Flow On I35 Through Austin Without Any Road Construction Work Two step process: 1. Set up toll readers on I-35 to assess a _significant_ toll on all commercial trucks of six wheels or greater. All other vehicles pay no toll on I-35. 2. Modify the toll readers on the 130 toll road to allow all commercial trucks of six wheels or greater to use 130 toll-free. All other vehicles pay the existing toll. With all large trucks that are just 'passing through' Austin diverted from I-34 to 130, congestion on I-35 will be greatly reduced with NO construction required. Advantages: a. quick, easy, fast, and inexpensive to implement compared to all other alternatives. Disadvantages: a. Toll revenue on 130 will decrease slightly as larger trucks will now use 130 toll-free. b. TXDOT does not get to do in Austin what TXDOT likes to do best, i.e., build expensive new roads. (Sorry TXDOT).	See comment #3
2751	Richard Petersen	3/7/2023	Email	rkp@telamondesign.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Please stop wasting billions of dollars on highway expansions that don't improve long term traffic conditions,	See Comment #5
					Climate change	and result in enormous climate damage. Richard Petersen	See Comment #51
2752	Richard Russell	3/6/2023	VOH	thelonesomeheroes@gmail.com	Bike/ped safety	Please cap the highway and make as much free space and bike lanes as possible. We will need more bike lanes in the future and this is a great opportunity to make the city easier to navigate. I've lived in the east side for 15 years and there are too many cars and not enough easy ways to cross the highway on foot or bike. Thank you	See Comment #30
2753	Richard V. Mendoza	3/2/2023	Email	RichardV.Mendoza@austintexas.gov	Cooperating and Participating Agency	Email Copy: Dear Mr. Ferguson and Ms. Ashley-Nguyen, On behalf of Interim Assistant City Manager Robert Goode, please find attached a letter and resolution with the official Austin City Council response to the I-35 Capital Express Central Project Environmental Impact Statement. A hard copy of this correspondence has been mail via USPS certified mail. The complete PDF is located in the public hearing summary: Appendix F	TxDOT has also held several cross-agency meetings including team members from the City of Austin, CapMetro and Project Connect to ensure the Capital Express Central project aligns with other transportation project goals for the City of Austin. TxDOT supports a multimodal transportation system and will continue to collect public feedback and host cross-agency meetings.
2754	Richard V. Mendoza	3/7/2023	Email	RichardV.Mendoza@austintexas.gov	Cooperating and Participating Agency	Email Copy: Dear Mr. Ferguson and Ms. Ashley-Nguyen, On behalf of Interim Assistant City Manager Robert Goode, please find attached a letter with the City of Austin's staff response to the I-35 Capital Express Central Project Draft Environmental Impact Statement. Please acknowledge receipt of this email and attachment. A hard copy of this correspondence will be sent via USPS certified mail. The complete PDF is located in the public hearing summary: Appendix F	TxDOT has also held several cross-agency meetings including team members from the City of Austin, CapMetro and Project Connect to ensure the Capital Express Central project aligns with other transportation project goals for the City of Austin. TxDOT supports a multimodal transportation system and will continue to collect public feedback and host cross-agency meetings.
2755	Richardson Irvine	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Expanding this road will further divide austin. I believe there are studies that show that expanding roadways don't actually decrease traffic and lead to lower community connectivity. This expansion will also cause increased traffic problems in both cherrywood and Hyde park and that will greatly disrupt my life as well as the lives of both the cherrywood and Hyde park communities. This plan is plane dumb and lacks forward thinking. Richardson Irvine	See Comment #5
					Multimodal transportation	The money would be better spent expanding other modes of transportation such as increasing and improving bike lanes and expanding train service.	See Comment #20

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2756	Rick Nunes	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I do not support the current plans for I35 expansion, there is too much waste. Like expanding 32nd street and adding entrances and exits when infrastructure already exists at I35 and Airport. The plan is not well thought out and needs to be rethought.	See Comment #5
2757	Rick Whiteley	2/7/2023	Email	Rick.Whiteley@cushwake.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2758	Riley Church	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Ten years of construction is NOT WORTH MORE TRAFFIC!!!!!! In ten years I will have finished all my schooling and want to have kids —driving against traffic to take my kids to and from school will actually be my last straw and force me out of Austin. I've been in Austin for 21 years and both of my parents are from here too. Why do you think there's so few of us native austinites left? Because y'all keep prioritizing "the economy" over the people and the culture. This will be my main reason for moving out.	See Comment #5
2759	Riley Hamilton	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a lifelong resident of Austin writing to convey my extreme opposition to the expansion of I-35. I-35 has, since its construction, been a dividing line in the city. It cuts the city in half and acts as a tool for continued segregation. Highway expansion will not, and has never, worked to solve issues related to traffic. I-35 should be re-routed away from Austin, in fact. It should not be a part of our city. As we lean further into useful public transit alternatives in the future, residents will have less and less need for I-35 anyway. Pedestrian-focused alternatives should be prioritized. I'm 10 years, when construction is finished, the city will have no desire or need for this horrible highway. We will emerge victorious in prioritizing a bikeable, walkable, accessible city. And I-35 will not be a part of this. I am deeply, unabashedly opposed to the expansion of I-35.	See Comment #5
2760	Riley Ruchti	1/20/2023	MyCapEx Website - Comment Form	rileyelle@gmail.com	Regional connectivity	I am all for a commuter rail system. Expanding I-35 ultimately will not solve the traffic issue.	See Comment #1
					Public transit/Multimodal transportation	A public transportation option that is efficient and affordable will.	See Comment #13
2761	Rio Tomlin	1/18/2023	MyCapEx Website - Comment Form	RioGTomlin@gmail.com	Do not widen/no build	Please do not widen I-35 through Austin. Minimize the impact and gash the roadway has through the heart of Austin. Please bury and cap it. The less footprint and impact it has to daily life and dividing Austin the better. Worth the cost.	See Comment #5
2762	Rita Ahearn Keenan	3/6/2023	Email	r_keenan@sbcglobal.net	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2763	Rita Scher	3/6/2023	Email	SCHERR@mail.etsu.edu	Do not widen/no build	A key fault in TxDOT's preferred plan for I-35 is that they eliminate all northbound access to I-35 from south of Riverside Drive up through 8th Street. All drivers seeking northbound I-35 access from (a) Riverside Drive and its surrounding neighborhoods, (b) the forest of new high rises now being constructed in the Rainey District, (c) East Austin below 8th Street and (d) that large portion of Downtown which is south of 8th Street will be simultaneously funneled on to the 3-4 lanes of new I-35 service roads that run from Cesar Chavez through 8th Street. Those service roads will become unworkably overcrowded. Cesar Chavez Street will also be overwhelmed, particularly during the 6 years of I-35 construction starting late 2025. During that time frame, TxDOT will routinely close or partly impede traffic at the intersection of I-35 and Cesar Chavez, as they sink the road there while the highway still operates, build an east-west bridge, and a flyover bridge to move service road traffic from the eastern side of I-35 at Holly Street to the western side of I-35 at Cesar Chavez. At the very same time, the many thousands of new residents arriving in the multitude of new 40-70 story Rainey District buildings will commence with their car trips. The Convention Center will undergoing a doubling in its size, undoubtedly involving the capture of Cesar Chavez lanes for construction staging. Project Connect, which can no longer afford tunnelling through downtown, will be building rail lines on or above Cesar Chavez Street west of Trinity which will likewise take Cesar Chavez lanes out of service. As with the service roads of I-35 north of Cesar Chavez, Cesar Chavez itself will come to a standstill. For years. WHAT IS TO BE DONE? A.TxDOT must add a second northbound I-35 access point in downtown, south of Cesar Chavez. The practical place for this is to provide access to the I-35 main lanes via the flyover bridge that is already in the plan, to be built between Holly and Cesar Chavez Streets. B.TxDOT's environmental impact statement studies traffic almost entirely on I-35 itself, with scant consideration to traffic changes and impacts off site, on roads in surrounding areas. TxDOT must consider traffic externalities, which are the impacts to traffic from its project on surrounding areas and from growth in surrounding areas on its project. C.TxDOT considers traffic and as-built conditions only before its project starts, then after it is done. TxDOT must consider then disclose how conditions will be during the six years of construction. How and where will construction gets staged, how often and for how long will roads be closed, and how will road closures be communicated to and coordinated with the local communities and the City of Austin? What is the TxDOT plan for minimizing harm to the community during the construction process? None of this has yet to be seriously addressed. D.The multi-billion Project Connect and Convention Center expansion projects are to be built along Cesar Chavez right when TxDOT rebuilds Cesar Chavez/I-35. The impact of this simultaneous disruption of downtown traffic should be planned for by TxDOT and the City of Austin, who must coordinate road closures and communicate the closures clearly to citizens.	See Comment #5;
2764	Rita Snyder	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I've been in the Austin area for 61 years and TXDOT and government leaders have had plenty of time to deal with the congestion, they always wait until it's too late and the growth hinders plans. There's no way to put in a new highway without effecting the environment. We've destroyed Austin and the surrounding areas with poor planning. TXDOT takes forever to construct a highway and by the time they are done, it's already functionally obsolete. Please do something now, this is ridiculous. Quit spending tax money on logos and other junk, just do something that makes sense. Expand SH 130 NOW!!!!!	See Comment #5
					Reroute to 130	SH 130 should be expanded, all trucks should be required to use SH 130 to keep them off IH35. Expand 130, there's plenty of room, add access roads that are free and easy to use.	See Comment #3
					Public transit/Multimodal transportation	Please add a mass transit system like a gondola type or elevated type as in Florida at Disney. It's amazing Disney can figure this out, but TXDOT can't. Put in parking garages to minimize the environmental damages.	See Comment #13
2765	River Bluhm	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I live in Plano, and I regularly visit family in San Antonio, taking I-35 to visit. I firmly believe that expanding I-35 is the wrong move, and other ways of reducing traffic are necessary.	See Comment #5
					latent/induced demand	Continuously adding more lanes has never worked to reduce congestion or improve commute times.	See Comment #18
					Multimodal transportation	Improving the public transit and regional rail network reduces the number of cars on the road, and should be the preferred option for TXDOT in relieving congestion on I-35.	See Comment #20
2766	Rob Gandy	2/8/2023	MyCapEx Website - Comment Form	rgandy4@yahoo.com	General Support	This project needs to be funded and done to remove I-35 congestion.	See Comment #8
2767	Rob Hudock	1/13/2023	Email	robertehudock@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
2768	Rob McCabe	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Good evening, My name is Rob McCabe and I am a social worker, church member, enjoyer of coffee and brisket, a nephew, a cousin, and a brother in this community. I have loved the city of Austin since the first visit I remember when I was 16. I had a dream all through college that I would move here, and in 2017 I did. I began learning about how different municipalities create space for people who ride bikes back in 2019. I had begun riding my bike to work, and I was amazed at all of the random terminations of sidewalks and bike lanes. This set me down a path of learning. One of the things I have learned in this time is how inefficient a use of the beautiful hill country roads and highways are. The greatest example of this is the Katy Freeway just outside of Houston. At twenty six lanes wide it is the widest highway in all of North America. They actually just recently expanded it and research is showing that traffic is worse now than it was before the expansion project. Cars will never be the solution, whether they are powered by electricity or internal combustion. We need light rail, better bus routes, bike lanes that are protected by more than a painted line or a flimsy piece of plastic, and sidewalks so that folks can walk to the nearest taco truck. Instead of doing what is reasonable we have now abandoned Project Connect. There will be no new rail infrastructure. The city and TXDOT want to expand the interstate that was built intentionally to separate Black and Hispanic residents of east Austin from the rest of the city. We are at a turning point, and I am pleading with you to make the reasonable choice. Listen to the citizens of this great city. I hope that one day I can live in a city that doesn't require its citizens to own an expensive, inefficient, and dangerous car just so that they can get around.	See Comment #5
					Public transit/Multimodal transportation	The citizens of Austin voted to fund Project Connect back in November of 2020, and I was so happy to see the citizens of this great city waking up to the reality that offering alternative modes of transportation will be the only way to solve the issue of traffic congestion.	See Comment #13
					Air quality/noise	The same thing has been planned here in Austin. We know that this project will be a failure. The data are in, and yet the power of money speaks more loudly than the will of the people Cars are an inefficient use of space, they pollute the air, and they have led to a 60% decline of flying insects in the US since 2012. Cars also kill 1.3 million pedestrians every year. I have had several of my clients who are homeless be murdered by cars just since last summer.	See Comment #34
					Business/residential displacement	Not to mention the displacement of homes, business, and communities of color that happened during this process. 1,000 homes and businesses will be destroyed so that we can expand I-35 and we know that expansion will make traffic worse and not better.	See Comment #21
2769	Rob Pavloff	2/7/2023	Email	Rob.Pavloff@nmrk.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Best, Rob Pavloff Financial Analyst Multifamily Capital Markets NEWMARK t 512-637-1299 rob.pavloff@nmrk.com NOTICE: This e-mail message and any attachments are intended solely for the use of the intended recipient, and may contain information that is confidential, privileged and exempt from disclosure under applicable law. If you are not the intended recipient, you are not permitted to read, disclose, reproduce, distribute, use or take any action in reliance upon this message and any attachments, and we request that you promptly notify the sender and immediately delete this message and any attachments as well as any copies thereof. Delivery of this message to an unintended recipient is not intended to waive any right or privilege. Newmark is neither qualified nor authorized to give legal or tax advice, and any such advice should be obtained from an appropriate, qualified professional advisor of your own choosing.	See Comment #8
2770	Rob Timm	1/12/2023	Email	rtimm1@gmail.com	Do not widen/no build	The proposed work on the I-35 Capital Express Central project is one of the most wasteful and malicious projects I have ever seen. People living along this route, those who are most impacted by it, have made clear that they don't want it to happen. History has proven urban freeways to be toxic to the communities they plow through and divide, expanding one in the 21st century demonstrates a willful ignorance and resistance to learning even the simplest of lessons about how a city functions. The fact that TXDOT continues to push such a harmful project shows a complete lack of care for any the communities you supposedly serve, honestly the city would be a better place if TXDOT just stayed out.	See Comment #5
2771	Robbie Dante	2/11/2023	VOH	robspindoctor@gmail.com	Do not widen/no build	Don't expand at all. Don't expand north of I-35.	See Comment #5
2772	Robbie Ketch	2/7/2023	Email	robbie@lascoadi.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Robbie Ketch Lasco Acoustics & Drywall 512.739.4007 https://nam11.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.lascoadi.com%2F&data=05%7C01%7Ccapexcentral%40txdot.gov%7C7b0c721fdb714c508c9108db09715246%7C39dba4765c094c6391dace7a3ab5224d%7C0%7C0%7C638114154555054398%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=g0UoVoyiYO6tIBg%2BWrPlxpjoh3zd6jXkDqeT6QJ5cKE%3D&reserved=0	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2773	Robert Barash	3/6/2023	MyCapEx Website - Comment Form	rob.barash@gmail.com	Bike/ped safety	I35 needs a systematic overhaul. The walkability is border line dangerous along the main roads, sidewalks are too tiny. Exits are congested across the entire road during most parts of the day. Please consider a real systemic plan instead of a bandaid solution.	See Comment #30
2774	Robert Barnes	1/15/2023	Email	RobertBarnes@ibc.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
2775	Robert Belfiore	1/19/2023	Email	Robert.Belfiore@eec-tx.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
2776	Robert Boler	3/7/2023	Email	rcboler@me.com	Do not widen/no build	TxDOT CapEx Austin team, Ideally, this highway is improved without adding lanes at all. Y'all aren't the "department of highways", you're the department of transportation. Please, recognize the various more effective ways of addressing transport needs on this corridor and mobility lessons of the past several decades: Car traffic begets car lanes begets car traffic, and so on. We simply must build for other modes.	See Comment #5
					Latent/Induced demand	As numerous past highway expansion projects have shown, and multiple Austin neighborhoods have formally recognized, widening highways actually makes traffic worse; along with pollution, inequity, and wasted real estate & local tax opportunities.	See Comment #18
					Air quality	A wider highway encourages more driving and worsens congestion, as well as causes significant air, water, and noise pollution.	See Comment #558
					Community alternatives	Please endorse the city's and Rethink35's requests to TxDOT to incorporate the various changes requested near-unanimously by Austin city council on Feb 23: More crossings. More "capped" blocks. Responsible water runoff disposal. This is a once-in-a-generation opportunity to build this right. Please, let's lead the way in modern transportation development.	See Comment #4
					Public transit/Multimodal transportation	Converting it into a "business highway" boulevard is more fitting for a road passing through the 11th largest city in the U.S., and enables all kinds of more potent ways of moving people around--walking, scooting, cycling, bussing, and beyond. It allows shops and homes to open on the boulevard that don't even exist today. It makes the asphalt desert of the current highway a lovely place to spend time ..and money.	See Comment #13
2777	Robert Ceccoli	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, The entire world is now clear on how damaging highway expansion projects are. Texas has no excuse to make this kind of mistake, and blow our wealth on a failed transit concept.	See Comment #5
2778	Robert Crump	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Austin constituent. Cities around the country are seeing the wisdom in removing interurban highways. We should join them.	See Comment #5
2779	Robert Crump	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, This expansion will devastate the Austin community and cost a ridiculous amount of money merely to temporarily convenience a few people.	See Comment #5
2780	Robert Farago	2/27/2023	Email	robertfarago1@gmail.com	Air quality/Noise	I fully support the treatment of water run off from the highway. I strongly advise the DOT to provide this service for my community and the health of the environment. Than you!	See Comment #8
2781	Robert Foster	2/9/2023	Physical Comment	robertfarago1@gmail.com	Do not widen/no build	I strongly oppose this build. As Austin works towards reducing pollution and car dependency TxDOT is working against us. 10 Foot wide shared use paths is not incline with best practives.	See Comment #5
					Bike/ped safety	We need wider SUPs. Also bike and ped crossing on the divergent diamonds seem to dangerous. What is the design speed for automobiles? The crossings should be raised!	See Comment #30
2782	Robert Gilliland	2/23/2023	Email	info@sg.actionnetwork.org	East/West Connectivity	Mr TxDOT TxDOT, Dear TxDOT, The proposed expansion of I-35 will only further divide East Austin and the rest of Austin.	See Comment #20
					Air quality	It will worsen pollution in the city. It will not make I-35 any safer and so do nothing to help reduce traffic fatalities. This is a flawed plan and should be abandoned. Yours truly,	See Comment #558
2783	Robert James	3/4/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Dear Sir/Madam I am a 40 year resident of Central Austin and while I understand that IH35 has serious overuse issues. I find it mind boggling that trucks traveling from Mexico to Chicago drive thru the center of the City. This expansion is ill conceived and will make life in Central Austin worse.	See Comment #5
2784	Robert James	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Please don't expand IH35. It needs to be relocated outside the City of Austin.	See Comment #5
2785	Robert Lee	2/7/2023	Email	rlee@markiv.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Best Regards, The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful. This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast, a leader in email security and cyber resilience. Mimecast integrates email defenses with brand protection, security awareness training, web security, compliance and other essential capabilities. Mimecast helps protect large and small organizations from malicious activity, human error and technology failure; and to lead the movement toward building a more resilient world. To find out more, visit our website.	See Comment #8
2786	Robert Martin	2/24/2023	VOH	robert4martin@gmail.com	Caps/deck plazas	While anything is better than what we have today, the preferred alternative does not do enough to blunt the impact of I35 in downtown Austin. The state, not city, should cover the entire freeway through downtown and UT. We have this one opportunity to do this right, so do it right by capping the entire freeway through downtown.	See Comment #42
2787	Robert McAndrew	3/1/2023	MyCapEx Website - Comment Form	mcandrew5@sbcglobal.net	Bury/tunnel	I strongly support burying as much of I-35 as possible through downtown Austin. The original placement of I-35 in the center of Austin was a terrible decision and it should be fixed. We should make infrastructure work for people and reclaiming the space that the current highway occupies will make a better downtown for people. There are many examples around the country and the world where highways have been removed from downtowns and the improvements are dramatic. I was recently in Boston and the downtown space redeveloped from burying the old highway has transformed downtown and created people-focused spaces for business, entertainment, and recreation. Please follow other successful examples; bury I-35 and recreate a downtown for people.	See Comment #25
2788	Robert Moreno	1/20/2023	MyCapEx Website - Comment Form	rob.lm4@gmail.com	Regional connectivity	As one of the largest and most vibrant mega-regions in the world, the Houston, Dallas, Austin, San Antonio triangle should have a high speed rail network. The most glaring (and embarrassing) lack of transit is between Austin and San Antonio. There is no good reason why the state of Texas should be spending additional billions of dollars to add more lanes to I-35 when the only way to solve traffic is to reduce the number of cars, which can only be done by providing reliable alternatives like high speed rail. I-35 is a nightmare to drive and will only ever get worse. I dream of the day I can hop on a train in San Antonio and arrive in Austin without having to deal with traffic.	See comment #1
2789	Robert Nusbaum	3/6/2023	Email	rnusbaum@bizjournals.com	General Support	Dear Chairman Bugg and Commissioners: I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. Thank you for your consideration of this request.	See Comment #8
2790	Robert Ofarrell	2/7/2023	Email	Robert.OFarrell@jll.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. We greatly need this to happen! Robert OFarrell 512-771-1424 One of the 2022 World's Most Ethical Companies® Jones Lang LaSalle For more information about how JLL processes your personal data, please click here This email is for the use of the intended recipient(s) only. If you have received this email in error, please notify the sender immediately and then delete it. If you are not the intended recipient, you must not keep, use, disclose, copy or distribute this email without the author's prior permission. We have taken precautions to minimize the risk of transmitting software viruses, but we advise you to carry out your own virus checks on any attachment to this message. We cannot accept liability for any loss or damage caused by software viruses. The information contained in this communication may be confidential and may be subject to the attorney-client privilege. If you are the intended recipient and you do not wish to receive similar electronic messages from us in the future then please respond to the sender to this effect.	See Comment #8
2791	Robert Wooten	2/7/2023	Email	rwooten84@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Robert Wooten Sent from my iPhone	See Comment #8
2792	Roberta Wright	3/2/2023	MyCapEx Website - Comment Form	Rwrighter@mac.com	Do not widen/no build	First, I 35 runs through the heart of the city and we need less traffic and fewer roadways there, not more. I oppose the Tx Dot plan!	See Comment #5
					East/west connectivity	Second, our city is finally coming together, east & west, and the expansion of the interstate would destroy this unity.	See Comment #20
					Business/residential displacement	Third, my grandchildren attend Escuelita Del Alma, a unique and valuable bilingual preschool which could not afford to relocate.	See Comment #21
2793	Roberto Flores	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello my name is Roberto Flores I am a resident of Round Rock Texas and a personal injury lawyer. Expanding 35 will just cause more traffic, destroy the community, and cause MORE CAR WRECKS.	See Comment #5
					Multimodal transportation	If you don't want to support plaintiffs lawyers like me we need a public transportation first system in Austin. We need rail and busses from Georgetown to Austin all the way to Buda. If we want Austin to grow we need to plan for it now not stop gaps like more streets.	See Comment #20
2794	Robin Chapman	2/12/2023	MyCapEx Website - Comment Form	beeflywingsuit@gmail.com	Business/residential displacement	You can't let this happen and close down my family's business and potentially our apartment too.	See Comment #21
2795	Robyn Hendrix	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Travis County and I am adamantly opposed to the planned expansion.	See Comment #5
					Bike/ped safety	Instead, I would prefer if TxDOT listened to the people and looked towards implementing pedestrian, cyclist,	See Comment #30
					Latent/induced demand	Expanding highways and adding additional lanes does nothing for decreasing traffic and it is disingenuous for TxDOT to continue with this project insisting that it does. Additional lanes simply add additional congestion to the pre-existing congestion you claim to be trying to remedy.	See Comment #18
					Public transit/Multimodal transportation	and public transportation oriented projects when it comes to major expansions on the city. The issue is not the size of the highway. It's the culture that puts individual car ownership over the notion that cities can and are designed around allowing people to walk and use public transportation to get where they need to go. It's better for the environment and better for people's health and wellbeing to be able to have access to their city without being stranded if they find themselves without a vehicle. TxDOT should focus more on finding other ways for people to be able to get around the city, such as putting more resources into expanding the heavily underfunded public transportation system instead of wasting millions of taxpayer dollars on non-solutions.	See Comment #13
2796	Robyn Ross	3/7/2023	Email	contactrobynross@gmail.com	Do not widen/no build	Dear TxDOT decision makers, I live just west of Red River in Central Austin – walking distance from I-35 and close enough to hear it most times of day. I am glad that TxDOT is planning to upgrade the central segment of I-35 to make it safer. However, I cannot support a plan that widens the freeway further, adds lanes, and gobbles up a chunk of my neighborhood and Cherrywood on the east side.	See Comment #5
					Air Quality/Climate Change	Climate change is already intensifying weather disasters and shaping how we live, and inducing demand for more gas-powered car travel will accelerate this process. In recent years, I've heard about more and more cities removing or right-sizing freeways. We should be taking this approach, and thinking as creatively as possible about how to reduce demand for car travel on I-35, rather than expanding the freeway.	See Comment #18
					Caps/deck plazas	I support a rebuild of I-35 that fixes the safety issues without expanding its footprint. I also support capping the freeway in downtown, near UT, and in the north-central section, between Hancock and Cherrywood. The more of I-35 that can be capped, the more noise will be reduced, and the more easily my neighbors and I can walk to the other side. When I see innovations like Klyde Warren Park and the in-progress Southern Gateway Park in Dallas, I imagine the potential for this type of cap and park for I-35. This would be a dramatic improvement in Central Austinites' quality of life and would give us something to look forward to – for generations – on the other side of the difficult years of construction.	See Comment #42

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Bike/ped safety	Finally, I want to point out that if the pedestrian/bike crossing at Airport ultimately includes a tunnel, many people won't use it (for transportation; others may use it for shelter from the elements). I would feel unsafe going through a tunnel of any length in that location. Please prioritize an at-grade crossing or, if absolutely necessary, an elevated pedestrian crossing. Thank you, Robyn Ross -- she/her	See Comment #30
2797	Rochelle Robinson	2/21/2023	VOH	srobinson@savills.us	General Support	I support the I-35 redesign. It is important that we figure out a plan. I commute from San Marcos to Austin three days a week. It always takes me an hour or more to get to work (300 W. 6th St) due to the congestion into Austin. The hours and hours that people have to sit in traffic is just one of the reasons why I believe I-35 should be reconfigured. Yes, it will take time and probably many many detours, but in the long run it will be beneficial. It most likely will not be finished in my time, but to think that it will help future generations is why I say YES!	See Comment #8
2798	Rocio Sigler	3/7/2023	Email	itn4@txstate.edu	Do not widen/no build	Please, do not move forward with the expansion.	See Comment #5
					Latent/Induced Demand	Not only would the expansion of i35 have severe environmental impacts, but it would compound traffic issues in the future.	See Comment #18
					Air Quality/Climate Change	This change has not only significantly decreased local air pollution, but also the concentration of CO2 and other green house gases emitted by the transportation sector. Instead of expanding a major highway and making way for even more vehicles, I think the city should seriously consider funding a better rail system as well as making public transportation free.I personally spend ~$600/mo for car insurance and payments, in an environment where inflation has created an extremely high cost of living, not having to worry about a car payment or insurance would have a significant impact on my quality of life. Please, consider the examples of Luxembourg, Olympia, and many other cities that have shifted to free public transportation. This would also stimulate the workforce and create more jobs for the citizens of Austin. Expanding I35 will cause irreparable environmental effects. Our city is already experiencing the effects of temperature inversions due to the increasing amount of concrete.	See Comment #18
					Public transit/Multimodal transportation	Mobility35 Program Manager Tommy Abrego, There have been numerous cities throughout the world that have funded free public transportation. I have done a case study in free public transportation and I am happy to share my data. Free and reliable public transportation (funded either privately by companies, publicly through government funding, taxes, or a combination) would significantly reduce dependence on vehicles putting money in citizens pockets which in turn can stimulate the economy.	See Comment #13
2799	Rod French	2/7/2023	Email	rfrench@heritage-title.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Rod French Commercial Examiner Heritage Title Company of Austin, Inc. p: (512) 505-5071 rfrench@heritage-title.com2600 Via Fortuna | Suite 500 Austin, TX 78746 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
2800	Rodolfo Yanez	1/31/2023	MyCapEx Website - Comment Form	rdyyanez@gmail.com	Regional connectivity	I support the creation of a commuter/passenger rail line linking San Antonio and Austin. The only way to relieve congestion on 35 is to remove vehicles, not adding more lanes.	See comment #1
2801	Rodrigo Malta	2/15/2023	VOH	digomalta@hotmail.com	Do not widen/no build	Please provide extensive caps over the highway through downtown - lady bird to airport.	See Comment #5
2802	Rodrigo Sanchez	2/6/2023	Email	rodrigosanchez218@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Best, Rodrigo Sanchez	See Comment #8
2803	Roel Dablo	1/23/2023	Email	Roel.Dablo@construction.com	Unrelated comment	Good day! I am with Dodge Construction Network; we would like an update on the current status of this project. At your convenience, please answer the following questions or confirm the following project details: Re: I-35 Capital Express South Address/Site: I-35 between SH 71/Ben White Boulevard and SH 45 Southeast. Project URL: https://my35capex.com/projects-overview/south-project-plans/	Unrelated comment
2804	Roger Borgelt	1/27/2023	MyCapEx Website - Comment Form	roger@borgeltlaw.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. This is a public transportation project that is MUCH MUCH overdue. Thank you for your dedication to serving the citizens of Texas. Roger Borgelt	See Comment #8
2805	Roger Borgelt	2/8/2023	MyCapEx Website - Comment Form	roger@borgeltlaw.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas. Roger Borgelt	See Comment #8
2806	Roger Borgelt	3/6/2023	MyCapEx Website - Comment Form	roger@borgeltlaw.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
2807	Roger Cauvin	3/6/2023	Email	roger@cauvin.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Please choose the "no build" option and do not expand I-35 through Central Austin.	See Comment #5
					Air quality	Expanding I-35 would only increase vehicle miles traveled and carbon emissions,	See Comment #558
					Latent/induced demand	and it would fail to address mobility challenges due to Induced Demand. Roger Cauvin	See Comment #18
					Community alternatives	Instead, develop options based on the community-proposed vision at Rethink35.com,	See Comment #4
					Reroute to 130	which calls for transforming the stretch of I-35 into a boulevard, and rerouting through-traffic to SH-130.	See Comment #3
2808	Rohan Jaisimha	3/6/2023	Email	rohan@jaisimha.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Comment #5
2809	Rohan Jaisimha	3/6/2023	MyCapEx Website - Comment Form	rohan@jaisimha.com	Do not widen/no build	Expansion of I-35 is fucking stupid	See Comment #5
2810	Rohan Thapar	1/18/2023	Email	thapar.rohan14@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Thanks, Rohan Thapar	See Comment #8
2811	Rohit Upadhya	1/24/2023	MyCapEx Website - Comment Form	rohitkupadhya@gmail.com	Regional connectivity	More highway construction will not solve the problem of traffic. What we need is public transit, especially light rail. The Austin-San Marcos-San Antonio would be a great line to invest in and improve commuter rail and integrate with future expansion of intra-city light rail. Let us stop being lazy and apathetic, and actually have some ambition and foresight in how we plan our transportation infrastructure for the coming century, for once.	See comment #1
2812	Roland Pena	1/16/2023	Email	r.pena@suddenlink.net	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Roland Pena	See Comment #8
2813	Roland Pena	1/16/2023	Email	roland5030@att.net	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Roland Aritu Pena	See Comment #8
2814	Román Corfas	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Greetings, I strongly OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. This plan is deeply flawed and if it is carried out we will all regret it. We need our representatives in government to STOP THIS PLAN, for the future of our city.	See Comment #5
					Community alternatives	Instead, I support more forward-thinking plans like The Rethink35 proposal. Best, Román Román Corfas	See Comment #4
2815	Romeo Ismael Gutierrez	1/20/2023	MyCapEx Website - Comment Form	romeogutierrez1994@gmail.com	Latent/Induced Demand	I-35 expansion plans need to be reconsidered as they will create more demands for roads. Traffic will return to previous levels and pollution will increase. Current plans for pedestrian walkways and bike lanes are insufficient and overreliance on driving as the main method of transport is harmful not only on an environmental scale but on socioeconomic one as well, not to mention the detrimental effects to the mental and physical wellbeing of the general public as opposed to commuting on a reliable method of public transport that is not subject to peak traffic itself (e.g Via buses).	See Comment #18
					Regional connectivity	We need rail connections between major cities like the proposed Lone Star rail district. We should be investing in commuter rail during peak hours to help curb pressure roads. We are over-reliant on roads as a state.	See Comment #1
2816	Ron Baker	2/27/2023	Email	ronbbaker@gmail.com	Do not widen/no build	It feels like the leadership still has its head buried in the sand, not learning from years of poor traffic planning. I see it on simple projects along 620 and this is appears to be another example of old thinking. Ron Baker	See Comment #5
					Community Alternatives	Re-evaluate the Reconnect Austin or other plans that remove this city blight	See comment #4
					Regional connectivity	and plan for a future light rail system between Austin and San Antonio.	See Comment #1
2817	Roni Beer	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Data shows that expanding a highway is not going to make traffic move more quickly, nor will it be safer! We don't want to use an interstate highway to travel through our town. This is terrible for the environment!!! I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Reroute to 130	Utilizing 130?	See Comment #3
					Community alternatives	I support the ReThink35 proposal Roni Beer	See Comment #4
					Air quality	The more lanes, the more vehicles, the more pollution, the slower traffic moves. How about better transportation?	See Comment #558
2818	Rose Ann Garza	1/31/2023	Email	roseann.garza@kerbeylanecafe.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Rose Ann Garza, SPHR, SHRM-SCP Chief Human Resources Officer | Kerbey Lane Cafe 512.879.2800 Sent from Mail for Windows	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2819	Roseanne Thornhill	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Roseanne Thornhill	See Comment #5
					Air quality/noise	Mobility35 Program Manager Tommy Abrego, I am a resident and owner in Cherrywood. My neighborhood is going to be adversely impacted more than any other area with more traffic, pollution, noise. Expanding a highway brings more cars. Traffic needs to be redirected, not increased! Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #34
					Latent/induced demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Reroute to 130	I am FOR redesigning another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project.	See Comment #3
2820	Rosemary DeSantis	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Cedar Park, Texas. I enjoy traveling to Austin but object to using I35 as an interstate. The interstate traffic causes traffic slowdowns, accidents and inappropriate as one enters the city of Austin. The 18 wheel trucks pollute the air, soil, and water and pollution has horrific effects on Austin's citizens. My daughter, her husband and their two children, both 4 year olds, make their home in Austin, Texas. Visitors will appreciate the access to an inviting boulevard to explore many areas of the city.	See Comment #5
					Reroute to 130	To alleviate the unhealthy effects of pollution, please add metro alternatives like mass transit trains and buses and permit 130 to be an interstate that will circumvent the city of Austin. I35 needs to be a beautiful and inviting boulevard for its citizens to use to travel by foot, bike, bus or to walk to an intracity train station.	See comment #3
2821	Roshan Chacko	1/30/2023	Email	juicyhalloween@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2822	Ross LyBrand	2/8/2023	Email	ross@inspiredevelopment.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Ross Ross LyBrand	See Comment #8
2823	Ross Sabolcik	2/10/2023	Email	ross.sabolcik@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2824	Ross Wilson	2/7/2023	Email	ross@storybuilt.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Ross Wilson Sent from Mail for Windows This e-mail may contain information that is confidential, privileged, or subject to copyright. If you are not the intended recipient, please advise the sender by return e-mail, do not use or disclose the contents, and delete the message and any attachments. Unless stated otherwise, this e-mail does not constitute advice or commitment by the sender or any entity that the sender represents.	See Comment #8
2825	Rowan Youngs	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 expansion.	See Comment #5
					Bike/ped safety	I have lived in our beautiful city for 26 years, and I know ceaseless expansion is not the answer. We should instead invest our money into better public transportation, more walkable neighborhoods, and stronger communities.	See Comment #30
					Community alternatives	I am FOR The Rethink35 proposal and believe we should invest our time and money into large-scale, transformative solutions. Thank you! Rowan Youngs	See Comment #4
2826	Rushil Pingali	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Please put this project on hold and consider the Rethink35 plan. Rushil Pingali	See Comment #5
					Community alternatives	Mobility35 Program Manager Tommy Abrego, Although I am not an Austin resident, I have enjoyed visiting the city in the past. However, I was struck by how car-centric and freeway oriented Austin is, an attribute that my city of Atlanta regrettably shares. I was disappointed to learn that TX-DOT is pushing through a highway expansion instead of working to find a better solution that reduces car dependency instead of increasing it. I hope to continue visiting Austin but a massive highway expansion project makes the city much less appealing	See Comment #4
2827	Russ	1/31/2023	MyCapEx Website - Comment Form	Russram210@gmail.com	Regional connectivity	Rail is needed between Austin and San Antonio Please add a railroad. Thanks	See comment #1
2828	Russell Coleman	1/26/2023	Email	russellcolemanaustin@gmail.com	Do not widen/no build	Hello TxDOT, Please, do not go through with the plan for the I-35 expansion. I have lived in Austin all my life. I-35 is the worst part about the city. It is a scar throughout it that separates the east and west, and the historical and racial connotations of the highway must be dealt with. Widening the highway will not get us where we need to be. I-35 should be demolished and torn up, and replaced with a surface level park, and the city should be reconnected. No taxpayer money should go to adding a single lane on that road. We need fewer lanes, not more.	See Comment #5
					Reroute to 130	Any traffic passing through the city should be re-routed to SH 130. Traffic within the city can proceed on the surface streets. What we need is a way to redirect this taxpayer money toward an expansion of Project Connect; there should be a new train line, bike path, and walking path along the present alignment of 35. We can't let 35 turn into another Katy freeway, and we can't let Austin become another traffic-clogged city of highways, like TxDOT has turned much of the state into.	See comment #3
					Community alternatives	The only way to solve traffic for real is through providing genuinely viable alternatives to driving. I know the state already has a plan for what it wants, and all these metrics that incentivize highways and more driving, and I hope that you will pause and genuinely consider the distaste your constituents have for this plan as opposed to just tossing the concerns aside and continuing as usual. Best, - Russell Coleman	See Comment #4
2829	Russell Zotz	1/31/2023	MyCapEx Website - Comment Form	russell.zotz@gmail.com	Regional connectivity	I want to make it known that myself and my family fully support a rail network between San Antonio and Austin. The traffic between the two and especially in the cities have gotten much worse to the point that it went from 45 min to get to Austin to over an hour now. To help combat that, and make it easy for commuters, I would suggest we make this rail a reality. It would be nice to go get on a train, relax for 45 minutes and arrive. And not have to worry about traffic, accidents, paying for gas, and so on. Both these cities have grown so much, that they are becoming a DFW. SA-A. :)	See comment #1
2830	Rusty Edgar	2/7/2023	Email	REdgar@BenchmarkBank.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPad	See Comment #8
2831	Ruth Burskirk	3/6/2023	VOH	ruthbuskirk3@gmail.com	Do not widen/no build	Since trucks are the main traffic slowdowns, we should not do the expansion	See Comment #5
					Reroute to 130	and should instead give trucks a pass on the toll roads to keep them off IH35.	See Comment #3
2832	Ruth Casarez	2/18/2023	VOH	rucasar@swbell.net	Do not widen/no build	I listened to Virtual presentation on 2/9/23 & learned that Alt.3 is being favored. That alternative wld close Woodland St & expand Riverside Dr. I oppose that option. One reason given for that option is to narrow gap between E.Cesar & West Austin. Rationale is 30 yrs too late. Gentrification has done away w/ the gap& the poor, minority folks have been forced out! Many middle class folks who live in central city depend on Woodland St for easy access to schools, parks hospitals, shopping, etc. Pls do not shut off that access; it also provides impt fire & police service to areas east of I-35 that wld be diminished or delayed if forced to take busier arteries, e.g.Oltorf. The proposed bike & ped park suggested for Woodland is a luxury we cannot afford; the services that would be eliminated are too important to ignore!	See Comment #5
2833	Ruth Fischer	3/7/2023	VOH	0317fischer@gmail.com	Business/residential displacement	No to removing Neighborhoods for I 35. Think again	See Comment #21
2834	Ruth Jansa	2/9/2023	Physical Comment	ruthjansa@hotmail.com	General information request	Where will the construction workers park. Hopefully not our neighborhood streets. Will Duvall St, Red River etc. become major bypasses during construction? Where will all the construction material from 2nd deck be put in landfill ? What landfield. The noise and pollution from more cars on I-35?	General information request - information will ne provided to stakeholder as these details are worked on the project
					Water Quality	Various tunnels that need to drain at Lady Bird Lake and Below Longhorn to Colorado need to make sure water is "clean." Need more pedestrian and bike bridges once I-35 ex. Mueller area	See Comment #125
2835	Ryan Blake	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I and my neighbors already have to endure the impacts of having such a large highway right through the middle of our neighborhood, including the noise that is always noticeable from anywhere in our yard and sometimes in our house, through traffic on 38th 1/2 St. including numerous large trucks passing just feet from our door and the local elementary school to get from Airport Blvd. to I-35, and the difficulty and unpleasantness of traveling on foot or bike as I do at least five days per week to get to my job. TXDoT's proposed plan for rebuilding I-35 would make all of those problems, and therefore life itself, that much worse for the people living in direct proximity to the highway.	See Comment #5
					Bike/ped safety	I urge you to rethink and consider alternatives that encourage and facilitate walking, bicycling, and transit use.	See Comment #30
					Community alternatives	But I strongly urge TXDoT to consider and undertake the proposed alternatives that will not only enable the local residents affected by this enormous project to bike and walk their neighborhood without risking their safety, but will benefit drivers on I-35 by resulting in fewer cars on the road. Respectfully,	See Comment #4
					Business/residential displacement	As a resident of 38th 1/2 Street who lives a half mile away from I-35 in the Cherrywood neighborhood that will be enormously impacted by loss of homes and businesses from TXDoT's proposed I-35 expansion. As a once-in-a-generation-sized project, TXDoT has the opportunity to use the I-35 project to improve lives for the citizens it is supposed to be serving and listening to, instead of demolishing dozens of cherished businesses that serve local residents and compounding the problems that already exist. I'm an Austin native and resident of this city for 39 of my 43 years, and I know firsthand that I-35 as currently built is not working for anyone.	See Comment #21
2836	Ryan Brooks	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm writing to say that I OPPOSE the TXDot plan to expand the I-35 highway system through austin. This plan goes against the latest understanding on how cities can become strong with community and be strong in revenue.	See Comment #5
					Community alternatives	I support routing traffic intended to travel past Austin to go AROUND austin and not THRU austin. I support rethink35's recommendations on what that alternative, human-centric transportation can be realized. ryan brooks	See Comment #4
					Latent/induced demand	This highway would further divide austin, generate more health risks, and increase the amount of maintenance liability the city. It would also generate more traffic given the known phenomenon of Induced Demand.	See Comment #18
					Public transit/Multimodal transportation	I support alternative transportation options that focus on moving humans, not moving cars.	See Comment #13
2837	Ryan Culver	1/31/2023	MyCapEx Website - Comment Form	rculver742@gmail.com	Regional connectivity	I would love Rail Transit from San Antonio to Austion	See comment #1

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2838	Ryan Holcombe	3/6/2023	Email	rculver742@gmail.com	Do not widen/no build	Hi, I am a member of the Delwood 2 Neighborhood Association and a City of Austin resident that lives within 1000' of I-35 at the intersection at Airport Blvd. I wanted to make my opinion known and part of the official record. I do support the removal of the upper decks and the capping of many sections of the highway, but the current proposal is flawed and harmful for many reasons. Like most highway expansions, it will worsen long-term congestion and air, water, and noise pollution. It trades 10 years of construction impacts and billions of dollars for just a few years of congestion relief. There are other highway options for non-local traffic to go around Austin, and like many Austin residents, I don't want to use an interstate highway for my local trips. The Katy Freeway is an environmental and quality of life disaster that does not need to be replicated in Austin. Additionally, at Airport Blvd., I hope that TxDOT will continue to improve the design by: • • •Keeping the Fernwood Rd. connection • to the Delwood 2 neighborhood. • • • •Improving the usability of the mixed • use path by keeping the paths above ground, at grade, and direct. • • • •Increasing the number of connections • across the highway in line with the proposals from the City of Austin and NCINC (North Central I-35 Neighborhood Coalition). • •	See Comment #5
					Community alternatives	Instead of I-35 expansion, I support proposals like those from Rethink35 and Reconnect Austin. Let's designate a highway that doesn't go through the heart of Austin, such as SH-130, as an interstate. Let's replace I-35 with a transit and pedestrian friendly Great Streets boulevard, similar to the original East Avenue that it replaced. Or if I-35 cannot be removed, let's depress ALL lanes through the entire CapEx Central corridor, so it can be capped and stitched. The current I-35 is a concrete embodiment of the racial and economic divides of 1930s Austin, and nearly 100 years later, this is a long overdue opportunity to reduce rather than expand those divides.	See Comment #4
2839	Ryan Jacobson	2/7/2023	Email	ryanajacobson@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2840	Ryan Johnson	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose the proposed expansion of I-35 through Austin, and urge TxDOT to opt for the "No-build" alternative. reduce the City of Austin's tax base by expanding an already-too-wide ROW; increase VMT in direct conflict with local mode-shift goals; support economically and environmentally unsustainable sprawl developments on the fringes of the metro area; fail to improve connectivity along and across the I-35 corridor; undermine the viability of the voter-approved Project Connect transit improvements; and most shockingly will WORSEN traffic on I-35 in the near and long term.	See Comment #5
					Business/residential displacement	The other proposed alternatives, including the "preferred" alternative: unnecessarily destroy homes and businesses;	See Comment #21
					Community alternatives	As a lifelong Austinite and Texan, I beg you to do the right thing - stop pushing a backward-looking plan modeled upon failed practices from the past, and instead think about how to address the needs of the future while protecting the people and places we love so dearly. This inevitably must begin by planning for a project which reduces the impacts of I-35 on the surrounding area by reducing the ROW, eliminating elevated sections, and creating a surface-level urban boulevard appropriate for the center of a city, whether in lieu of the highway entirely (Rethink35) or above a tunneled 4-lane highway (Reconnect Austin). Thank you,	See Comment #4
2841	Ryan Kim	3/6/2023	MyCapEx Website - Comment Form	ryan.kim@southside.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
2842	Ryan Kompare	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As an engineer living in San Antonio who frequently uses the I-35 for work and pleasure, I OPPOSE TxDOT's planned expansion of I-35. Highway expansions do NOT work to relieve congestion in the long term. It is common knowledge among engineering academics that expanding highways only serve to relieve congestion in the short term, and worsen problems in the later. Alternative methods of relieving congestion on I-35 must be explored rather than a lengthy and expensive expansion. I expect my local representatives to stick up for me and listen to my concerns of futile highway expansion projects. Do not turn the South-Central Texas region into one that is hostile to pedestrians and motorists.	See Comment #5
2843	Ryan Lang	3/6/2023	Email	Ryan.Lang@nmrk.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2844	Ryan Lowther	3/7/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, if you build more lanes, you will create more traffic. it's called Induced Demand.	See Comment #18
					Business/residential displacement	you will also destroy homes and businesses on both sides, but mostly destroy those on the east side, which is already underserved as it is. massive highways aren't supposed to go THROUGH cities, they're supposed to go AROUND them. let's rebuild I35 through Austin as a safe, walkable, bikable route.	See Comment #21
					Do not widen/no build	Mobility35 Program Manager Tommy Abrego, it's actually pretty embarrassing to receive this much hate and disapproval for a policy from your constituents and still go through with it. if you go through with the expansion plan, it will be very obvious where your priorities land, which of course, doesn't lie in pleasing your citizenry.	See Comment #5
2845	Ryan Mcconnell	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, TX, your plans for this highway expansion are flawed and will negatively impact the surrounding areas and community. The community was not in consideration for this growth and what will be lost is far more valuable than what will be gained. END this at once.	See Comment #5
2846	Ryan McLagan	2/8/2023	MyCapEx Website - Comment Form	ryan.mclagan@texasairsystems.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
2847	Ryan Nill	3/7/2023	MyCapEx Website - Comment Form	ryan.nill@hey.com	Reroute to 130	Interstate traffic does not belong in downtown Austin. We should allow the current I-35 to reach it's useful end of life and remove it and reroute traffic to highway 130.	See comment #3
2848	Ryan O'Connor	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of the city of Austin and I am fundamentally opposed to TxDoT's plans for I-35 expansion. Moreover, there is no solid evidence to support that such an expansion would reduce traffic. By many accounts, highway expansions often lead to a worsening traffic situation down the line. TxDoT should be focusing on long term solutions to traffic, such as increasing access to public transportation and designing our communities to be less dependent on cars.	See Comment #5
					Community alternatives	The Rethink35 Proposal is an excellent example of policy that puts the needs of the people first, and it is much more likely to address road congestion in our city. I expect TxDOT, Austin City Council, and other representatives to stand up for me and others like me.	See Comment #4
					Business/residential displacement	These plans would ravage a number of vibrant community centers, restaurants, and neighborhoods.	See Comment #21
2849	Ryan Paul	2/26/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose expanding I-35.	See Comment #5
					Air quality/noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling.	See Comment #34
					Bike/ped safety	I want safe, pleasant, and walkable and bikeable streets. We need SAFE, RELIABLE, AFFORDABLE and WIDESPREAD Public Transportation NOW! Ryan Paul	See Comment #30
2850	Ryan Puzycki	1/15/2023	MyCapEx Website - Comment Form	puzycki@gmail.com	Do not widen/no build	The expansion of I-35 represents a generational opportunity to correct a historical injustice, to repair the fabric of downtown Austin, and to invest in the future growth and safety of our capital. Instead, TxDOT appears hell-bent on doing the exact opposite. The expansion of I-35 doubles down on the historical injustices. I-35 is literally a highway to segregation and economic oppression. It was built on land seized from homeowners and commercial property owners, an act that destroyed businesses and generational wealth, with funds confiscated from taxpayers. Its expansion will be made possible by further destruction of wealth-generating businesses and homes, and it will permanently destroy valuable property in one of the nation's fastest growing cities, while only further expropriating taxpayer money. Instead of making our capital a more livable city and an attractive destination for visitors and businesses, This is not merely shortsightedness. It is willful blindness on the part of TxDOT to the destruction it is choosing to inflict upon the capital and the people who live, work, and visit here. Expanding I-35 will inevitably make traffic worse. The simplest solution to congestion on Texas's highways is not to spend untold billions on more asphalt but to make the most congested sections of the highways toll roads—and to price them properly. The only thing standing in the way of this simple, low-cost solution is pigheadedness at the statehouse. The expansion of I-35 represents a road to the past. While there is a low-cost, less destructive alternative to TxDOT's plans, the billions of dollars that have been allocated toward this project could be repurposed for a generational investment in Austin's future. TxDOT should instead invest these funds in burying I-35 through downtown, capping the depressed lanes, removing the surface roads, building an urban boulevard (East Avenue), and adding tolls to the submerged road. This plan would restore the links between downtown and East Austin that I-35 destroyed, it would create a huge amount of developable, taxable land in the city's core, and it would represent an investment in safety, walkability, and bikeability in the capital of the state that leads the nation in traffic fatalities. TxDOT has a generational opportunity to invest in the future and to do some real good for the people of Texas. Don't squander it by building a road to the past.	See Comment #5
					East/West Connectivity	it will instead deprive downtown of valuable real estate to build much-needed housing, it will widen and deepen the scar that severs and segregates downtown from East Austin, and it will further tear apart an urban fabric that was slowly starting to heal.	See Comment #20
					Bury/tunnel	And instead of being a deadly cost center, a new underground tolled I-35 would generate income and reduce congestion through the beauty of market pricing.	See Comment #25
					Latent/Induced Demand	The expansion of I-35 is senseless. TxDOT knows from its previous highway expansion projects—notably the so-called Katy "Expressway"—that adding more lanes will only induce further demand.	See Comment #18;
2851	Ryan Sonnenberg	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, TX. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion.	See Comment #5
					Community alternatives	I am FOR... The Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, or a public transit-first project. TxDOT's process in this project is flawed: I	See Comment #4
					Latent/induced demand	it ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway),	See Comment #18

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Air quality/noise	air noise and water pollution, safety, and transportation options beyond driving. Your plan of 10 years of construction for just a few years of congestion relief is NOT worth it. I expect TxDOT, Austin City Council, and other representatives to stand up for me. DO NOT EXPAND I-35. No taller. No wider. Ryan Sonnenberg	See Comment #34
2852	Ryan Steglich	2/14/2023	VOH	realtyryan@gmail.com	Business/residential displacement	Please depress the road as much as possible and cap and leave room for future caps to be added. Minimize right of way takings through the central area. Consider using stoplights on onramps to improve merging that have been successful in other highways.	See Comment #21
2853	Ryan Therrell	2/8/2023	Email	RyanTherrell@beckgroup.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request This e-mail may be privileged and confidential. If you are not the intended recipient, please delete from all computers.	See Comment #8
2854	Ryan Waikem	1/26/2023	MyCapEx Website - Comment Form	rwaikem@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. This is a public transportation project that is MUCH MUCH overdue. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
2855	Rylee Pluta	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, The proposed project to expand I-35 will not make traffic flow better or quicker.	See Comment #5
					Latent/induced demand	The theory of Induced Demand states states that for every increase in supply, there is an increase in demand. In Transportation, we call this induced traffic. This means that for any gain in supply, the capacity use increased at the same rate. If a city increases its roach capacity by 10%, the amount of driving will also increase 10%.	See Comment #18
					Bike/ped safety	Highway expansion does not improve congestion. Additionally, the move towards a walkable city takes a backseat as bikers and walkers will no longer feel safe to use existing designated lanes/sidewalks. Rylee Pluta	See Comment #30
2856	S. Rogers	2/24/2023	Email	avengerpumpkin@gmail.com	Do not widen/no build	Your proposed plan of adding additional lanes to the already overly congested I-35 corridor in Austin is merely a “band-aid” fix at best. Do your homework, stop making excuse after excuse, and fix the problem. I have lived in Austin since early 2009 and have only seen traffic worsen as the excuses continue.	See Comment #5
					Latent/Induced Demand	Numerous studies have shown such an ill-conceived idea will only lead to Induced Demand.	See Comment #18
					Reroute to 130	Consider other more feasible options including mandating 18-wheeler trucks take alternate routes when traveling north or south (e.g., using 130) and encourage other drivers to do likewise while waiving toll charges. You have delayed action too long and now are attempting an unachievable effort at playing catch up. Air Force & Desert Shield/Desert Storm veteran	See Comment #3
2857	Sabrina Fuller	2/18/2023	Email	sabrinatheresefuller@gmail.com	Do not widen/no build	TXDOT, I am a concerned Austinite who is deeply worried about the proposed expansion of I35. As a someone new resident of Austin, I am committed to doing my part to protect the environment and promote sustainable living. Unfortunately, I do not drive due to a disability and have to rely on public transit. As you can imagine, not driving in a car-centric city, makes me particularly vulnerable to the negative effects of this expansion. I implore you to listen to the voices of the community and take immediate action to protect the environment and the well-being of all residents, particularly those who are vulnerable due to disability. It is time to work together to create a better future for all of us. Thank you!	See Comment #5
					Air quality/noise	The proposed expansion of I35 would cause untold damage to the environment and worsen air and noise pollution. As a pedestrian, I am particularly vulnerable to these harmful effects, and I am worried that my health will be further compromised as a result of this expansion.	See Comment #34
					Public transit/Multimodal transportation	Moreover, the proposed expansion will make it even harder for me and other disabled people to get around the city. Austin has worked hard to create a walkable environment that is accessible to all residents, and the expansion of I35 will undermine all of these efforts. It is already difficult for me to get around the city due to my disability, and this expansion will make it even harder. As a responsible leader, it is your duty to protect the environment and create a city that is accessible to all residents. I urge you to reconsider the proposed expansion of I35 and instead focus on creating a sustainable and accessible transportation system for all.	See Comment #13
2858	Sabrina Fuller	2/18/2023	VOH	sf8ez@virginia.edu	Do not widen/no build	As a concerned resident of Austin, Texas, who cannot drive due to a disability, I am writing to strongly oppose the proposed expansion of I35 and to urge you to consider sustainable and equitable transportation solutions that work for all residents. Expanding highways like I35 is a shortsighted and unsustainable solution that will not only cause significant damage to the environment but also further restrict the mobility and accessibility of residents like myself. The proposed expansion will only result in increased air and noise pollution, worsen traffic congestion, and make it even harder for those who rely on public transit to get around the city. As a responsible department, it is your duty to choose the most sustainable and effective solution that works for all residents. Therefore, I urge you to reconsider the proposed expansion of I35 and instead prioritize investment in public transit and other sustainable transportation solutions that will benefit all residents, including those who cannot drive. I implore you to listen to the voices of the community and take immediate action to protect the environment, promote sustainable living, and create a transportation system that works for all Texans, regardless of their ability to drive.	See Comment #5
					Public transit/Multimodal transportation	Instead, I urge you to invest in public transit and other sustainable forms of transportation that will benefit all residents, including those who cannot drive due to a disability. Expanding public transit will help reduce traffic congestion, improve air quality, and make transportation more accessible and affordable for all residents. By prioritizing sustainable transportation solutions, we can create a more equitable and inclusive city that works for everyone.	See Comment #13
2859	Sabrina Heath	1/31/2023	MyCapEx Website - Comment Form	sab.heath@yahoo.com	Regional connectivity	I am from Round Rock but have lived in San Antonio for nearly a decade now. My family and I would love to have a rail system connecting San Antonio and Austin to make transportation between the two cities easier for getting together without having to drive, especially with how difficult it can be with the perpetual construction on I-35.	See comment #1
2860	Sabrina Rizzo	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, It is EXTENSIVELY proven that each additional lane on a highway or street only causes more traffic more accidents and worst of all more deaths. In supporting the expansion of the already congested I35 highway with another lane you will be signing the unnecessary death warrants of a significant number of your voters and constituents. As well you will only create more damage, less productivity statewide as people are later to work, get home later and spend less time with families or working on passion projects such a businesses that could increase average income and net worth if successful for many constituents and negatively influence the health of so many by costing them sleep, important family time, and increasing time sitting in traffic which has over and over been studied and peer reviewed so many times thus proven to cause physiological and mental harm to any and every human subjected to it. People will lose their jobs for a few minutes if tardiness so many days straight for the next ten years of construction and for the increased long term traffic from the additional lane I personally do not want the interstate for my personal local commutes to work and taking my children to and from school nor to travel to restaurants bars and businesses i frequent. I personally will spend less money at local businesses because I will wish to avoid the chaos of increased traffic and construction. As will thousands on other constituents. This planned expansion will only cause physical, financial, social and mental harm to everyone and anyone in our constituency who has to utilize the highway in their day to day life.	See Comment #5
					Community alternatives	Please consider the ReThink35 Plan, I and so so so many other Texans wish for an alternative to the dreadful I35 we already deal with. More lanes is more traffic. Please i beg, oppose this expansion as we all want and pursue a plan like rethink35 or at least some similar plan that would allocate other roads to cause more ease of access and give more opportunity safety and enjoy ability of our local area to all of us constituents	See Comment #4
2861	Sadie Evans	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Austin is a city of folks who love and appreciate nature. If this is the case, we cannot allow such a blatant move against our environment to go forward. This is the first reason I oppose expansion of I-35.	See Comment #5
					Public transit/Multimodal transportation	Because of this, I believe public transportation should be reworked,	See Comment #13
					Bike/ped safety	Furthermore, I believe there are more community centric, eco friendly alternatives to address the influx of travelers and transplants to the city. bike lane should be enhanced, and side walks should be safer and more accessible. All of these acts could be put into action in place of an I-35 expansion as we work together towards a better, cleaner Austin.	See Comment #30
2862	Saffron Brown	3/7/2023	Email	sapdesign@gmail.com	Water quality	I would like to see a study of water diversion in the event of a flood. Thank you,	See Comment #125
2863	Sage Flowers	1/24/2023	Email	SFlowers@austinchamber.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2864	salva khataw	1/18/2023	Email	salva@khataw.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2865	Sam Baird	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose expanding I 35. Expanding I 35 will only contribute to already existing traffic congestion. Research repeatedly documents interstate expansion only improves traffic congestion for five years. During those five years, traffic congestion slowly develops again only leading to more highway expansion, an endless dog, chasing its tail. When will we ever learn that inter-state highway expansion is not the solution to traffic congestion?	See Comment #5
2866	Sam Cawood	1/30/2023	Email	sam@sbcawoods.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
2867	Sam Henderson	2/8/2023	Email	shenderson@heritage-title.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sam Henderson Receptionist, Downtown Heritage Title Company of Austin, Inc. p: (512) 505-5000 shenderson@heritage-title.com200 W 6th Street | Suite 1600 Austin, TX 78701 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
					Do not widen/no build	Hi My name is Sam Law and I am a resident of E 38th St less than a block away from I-35 currently. And I want to start my comment by noting that the draft environmental impact statement talks about how the Texas Department of Transportation has been considering this project since the 1980s as Austin has grown and the current I-35 becomes more untenable. However, it seems that in the almost 40 years that this has been considered Texas Department of Transportation has not continued to stay up to date on transportation research. I want to cite an article from 2017 it is published in the transportation research board, which is a journal of the National Academy, called Closing the Induced Vehicle Travel Gap Between Research and Practice. I think that would be a much better plan for congestion, for urban growth, and it would vibe with the current evidence-based research in transportation design. I have some other problems. I think that the stitches should continue far further north than they are right now including about to the 38th ½ street bridge. There's no reason that an interstate highway should run through the center of a major metropolitan area. Overall, I think that given the two proposed build options - I mean the proposed alternative is clearly better than the second one, but I personally think that there should be either a no build option or a more serious exploration of rerouting I-35 traffic and turning the current I-35 into a boulevard.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2868	Sam Law	2/13/2023	Voicemail	sf8ez@virginia.edu	Reroute to 130	So, I my personal feeling is that this whole process should be rethought, and instead of expanding the highway which we know from extensive research will actually not solve the problem and in further entrench the division between East Austin and the rest of Austin as well as increasing traffic and traffic dependency, I think that Texas Department of Transportation should reroute I-35 traffic around Austin and consider one of the many plans to turn the current I-35 into a boulevard and develop the land alongside of it.	See Comment #3
					Bike/ped safety	I think there should be further separation between the shared use paths and the proposed shared use paths and the highway. I think that the bike lane should be physically separated through some sort of barrier from traffic to improve safety and increase usage, and I think that - I think that there should be a sound barrier all the way along.	See Comment #30
					Air quality/noise	I'm concerned that by 38th street there's no sound barrier, but currently there's a lot of sound. I also am concerned about ultra fine particulate matter being polluting, and I think that there's further - putting a highway through the center of a city especially a highway that has a lot of through traffic doesn't make sense and I think that for safety of reducing risk of stroke, neuro generative problems, asthma - I think that the highway should be rerouted around.	See Comment #34
					Latent/Induced Demand	And so what this article does is it provides an overview of problems around Induced Demand and shows that adding highway lanes has clearly shown to always increase demand - such that it solve congestion. And I think this is well documented - It was an article in the New York Times recently about this. And I think that felt like absurdity of this environmental impact statement can be seen in appendix U, in which we see from 1994 a plan that looks very similar to the current proposed alternative.	See Comment #18
2869	Sam Mayer	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am an Austin resident that opposes expansion of I-35 because it relies upon a flawed process that has demonstrated itself time and again in major highway expansion projects.As a local, I do not want to experience construction delays associated with a highway overhaul while I conduct local trips that are only a few miles in length. I expect local representatives and the members of TxDOT to stand up for long-term solutions to traffic problems that do not simply kick the can down the road while making residents suffer through a needlessly long construction period	See Comment #5
					Community Alternatives	Alternative proposals like public transit-first options or the proposal put forth by Rethink35 are better options to the naïve approach of expanding I-35.	See Comment #4
					Reroute to 130	designating SH-130 as an interstate	See Comment #3
					Latent/Induced Demand	Austin has the density to benefit from a greater focus on public light rail and other transit plans that will not lead to the same Induced Demand that a highway expansion causes.	See Comment #18
2870	Sam Owen	1/26/2023	Email	sowen@streamrealty.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2871	Sam Swinbank	3/6/2023	MyCapEx Website - Comment Form	swinbank@me.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. The plan is good, and it is time to move forward. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
2872	Samantha	1/24/2023	MyCapEx Website - Comment Form	ssp29@hotmail.com	Regional connectivity	Very interested in rail that ran down I-35! I have one child in college in Ft Worth and the other in Austin. I would be so nice to have them use rail instead of driving home! If only it could go to Lubbock, as well!	See comment #1
2873	Samantha borek	3/7/2023	MyCapEx Website - Comment Form	Samanthajborek@gmail.com	Racial Justice	I-35 is historically a highway that has segregated the city between white affluent families of the west and low income POC in the east, extending this road is not only perpetuating inequality but destroying what makes austin beautiful — its trails, wildlife, and flora.	See Comment #3
					Do not widen/no build	This is the kind of poor investment in our city that will destroy it. Studies also show that more highway does not equal traffic elevation, it only makes MORE traffic.	See Comment #5
2874	Samantha Foster	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose the TxDOT's plans for I-35 and I OPPOSE expansion.	See Comment #5
					Reroute to 130	I am for redesignating another highway such as SH-130 as an interstate.	See Comment #3
2875	Samantha Haynes	3/7/2023	MyCapEx Website - Comment Form	samanthaphaynes@icloud.com	Caps/deck plazas	Please provide COA funding to pursue cap and stitch projects. I don't support this highway expansion but understand that TxDOT is in the business of creating more car infrastructure than investing in alternatives. Providing funding to COA is the least that can be done to help offset the negative impacts of an I-35 expansion.	See Comment #42
					Latent/Induced Demand	Induced Demand will see however many lanes you add fill up.	See Comment #18
2876	Samantha Krause	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, My name is Sam Krause and I hold a PhD in geography from UT Austin. I live here in Austin Texas, and I oppose the I35 expansion. I know that TxDOT is doing quite a bit to provide safe access and mobility options with multimodal networks woven into the many thriving communities of Austin and the surrounding region. I challenge TxDOT to rise to the occasion and do better for the city of Austin. We do not need a bigger I35, please consider other opportunities!	See Comment #5
					Community Alternatives	I do support The Rethink35 proposal and I support another highway such as SH-130 as an interstate. Please consider the rigorous analysis found throughout thousands of pages of EIS on the Rethink35 and Reconnect Austin proposals. These are valuable documents that suggest alternatives to the current I35 expansion plan, which is wrong for the city and will do nothing to help Austinites with our current traffic woes.	See Comment #4
2877	Samantha Meyer	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a lifetime resident of the Austin area, and a current resident of Hyde Park. I oppose TxDOT's plans for I-35 and specifically I oppose expansion of the interstate.	See Comment #5
					Community Alternatives	I support the Rethink35 proposal. I support a plan that gives first thought to public transit, pedestrians, and reducing environmental impact.	See Comment #4
					Latent/Induced Demand	TxDOT's plan for this project has ignored factors such as Induced Demand,	See Comment #18
					Air Quality/Noise	construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, and the success of freeway removals. Additionally, its traffic modeling is flawed. Research has shown that highway expansions don't work, and in fact they make congestion worse (e.g. Katy freeway), and increase air, noise, and water pollution. They also increase safety concerns, and they center driving as the only mode of transportation rather than promoting other transportation options (public transit, biking, walking, etc.).	See Comment #34
					Racial justice	This project will worsen conditions during construction and worsen conditions AFTER construction as well. It will more deeply inscribe divisions in Austin and will displace an untenable number of people and local businesses (note: historically racist divisions and displacement). I expect TxDOT, Austin City Council, and other representatives to stand up their constituents and listen to what their constituents want.	See Comment #3
2878	Samantha Smith	2/8/2023	Email	sam.smith@streamrealty.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Samantha Smith	See Comment #8
2879	Samantha Smith	3/6/2023	Email	info@sg.actionnetwork.org	General Support	Mr TxDOT TxDOT, I appose the expansion of I35 in Austin in the strongest terms. I value my ability to walk and bike throughout the city. I already feel as though certain areas of the city are difficult to access as a pedestrian or biker and the expansion of I35 would worsen this situation severely. I regularly have to switch from bike lanes to the side of a busy road to the sidewalk when I am biking. Biking is one of my favorite pastimes here and it is also the only form of transportation for many of our lower income and house less community members. It is essential for folks to be able to bike and walk safely. Expanding I35 would also contribute to polluting our natural spaces and decrease quality of life for the Austin community. Expanding I35 would also worsen traffic for the many drivers in our city who are already sitting in traffic. I would like alternatives such as reconnect austin to be seriously considered. Thank you for your time. Best, Sam	See Comment #8
2880	Samuel Baker	3/7/2023	Email	samuel.baker@utexas.edu	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Through its current proposal, the Texas Highway Department (now known as TxDOT), seeks to force yet another expensive highway project on a Texas city. We have seen this before with the Katy Freeway, the famously massive portion of I-10 outside of Houston, and I don't doubt that Austin's I-35 will see a similar fate of gridlock. As a resident of Texas, I demand that TxDOT dream bigger, instead of sticking to a project that will cost billions of dollars, lower the quality of life for Austin residents, and fail at its stated objective of reducing congestion! Given the sheer size of this proposed project, it seems that TxDOT has taken the saying "everything is bigger in Texas" far too literally. So what, then, should be bigger in Texas? Firstly, our hearts. This project opposes this notion because it is heartless to relegate generations of Texans to a life of constant commuting from far away, stuck in traffic. This is not inevitable; yet, TxDOT's proposal encourages this exact phenomena by giving a green light to California-style urban sprawl! The failed status quo of urban sprawl has been degrading the quality of life for urban Texas and destroying the prairies, ranches, and communities that make rural Texas special! Secondly, Texas should have the biggest and best quality of life on the planet! Why does TxDOT, through this proposal, want to continue the suburban experiment which leaves people empty, separated from a basic sense of community, unable to walk or bike anywhere, and forced to drive expensive machines for the basic necessities of life? Through this proposal, TxDOT is making a grave mistake which will hurt the city of Austin for decades to come.	See Comment #5
					Community alternatives	I implore TxDOT to reconsider this proposal, and, instead, consider the Rethink 35 proposal or the proposal to redesignate highway 130 as I-35. In the long-run, these projects would cost far less and do the most for making Austin the greatest city in the world and making Texas the best state in the country! If TxDOT wants to truly earn its name as a Department of *Transportation*, rather than simply a Highway Department, then I implore it to do better!	See Comment #4
2881	Samuel Comer	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I am writing to express my opposition to the expansion of IH35 in central Austin. Having a highway run through the middle of downtown Austin has always been a terrible idea and even more so today now that these are some of the most highly valuable lots in the entire city. Highways that run through urban areas cause tremendous barriers to transportation across cities whether in car, bus, bike or on foot and the plans to expand IH35 do not adequately address these alternate mobility needs. I want to see safe, walkable and bikeable streets in the heart of our City that promote local culture and economic uses, not a polluted deadzone.	See Comment #5
					Community alternatives	I ask that the alternatives to the expansion of this highway brought forward by Rethink 35 and Recconect Austin be fully studied and implemented as an alternative to this backwards expansion of IH35.	See Comment #4
2882	Samuel Fenwick	2/23/2023	Email	info@sg.actionnetwork.org	Caps/deck plazas	Mr TxDOT TxDOT, Please cap and stitch like Klyde Warren in Dallas!	See Comment #42
2883	Samuel Fenwick	3/3/2023	Email	info@sg.actionnetwork.org	Caps/deck plazas	Mr TxDOT TxDOT, Please cap I-35!	See Comment #42
2884	Samuel Haas	1/20/2023	MyCapEx Website - Comment Form	samuel.t.haas@gmail.com	Regional connectivity	Highway expansion is only effective when paired with alternative forms of transportation. This is a well researched and documented topic going back nearly a century now. Please stop repeating the mistakes of our parents and grandparents. Commuter rail needs to be implemented between Austin and San Antonio. There once was a proposal for the Lone Star Rail project, please revive these plans and give us Texans options.	See Comment #1
2885	Samuel Heinz	1/31/2023	MyCapEx Website - Comment Form	samuel.m.heinz@gmail.com	Regional connectivity	I would like TxDOT to create a high speed rail link between San Antonio and Austin. I would also like TxDOT to implement highway noise mitigation barriers for residential areas next to highways. Noise pollution is damaging and should be considered in all highway designs.	See comment #1

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2886	Samuel Lynaugh	3/7/2023	Email	sam.lynaugh@everyactioncustom.com	Community Alternatives	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #4
2887	Samy Raez	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Extending and widening I35 is not going to make this city better. I hate that freeway with every fiber of my being and it terrifies me. People are dying there every day. Making this freeway bigger will only further the destruction of austin. Save lives.	See Comment #5
					Bike/ped safety	The people don't want bigger freeways!! We want bike lanes. We want safety.	See Comment #30
					Public transit/Multimodal transportation	We want public transportation.	See Comment #13
					Air quality/noise	Save the environment. Expanding freeways have NEVER made a city more efficient or traffic better. It has only increased pollution and death. STOP RUINING OUR LIVES WITH YOUR TERRIBLE DECISIONS.	See Commnet #34
					Community alternatives	Consider other options like rethink 35 and reconnect austin.	See Comment #42
2888	SANDRA BARTLETT	2/6/2023	Email	sjbartlett@sbcglobal.net	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2889	Sandra Blackard	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	A number of other far better, less disruptive solutions have been put forth. The one I've been waiting for is an area-wide workable rapid transit system like San Francisco or even NYC so I never have to drive to get downtown to support the merchants and entertainment venues there. The current Red Line is a great start but doesn't run late enough for weekend use, go to UT, or conveniently link up enough of the greater Austin area.	See Comment #5
					Latent/Induced Demand	Expanding I-35 would take Austin the wrong direction. As Dallas, Houston, and L.A. prove, highway expansions only invite more traffic, destroy the livability of cities, increase health, safety, and environmental threats, and ultimately don't work!	See Comment #18
					Reroute to 130	I'm already afraid to drive on I-35 due to the number of semi trucks that use it for interstate traffic since tollway SH-130 is too expensive to draw them away. Additional lanes will just attract more through traffic and big trucks, making it even more dangerous for local use. In Austin, it would split the city even more than it already is.	See Comment #3
					Community alternatives	I also completely support the RETHINK35 vision for Austin. A boulevard through town and a rerouted interstate highway is perfect for Austin! And as interstate highway "I-130" becomes congested, another more distant eastern loop could be added. EXPANDING I-35 is the wrong direction for Austin. The RETHINK35 plan would unite and beautify it. With improved rapid transit, the RETHINK35 plan is clearly the right direction for the city and for the greater Austin area.	See Comment #42
					Air quality/noise	Mobility35 Program Manager Tommy Abrego, To: Tommy Abrego Mobility35 Program Manager I'm a resident of Williamson county. My family moved from The Dallas area to Austin in 2000 to get away from traffic congestion and the air, noise, and other environmental pollution it creates. We would never choose to live in Houston or L.A. for those same reasons. My family wants a TxDOT solution that will make Austin more livable, not less.	See Comment #34
2890	Sandra McCallum	3/3/2023	Email	texassweethots@gmail.com	Bury/tunnel	I wish someone would look back at the last couple of plans to tunnel in this area.....we have already paid hundreds of thousands of dollars on these past studies.....everyone that suggested tunneling was a NOT FEASIBLE.....WILL TAKE TOO LONG TO GET THROUGH THE ROCK .....AND .....TOO EXPENSIVE TO DO THIS.. Has anything changed? Is the rock softer is the work cheaper NO. STOP trying to change the facts and try being a little practical. Sincerely submitted hoping that someone has some common sense.	See Comment #25
2891	Sandy Dochen	3/2/2023	VOH	smdochen@gmail.com	General Support	As chair of the Austin Area Research Organization, I urge and appreciate your strong and continued support of the IH 35 improvements through Austin. Projects of this intensity will of course be controversial, and we can question why IH 35 was put through a neighborhood in the first place, but we can't change it, and our entire state needs these improvements and upgrades. I appreciate TxDOT for working with local interests on capping and stitching, as well as providing the City of Austin an opportunity to create, with TxDOT, something effective for moving people and for being conducive to all forms of transportation. We need these funds for this project in Austin, so thank you for continuing this work on behalf of Central Texas and the state.	See Comment #8
2892	Sandy Hentges Guzman	3/1/2023	VOH	sandy.hentges@gmail.com	General Support	This project has been a decade in the making. TxDOT has made many changes over the years to meet the concerns of the community as well as taking time to explore innovative concepts to enhance mobility while improving the community. I support the preferred alternative. Sandy Hentges Guzman	See Comment #8
2893	Sania Shifferd	3/6/2023	MyCapEx Website - Comment Form	sania.shifferd@ibigroup.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for involving local stakeholders Thank you for your dedication to serving the citizens of Texas.	See Comment #8
2894	Santos Cruz	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, While I'm not a resident of, I often make drives to Austin to visit family but I can say I oppose the TxDOT's plans for I-35 and expansion. My reasonings being that every time I go, I always see road constructions that are not close to being done and have just worsened traffic which is exactly what this project will just add to. I think it would be a better investment to put this time and resources towards bettering public transportation.	See Comment #5
2895	Sara Barge	3/7/2023	VOH	sbarge7@gmail.com	Do not widen/no build	I want to be able to not rely on my car to get to places around the city. I'm in my 30s and plan to live here for the rest of my life. I want our city to focus on sustainable growth and that does not include the expansion of highways and displacing businesses and homes.	See Comment #5
2896	Sara E Orozco	1/31/2023	MyCapEx Website - Comment Form	sawabloom@gmail.com	Regional connectivity	A commuter rail system between Austin and San Antonio would ease traffic and have second and third order effect economic benefits. I strongly support this initiative.	See comment #1
2897	Sara Ibarra	2/7/2023	Email	sibarra@pagethink.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2898	Sara Merrell	1/4/2023	Email	saramerrell@outlook.com	Do not widen/no build	I feel extremely strongly that eliminating that widening I-35 to add HOV lanes is a terrible plan. It will force innocent people to suffer the loss of homes and businesses without solving the traffic issues. If you take away two lanes on the upper deck, only to add two below, you don't end up with any additional lanes to accommodate heavy traffic. HOV lanes alone will not solve the congestion issues because they're not accessible to all, especially not the massive number of semi trucks on the highway; this will not effectively distribute traffic across all lanes. But even if it did, we still only have as many as before. That means no gain in the ability for traffic to move faster but at a huge loss. Everyone will suffer the burden of construction and delays and some people, a number of them vulnerable minorities that have history been shafted by the city, will suffer incredible loss. That is an unfair burden to place on them for such a dubious "improvement" to the highway. I'm fact, it's a cruel slap in the face to the people of Austin and any politicians who supports this will be seen for what they are - working against the people of Austin. You will not get out support. The best solution is to put the highway underground, as previously proposed, or to just leave it alone. Since you nixed a good idea, then I can only support option 3 - no change at all. Again, widening g the highway is a terry idea that will only hurt people with too little gain to justify the negative impacts it will obviously have. Please, please, don't widen 35!!!!!!	See Comment #5
2899	Sara Roman	1/31/2023	MyCapEx Website - Comment Form	Sara.roman78@gmail.com	Regional connectivity	Adding high speed rail will cut travel times out of and into the state and cities like San Antonio may have more opportunities for tourists and business travel.	See comment #1
2900	Sarabeth Lewis	3/7/2023	Email	sflowers10@gmail.con	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm name is Sarabeth Lewis, a resident of the Westcreek neighborhood of Southwest Austin. I am writing to say I OPPOSE TxDOT's plans for I-35 and I don't support expansion. I don't want us to become Houston. (Have y'all been there? Solid concrete.) TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Community Alternatives	I am FOR the Rethink35 proposal	See Comment #4
					Reroute to 130	redesignating another highway such as SH-130 as an interstate, a boulevard going through town, or a public transit-first project.	See Comment #3
2901	Sarah Andersen	2/10/2023	Email	andersena.sarah@gmail.com	Do not widen/no build	Please choose not to build the I-35 expansion. I live right next to the highway, and this would destroy my neighborhood. The construction would also make living here a living nightmare while it was happening. The traffic would be better alleviated by a bypass highway around the city, like most major cities do. Any expansion will only temporarily fix the problem because it doesn't address the root cause, which is that the highway is serving two purposes right now: a local thoroughfare and a way to bypass the city.	See Comment #5
2902	Sarah Arvey	2/9/2023	Physical Comment	andersena.sarah@gmail.com	Do not widen/no build	I do not want this project to happen. We do not need to invest in more lanes on I-35. We need better future-forward solutions. I cannot believe we are having this conversation. Please do not let this happen.	See Comment #5
2903	Sarah Beck	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, I am a resident in Travis County. Please don't support TxDOT's plans for I-35 expansion. Austin is already turning into a concrete eyesore and expanding highways doesn't work. This proposal is not inclusive and not future thinking. It is a temporary quick fix that is going to lead to more and larger problems.	See Comment #5
					Latent/Induced Demand	It encourages more driving and worsens congestion,	See Comment #18
					Public transit/Multimodal transportation	Public transit systems are a much more worthwhile investment. My social circles and I do not use I 35 for local transit. A highway expansion does not support local residents, it makes it harder for us to get to work and takes space away from more conducive amenities and green spaces. Thank you.	See Comment #13
					Air quality/noise	as well as causes significant air, water, and noise pollution, all of which disproportionately impact low income communities and people of color.	See Comment #34

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2904	Sarah Beck	3/7/2023	MyCapEx Website - Comment Form	shortcakesdb@yahoo.com	Do not widen/no build	Hi, I am a resident in Travis County. Please don't proceed with the proposed I-35 expansion. Austin is already turning into a concrete eyesore and expanding highways doesn't work. all of which disproportionately impact low income communities and people of color.	See Comment #5
					Latent/Induced Demand	This proposal is not inclusive and not future thinking. It is a temporary quick fix that is going to lead to more and larger problems.	See Comment #18
					Air Quality/Noise	It encourages more driving and worsens congestion, as well as causes significant air, water, and noise pollution,	See Comment #34
					Public transit/Multimodal transportation	Public transit systems are a much more worthwhile investment. My social circles and I do not use I 35 for local transit. A highway expansion does not support local residents, it makes it harder for us to get to work and takes space away from more conducive amenities and green spaces. Thank you. Sarah Beck	See Comment #13
2905	Sarah Bentley	2/24/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	I oppose expanding I-35.	See Comment #5
					Latent/Induced Demand	Mr TxDOT TxDOT, Hello, I work on safe routes to school initiatives and we know from the data that more lanes means more traffic and less safe conditions for everyone, especially those most vulnerable.	See Comment #18
					Air Quality/Noise	Not only would expansion worsen traffic, but it will lead to more problems including air, water, and noise pollution; health impacts; heat island impacts; and crashes.	See Comment #34
					Public transit/Multimodal transportation	This project will discourage walking and bicycling and transit use. Wide polluting highways through town are not what I want for Austin. I want safe, pleasant, and walkable and bikeable streets.	See Comment #13
2906	Sarah Brooks	3/7/2023	MyCapEx Website - Comment Form	ss.e.brooks@gmail.com	Air Quality/Climate Change	Please consider carefully the incredible opportunity to improve transportation and lessen the negatives of I-35 in Austin and Texas by doing the following: (1) more environmental studies of air quality (2) improved runoff control (3) improving traffic flow for buses (4) getting out of your ridiculously bad toll road contracts (5) taking feedback from the public and doing something about it Now you may think I'm some rando from California but nope, I've lived in Texas all my life. Grew up in Dallas and went to UT, and still live in Austin. So I know I-35 all too well. It's dangerous to drive on, and I actively avoid taking it because of all the crazy drivers, short entrance ramps and ridiculous amount of 18-wheelers. The years I had to commute on I-35 took years off of my life from stress. One idea to improve traffic flow is to allow 18-wheelers to take tollroads for a reduced fee, and clear them off the main highway.	See Comment #18
					Multimodal transportation	Until Austin has more public transportation options, many people have to drive their own cars and it is just insane how many people are on the roads. Please think about how badass you could make the transportation in our city. Have you been to Europe? It's so pleasant getting around there. We have lots of examples all over the world of wonderful, efficient transportation systems, so why must we always do things the same way? It's time to improve on what we have, not just keep putting lipstick on the pig. Thanks for reading and I hope you do consider thinking about how much better you could make all of our lives.	See Comment #20
2907	Sarah Caine	1/19/2023	MyCapEx Website - Comment Form	sarah.a.caine@gmail.com	Regional connectivity	We need high speed rail, not more lanes of traffic. Expanding I-35 without better infrastructure for non-car modes of transit will only delay the inevitable cluster of traffic. At the very least, the Lone Star Rail between San Antonio and Austin should have regular service throughout the day and all week.	See comment #1
2908	Sarah Chambliss	3/7/2023	Email	sechambliss@utexas.edu	Air Quality/Climate Change	Mobility35 Program Manager Tommy Abrego, Hello, I have been a resident of Austin for 8 years and I feel strongly that plans to expand I-35 are taking Austin in the wrong direction. This is a rapidly growing city with an economically thriving downtown area and it is totally backwards to have an interstate highway splitting the heart of the city – to spend $8 Billion to expand that highway is a poor investment that will do no good for most Austin residents. It is well established that expanding highway capacity does not ease congestion. It would be better to incentivize long-distance drivers to take alternate routes, like 183, that avoid the downtown area. In particular, I was disappointed to see the very limited evaluation of air pollution impacts of the I-35 expansion plan. Although Austin meets federal regulations for fine particulate matter air pollution (PM2.5) measured at the two monitoring sites located distant from the highway, concentrations along I-35 are likely much higher. And, importantly, there is no safe level of PM2.5. Any increase will have detrimental health effects for those living near the highway, and increasing the number of lanes could well attract a higher volume of traffic than would otherwise occur. I-35 runs through disproportionately burdened communities–many with residents of lower socioeconomic status–and is also near many schools and daycare facilities, exposing children (a particularly vulnerable population) to a range of traffic-related air pollutants including black carbon, oxides of nitrogen (NO, NO2, NOx), fine and coarse particulate matter, and volatile organics. However, the only air pollutant evaluated in the environmental impact assessment was carbon monoxide. The evaluation did not consider exposure of vulnerable or marginalized communities. That is simply insufficient. I echo the request of the city council to include ongoing monitoring of air pollutants, including PM2.5, near I-35 and around construction activity, as a necessary (but not sufficient) step to protect the health of Austin residents. I hope my concerns are taken seriously in the next planning stage.	See Comment #18
2909	Sarah Cheatham	3/7/2023	Email	info@email.actionnetwork.org	East/West Connectivity	Mobility35 Program Manager Tommy Abrego, Hello, thank you for your time regarding this issue. I live less than a mile from 35. My home and neighborhood will be greatly impacted by this expansion. 35 has notoriously divide the east side and the west side. I would love for it to be scaled down immensely and we could join west Austin and become part of central. IH 30 offers more growth, and more traffic steering around the city instead of barreling through. If the toll were lifted, we would already see less traffic. Adding lanes will only invite more congestion and more big trucks. So when I take my son to school, go to work or the grocery... I will need to cross a 20 lane hwy. This project kill our downtown scene and destroy our neighborhood.	See Comment #20
					Community alternatives	Please consider lifting the toll on Ih 30, making 35 a boulevard and connecting back to 35 south of town. Thank you for your consideration	See Comment #4
2910	Sarah Dieringer	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of the Austin area and work in south Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Community Alternatives	I am FOR. The Rethink35 proposal,	See Comment #4
					Reroute to 130	redesignating another highway such as SH-130 as an interstate, a boulevard going through town	See Comment #3
					Latent/Induced Demand	I also believe that the toll roads if made public would help relieve the congestion along the 35 corridor. Once the road is paid off just make it a public road. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Public transit/Multimodal transportation	a public transit-first project.	See Comment #13
2911	Sarah E. Campbell	3/7/2023	Email	secampber1949@gmail.com	Reroute to 130	My comments apply to the entire Austin Express project. Has TxDOT considered a multi-month trial of routing through traffic that does not need to stop in Austin or need to access Central Austin to SH 130? Yes, the tolls would have to be suspended or paid by TxDOT or others. Still, such a trial might show that I-35 doesn't need all the expansion currently planned for it, if SH 130 were to become the IH-35 bypass or main corridor, leaving the current I-35 through Austin as the Business Route. All the money that TxDOT has for its very unpopular (and totally traditional, boring and proven ineffective) plans for this project could go toward retiring the debt on SH 130. It seems like irresponsible planning to not do this. Can you explain? Thank you. p.S. Please close Woodland Ave !	See comment #3
2912	Sarah Esserlieu	1/19/2023	MyCapEx Website - Comment Form	s.esserlieu@gmail.com	Regional connectivity	Highway expansion can only accommodate so much. TxDOT should consider rail options connecting TX major cities including reviving the Lone Star Rail proposal to connect San Antonio and Austin to provide efficient, low-emission options for Texans to move between the metros.	See comment #1
2913	Sarah Fitzgerald	2/9/2023	Physical Comment	sarahjocasta@gmail.com	Do not widen/no build	I am a lifelong austinite who lives less than a block from the SB frontage between 51st and airport. I have never driven a car (I used to have a motorcycle) and I mostly walk and ride the bus to get around. I have been impacted by traffic however. I have seen it get worse and worse and worse - more dangerous, less sustainable. I live less than 1/8 mi from many stores and amenities at the Mueller shopping center but it takes 20+ minutes to walk there b/c of the monstrosity that is I-35. I appreciate that this project is adding some pedestrian improvements but I worry that it is just bringing more traffic to a corridor that has too many people keep moving here, and without any reasonable alternatives that don't involve driving, I don't see how any additional lanes - even HOV ones - will improve travel times let alone the experience of those who don't want to drive. Please don't spend $5 B to make traffic worse.	See Comment #5
2914	Sarah Galloway	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, The expansion of I-35 would not benefit our community in any way. I am very opposed to the expansion of I-35.	See Comment #5
					Public transit/Multimodal transportation	There is a large need for improvement in our public transit system and that would be the best way to improve transportation in our city.	See Comment #13
					Air quality/noise	and would make pollution (chemical, sound, and light) far worse in Austin.	See Comment #34
2915	Sarah Gerson	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	This project will directly contribute to Austin losing its charm and magic. Please do NOT expand 35	See Comment #5
					Bike/ped safety	Mr TxDOT TxDOT, This project will discourage walking and bicycling and transit use.	See Comment #30
2916	Sarah Harbert	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Please work to make a safer and more equitable Austin by not expanding 35.	See Comment #5
					Bike/ped safety	I am a resident of Austin, 35 runs less than a mile from my home. There are people, there are businesses, there are schools, all closer to the freeway than my home. Expanding 35 will only encourage reckless driving that has been more and more common in Austin, putting people at risk.	See Comment #30
2917	Sarah Jeter	3/7/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, Hello, My name is Sarah and I am an austin resident. I am so proud to call this city my home, but disappointed my representatives are considering an expansion that ignores the facts. It ignores Induced Demand, construction impacts, To ignore the failure of almost all other highway expansions is to say "f*** you" to Austin residents. We need better transportation solutions, like more resources to the bus systems, high speed trains, etc. Please make me proud to live here, not disappointed in the leadership.	See Comment #18
					Air Quality/Noise	pollution from tire wear, and the failure of almost all highway expansions.	See Comment #34
2918	Sarah Jo Wagner	1/20/2023	MyCapEx Website - Comment Form	Sarahjo_wagner@yahoo.com	Regional connectivity	I'm writing to ask that TXDOT not expand I-35 and instead revive the Lone Star Rail proposal. Evidence shows that expansion of highways does not decrease traffic and congestion, and is a highly expensive venture with no reward. Improving transit via a railway will decrease traffic and pollution and can act as a means to increase funds available for future transit projects through ticket sales. Thank you for your time and support.	See Comment #1
2919	Sarah K Warnke	1/27/2023	Email	sarahkwarnke@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. –	See Comment #8
2920	Sarah Larocca	3/7/2023	Email	info@sg.actionnetwork.org	East/West Connectivity	Mr TxDOT TxDOT, You all already are doing so much damage on Oak Hill. I oppose expanding I-35. East-west crossings should be at least every 1/4 mile.	See Comment #20
					Lower Speed Limits	All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users.	See Comment #395
					Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets.	See Comment #34
					Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied. I was a connected city which feels safe for those not in cars. Thank you for your consideration,	See Comment #4
2921	Sarah London	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Highway expansions DON'T work. Plenty of cities have tried and every highway expansion is a case study for why not to do them. I am certain those deciding to expand have seen the research! There is only one reason such a flawed plan would ever come to fruition. 10 years of construction is a LOT of TAX PAYER MONEY to government contractors and builders. This is only about money—not logic, or convenience because all research says it's not logical or helpful. I don't want to use an interstate highway for my local trips. I avoid it as it is, and every local I know does as well! Expanding it is only going to carve out the MIDDLE OF THE CITY, to make space on a highway for people who are traveling THROUGH austin, and cause further displacement of those who already live and work here. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2922	Sarah Luck	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Cherrywood in Austin, TX. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am tired of using this highway for local trips. The majority of the traffic on I-35 is thru traffic. It's the 21st century and whatever the outcome of I-35, it's going to impact the city long after I am gone. We need to plan for the future and not just play "catch-up". Highway expansions do not alleviate traffic. They only bring more traffic. Let's put us people first. Move the thru traffic to the outskirts. Expanding 1-35 puts automobiles in front of people and only decreases our quality of life. Life is precious. Asphalt is not. Please do not continue with the current plans for I-35 expansion.	See Comment #5
					Air Quality/Noise	bringing with it all kinds of pollution, unsafe conditions, unsightly eyesores, and worst of all, dividing our city.	See Comment #34
					Reroute to 130	This traffic should be diverted around this great city instead of cutting through it,	See Comment #3
					Community Alternatives	Let Austin reconnect itself and heal the scar of I-35. I'm in favor of a local boulevard in place of I-35.	See Comment #4
					Public transit/Multimodal transportation	A place that offers more of what could make a city shine in the 21st century: public transit options, green space, restaurants, shops, housing, pedestrian friendly zones, bicycling....just to name a few...basically things that enhance our quality of life.	See Comment #13
2923	Sarah Migl	1/18/2023	Email	Sarah.Migl@eec-tx.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Regards	See Comment #8
2924	Sarah Miracle	3/7/2023	MyCapEx Website - Comment Form	sarah.k.miracle@gmail.com	Woodland	I would like to express my concern over closing the Woodland connection at I-35. My family (with two young children) lives on Summit Street between Woodland and Riverside. Our street is already used as a cut through to avoid the intersection of Riverside and I-35. It is not uncommon for us to see cars flying down the street at 40+ mph on a residential street. Particularly if there is an accident or roadwork on the I-35 feeder road that causes drivers to become impatient and/or frustrated with back up from the light at Riverside. I believe that closing the Woodland connection will lead to backed up traffic at the Riverside and I-35 intersection which will in turn lead to Summit becoming a primary cut through for traffic. Our street has no sidewalks or bike lanes and no speed bumps. Cars park along both sides and the road curves, so visibility is already hindered in parts. There are a number of elderly and small children who live on Summit Street. I am concerned the increase of traffic will pose a threat to the safety of my family and neighbors. Additionally, our neighborhood is currently zoned to attend Travis Heights Elementary. This school is an important part of our community. I worry losing the connection to Travis Heights may lead to a re-zoning in the future. In the present, however, this literally cuts off students who live on the east side of I-35 from their peers. This will solidify an unfair "wrong side of the tracks" attitude towards students outside of the Travis Heights neighborhood. Thank you for taking the time to consider these concerns and I appreciate you looking out for the welfare of Austin residents.	See Comment #238
2925	Sarah Nowlen	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I live in east Austin and I oppose tx dots expansion plan for i35. Obviously it's going to be a nightmare of construction for many years, and will decimated neighborhoods and businesses in the process. Further diving the city and adding more congestion is clearly not the answer. Let's find another way!	See Comment #5
					Reroute to 130	I recommend lifting the tolls on ah 130 so through traffic can go around, in fact requiring thru traffic and trucks to go around would solve most of the problems we have today.	See Comment #3
2926	Sarah Railey	3/6/2023	Email	srailey@moreland.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2927	Sarah Simmons	1/6/2023	My35Constructi on Website - Comment Form	Sarahjsimmons@gmail.com	Public transit/Multimodal transportation	What is the plan for mitigating traffic issues during construction? Those of us that live off of 35 are worried about nonstop congestion, especially south since the area has been built up significantly but the roadways (slaughter) have not caught up. I would prefer to see a significant investment in public transportation. Further, 18 wheelers should no longer be allowed on 35 through Austin. They should be forced to exit to the tollway if they are driving through and not stopping in Austin. There have been 2 truck accidents in the last couple months that completely shut down 35. The congestion would be a lot better if they weren't allowed to travel through.	See Comment #13
2928	Sarah Simpson	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, The I-35 expansion plan is based in dated, erroneous traffic design and should be discarded. This is a fraudulent use of tax payer dollars.	See Comment #5
					Latent/Induced Demand	New / more lanes will only generate more traffic.	See Comment #18
					Public transit/Multimodal transportation	Texans want freedom of choice and these funds need to be reinvested in actual transportation choice such as public transit and active transit.	See Comment #13
2929	Sarah Spitz	3/6/2023	Email	info@email.actionnetwork.org	Bike/ped safety	Mobility35 Program Manager Tommy Abrego, Our city is growing and changing. That means now is the time to set it up for future generations. Please make austin a city people walk about, not drive through, by considering pedestrians in the I35 plan. This will have an impact on our economy, and the health and happiness of our current and future citizens.	See Comment #30
2930	Sarah Spofford	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, This project is ridiculous. Expanding the highway through austin will worsen congestion, hurt property values, and make the tax base less profitable. Dividing east and west austin does nothing for the city and only makes it easier for through traffic. Having to take an interstate highway to get around the city is horrible for the city.	See Comment #5
					Community alternatives	I want community alternatives to be fully studied (including rethink35). At the very least, don't make it worse by expanding. I know that these emails don't mean anything and tx-dot will do what it wants, but making my voice heard is the least I can do. Stop ruining our city with highways, give us a nice place to live instead.	See Commment 4
2931	Sarah Stockton	3/7/2023	Email	info@sg.actionnetwork.org	Community alternatives	Mr TxDOT TxDOT, Hello, As a parent who lives off the I-35 corridor in South Austin, I'm urging you to hold off on expanding the highway until community alternatives to expansion can be fully studied.	See Comment #4
					Air quality/noise	Freeway expansions have been shown to be a waste of time and resources, and furthering Texas's reliance on cars is a backwards move, given the realities of climate change and pollution.	See Comment #34
					Public transit/Multimodal transportation	Becoming a parent has opened my eyes to how over-reliance on cars has had deadly consequences for so many. I want to raise my child in a community that he can freely and safely explore, using comprehensive public transit and protected bike lanes. Why miss out on exploring possibilities for safe public transit for the sake of a freeway expansion that, at the time of completion, will not even have an impact on commute times? This is all to say nothing of the families who will be displaced in order for the expansion to take place. It's time to reinvest in our communities, not cars.	See Comment #13
2932	Sarah Sweeney	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, TX, and live a few blocks from I35. I don't understand why you're trying to expand the highway. There is still a good deal of green space in the neighborhoods around I35 and expanding it will be bad for the air and water in those areas.	See Comment #5
					Public transit/Multimodal transportation	There's traffic in Austin, but there are so many other ways of solving the issue, and the city is already on its way to addressing these other ways by expanding public transportation.	See Comment #13
					Latent/Induced Demand	The construction of a wider highway in the middle of the city will cause years and years of disruption, and then more congestion will follow. If the highway is bigger, more cars and more traffic will come.	See Comment #18
					Business/residential displacement	Expanding the highway will require the destruction of local businesses and homes in a city where property is already hard to come by, for businesses and for families. Please do not expand the highway. Best wishes,	See Comment #21
2933	Sarah Wasaff	1/12/2023	Email	SWasaff@mlrpc.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly,	See Comment #8
2934	Saravanan Egambaram	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I have been a resident of Austin since 2004, and every highway project only resulted in more cars and just shifting the congestion from point to another. It never truly reduced the average amount spend by a commuter in traffic. I OPPOSE this I35 expansion plan. And 10 years of construction for a "maybe" relief for few drivers is not worth the hassle.	See Comment #5
					Reroute to 130	And may be some of this money can be used to reduce some of the traffic congestion, by making 130 toll free for 18-wheelers to bypass Austin without extra cost. We are late and need to instead focus on expediting a complete public transit solution for Austin.	See Comment #3
					Public transit/Multimodal transportation	We should be focusing on policy changes that would help folks to not have to commute so far - dependable public transit, allow multi-family homes,	See Comment #13
2935	Sarona Burgess	3/6/2023	Email	rona121@sbcglobal.net	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a born and raised Austinite. I do not support expanding I-35 and contributing to additional highway use. The building of I-35 in downtown was flawed to begin with, rooted in prejudice, as it cuts the city right in half, originally dividing the downtown population from the East Austin population. Now as East Austin is expanding, a highway right down the middle of the city is a burden on those living and visiting the area, creating more vehicle traffic in pedestrian heavy areas and limiting people's ability to seamlessly travel between downtown and east. Undoubtedly, this plan has roots in politics and lobbying efforts, where the big players in this construction project have influence over decision makers in some capacity. I will be interested to see who wins the work of this project once it is bid out and what their connection is to the State's leadership. This project is in the interest of policy makers but not people who will experience its effects on a daily basis. It is irresponsible, ungrounded, foolish, and contradictory to all studies done on traffic control. Please don't do this.	See Comment #5
					Public transit/Multimodal transportation	Money would be better spent supporting public transit, trails, fixing current streets,	See Comment #13
					Reroute to 130	rerouting current streets, etc.	See Comment #3
2936	Sasha West	3/6/2023	VOH	westsasha@hotmail.com	Do not widen/no build	I am against the current plan for I-35.	See Comment #5
					Air quality/noise	There is no proof that the design will mitigate traffic (especially if the upper decks are eliminated), while there is clear evidence that this scale of construction will lead to significant emissions of greenhouse gasses. The only improvements listed for health are as a result of things outside the scope of the project. There are no clear studies that show how lowered lanes will be impacted by more frequent flooding predicted to be part of climate change effects in coming years.	See Comment #34
					Business/residential displacement	It does not seem worth it to use eminent domain to move families and businesses, to emit many emissions in building, to spend giant amounts of money, and further double-down on inefficient transportation with no proof that this plan will even help the one thing it promises to: traffic.	See Comment #21
2937	Saurabh Agrawal	1/27/2023	Email	ag.saurabh@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request	See Comment #8
2938	Savannah Martinez	3/7/2023	MyCapEx Website - Comment Form	smartinez.atx@gmail.com	Do not widen/no build	I'm begging you, do not add lanes to I35. It will NOT improve traffic and we know this for a fact: https://www.researchgate.net/publication/315534829_Closing_the_Induced_Vehicle_Travel_Gap_Between_Research_and_Practice https://www.aeaweb.org/articles?id=10.1257/aer.101.6.2616 Please, we have to reduce car dependence. Choose evidence-based methods, not this.	See Comment #5
2939	Sayuri Kamiki	1/31/2023	MyCapEx Website - Comment Form	10angelten@gmail.com	General Support	I think this would be a great idea. I have lived in San Antonio since just before Covid and there are so many tourists spots and local favorites I have experienced here. I want to do the same with other cities in Texas. I hear Austin is beautiful so I would love to go there next.	See Comment #8
2940	Schuyler Costello	3/7/2023	Email	schuyler.costello@storybuilt.com	Do not widen/no build	TXDOT's plan for the expansion of I-35 in Cental Austin is a huge mistake that we will regret for decades. This plan will do nothing but bring more cars into our city in the same gridlocked traffic. The No Build alternative is better than the plans put forward by TXDOT. This will be a blight on my city for a generation. What an awful legacy to leave our kids and grandkids. Shame on you.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2941	Schuyler Costello	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose the expansion of I-35 and the widening of the I-35 right of way through central Austin. Expanding highways that cut through cities is a costly and short sighted way to address congestion in urban areas. This is a waste of resources. I do not want to travel through Austin on noisy, congested, polluting highways. Expanding I-35 through our city is a terrible legacy to leave our kids.	See Comment #5
					Latent/Induced Demand	More lanes will only encourage additional traffic that will once again be just as congested within a few years.	See Comment #18
					Community alternatives	Alternatives that modernize I-35 without expanding the ROW, such as Reconnect Austin, are a far better solution, and Reconnect Austin has identified a smart way to help cover the cost of the project by repurposing some of the existing ROW for residential and commercial development.	See Comment #4
					Bike/ped safety	I want to travel through Austin on safe, pleasant, walkable and bikeable streets.	See Comment #30
2942	Schuyler Costello	2/24/2023	VOH	skycostello@gmail.com	Do not widen/no build	I oppose the expansion of I-35 and the widening of the I-35 right of way through central Austin. Expanding highways that cut through cities is a costly and short sighted way to address congestion in urban areas. This is a waste of resources. I do not want to travel through Austin on noisy, congested, polluting highways. Expanding I-35 through our city is a terrible legacy to leave our kids.	See Comment #5
					Latent/Induced Demand	More lanes will only encourage additional traffic that will once again be just as congested within a few years.	See Comment #18
					Community alternatives	Alternatives that modernize I-35 without expanding the ROW, such as Reconnect Austin, are a far better solution, and Reconnect Austin has identified a smart way to help cover the cost of the project by repurposing some of the existing ROW for residential and commercial development.	See Comment #4
					Bike/ped safety	I want to travel through Austin on safe, pleasant, walkable and bikeable streets.	See Comment #30
2943	Scot Friedman	3/7/2023	MyCapEx Website - Comment Form	Scot@scotfriedman.com	Wilshire	Please sink I-35 in Central Austin, making it below grade. And please do NOT join E. 41st St. to Wilshire Blvd. That would ruin our neighborhood. Thank you.	See Comment #9
2944	Scot Krieger	3/6/2023	MyCapEx Website - Comment Form	skrieger@ironwoodre.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
2945	Scott	1/20/2023	MyCapEx Website - Comment Form	scottculotta1@gmail.com	Regional connectivity	I support a rail service between San Antonio and Austin, TX. Widening roads without a reliable public transportation option is not a long term solution.	See Comment #1
2946	Scott Bradfield	1/31/2023	Email	scott_bradfield@icloud.com	General Support	Please proceed with the improvements as planned. The current I-35 is a congested nightmare that is inadequate for today's vehicle load. Sent from my iPhone	See Comment #8
2947	Scott Chapman	2/12/2023	MyCapEx Website - Comment Form	Schapman@gatech.edu	Do not widen/no build	Please *do not* expand I-35 past 45th ... Austin is already overcrowded, and the demolition of small businesses along the highway would devastate the city's culture!	See Comment #5
2948	Scott Esler	3/7/2023	Email	sesler@goanteater.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2949	Scott Esler	3/7/2023	Email	jsesler@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2950	Scott Francis	1/18/2023	Email	Scott.Francis@eec-tx.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Mail for Windows 10	See Comment #8
2951	Scott Furness	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose expanding I-35 using TxDOTs current plan. Since it seems like TxDOT has already made up it's mind in the plan they want, we need to delay this expansion until we can find a better way. We need to get more input from city residents on what they really want. Let residents vote on this. We don't want the State just steamrolling us with this proposal that I doubt many residents want. Envision downtown and East Austin back together again. Like a beautiful European walking city. Public transport snaking its way along boulevards and parks. People out cycling and walking. Enjoying their entire city for a change. We don't need another Katy freeway in TX. It is an embarrassment. The world laughs at us. You're going to spend ten years of pain and construction delays not to mention the money for what? It's not going to help at all. Especially in ten years with the population much higher. Let's rethink this whole thing.	See Comment #5
					Community Alternatives	I like Reconnect Austin's idea of a boulevard.	See Comment #4
					Public transit/Multimodal transportation	Add much needed public transit on top with affordable housing which Austin sorely needs. We need to reconnect the vibrant East side to downtown. We should sink I-35 underground and/or cut and cap.	See Comment #13
					Reroute to 130	Rerouting I-35 along 130 is also a pretty good idea and something to think about. Austin would be such a gem if we could rid downtown of I-35. It doesn't belong there and never did.	See Comment #3
2952	Scott Gray	1/9/2023	MyCapEx Website - Comment Form	scottgray@duck.com	Do not widen/no build	I am against TXDOTs plans to expand I35, and displace hundreds of businesses for stupid and ineffective HOV lanes. Try harder. This won't solve the problem. The cost to the public isn't worth lanes that only the few can access.	See Comment #5
2953	Scott Harris	1/31/2023	MyCapEx Website - Comment Form	coachharris1991@gmail.com	General Support	This project would be a step forward in connecting the 2 major cities as increasing population grows in the "Austinonio" area.	See Comment #8
2954	Scott Hendrix	2/24/2023	VOH	shendrix2134@gmail.com	General Support	Top priority for redesign of I-35 should be better accommodation of north-south vehicular traffic through and within Austin. This is the primary purpose of the highway and should remain its principal role. It provides the essential connection of Austin to the national interstate highway system. All other considerations such as those for crossing traffic, pedestrian routes, and ideas such as "cap and stitch" should be secondary to the redesign.	See Comment #8
2955	Scott Martin	3/7/2023	Email	scottmartin@goanteater.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2956	Scott McElwain	2/27/2023	VOH	scottwmcelwain@gmail.com	Do not widen/no build	We need to make sure we get the central business district and core downtown area done right. The density and congestion in this area creates a need for a more walkable and bike-friendly environment. In order to do this, we need to cap the highway from Holly St to MLK Blvd to reconnect downtown with the East side. We need to build out trails and bike lanes. Areas for pedestrians and bike traffic need to be tree covered and separated from vehicle lanes as much as possible.	See Comment #5
					Reroute to 130	We need to incentivize semi's and travelers not stopping in Austin to take SH-130 to relieve the congestion - adding a couple lanes is going to do little to help and it will cause even more congestion. The goal should be to reduce the number of cars / trucks traveling through Austin, and incentivize the people that live in Central Austin to take alternative forms of transportation. The failure to do this will make Austin a less desirable place to live.	See Comment #3
2957	Scott Menzies	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Please do the right thing for our city.	See Comment #5
					Multimodal transportation	Mr TxDOT TxDOT, We need alternate transportation infrastructure in Austin. Better bike lanes, actual train transport and commuter lines, and less decency on the car. Science has proven that adding lanes does not help relieve traffic congestion	See Comment #20
2958	Scott Morrison	3/7/2023	Email	sdmorr@everyactioncustom.com	Air quality/climate change	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement As a resident of Cherrywood who lives less than a mile from I-35, I am writing to voice my opposition to the Capital Express Central project as currently proposed. Specifically, I would like to reinforce the following concerns about the analysis of air quality that has been done so far: – Air Quality analysis must look at PM 2.5, PM 10, and NOx. TxDOT only analyzed CO which is easy to study and they know they would clear. – Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level. – The fact that we are so close to non-attainment for PM 2.5 is likely why TxDOT did not do the analysis. And likely why they are pushing for an FIES and Record of Decision by August (prior to Texas being required to comply with new standards). – TxDOT needs to do a quantitative analysis and health impact assessment for all pollutants. – Greenhouse gas emissions analysis is incomplete, it only looks at construction, not long term. Also, the models are based on the CAMPO regional growth forecasts, which assume the expected effects on housing and other real estate decisions that widening this freeway will cause. The model must be able to analyze the cumulative climate emissions outcomes of variable alternative investment scenarios, travel behavior assumptions, and regional growth alternatives, or it is somewhat meaningless. I have two young toddlers in day care at Growing Tree Preschool, just one block from the highway. I am well aware of the poor air quality they live with every day due to the existing conditions, and regardless I must voice my support for the No Build alternative until a plan can be developed that appropriately meets the needs of my children's city of tomorrow and of the next 50 years. We have one chance to get this right, and the current proposal falls well short.	See Comment #18

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
						Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero by 2050. Crashes are measurably more important than congestion and cost the people of the Austin region more – using National Safety Council costs of crashes methodology to compare to Texas A&M Transportation Institute congestion methodology. The Texas Transportation Commission Minute Order 115481 directs TxDOT Austin to "work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. The Commission acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing fatalities. It is further ordered that the divisions and districts of the department shall 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." I am concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Road to Zero goal. While reaching zero traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is on target to meet the 2035 goal to cut deaths in half is completely doable and within TxDOT's grasp, based upon the design of the facility and various choices that would result from unambiguously having this goal as the top purpose and need of this project. No project should move forward without a reasonable expectation that the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. Thank you for all that TxDOT is doing and will do in the further development of this project to end traffic deaths.	See Comment #18
2959	Scott O'Flaherty	3/3/2023	V0H	oflats419@gmail.com	Do not widen/no build	I do not support the expansion of I35, particularly through downtown. We already know from prior experience (for example, in Katy TX) that adding more lanes only adds more traffic and this I-35 plan will alleviate none of the congestion we see today. Cap and stitch is also an incomplete solution. While it is better than nothing, the best option is to divert highway thru traffic away from downtown Austin entirely and encourage the growth of public transit in this area instead. While cities across the country (and world) are revitalizing downtowns by removing poorly placed and discriminatory/divisive highways, the I-35 expansion is a shortsighted step in the wrong direction that will impact generations to come. In short, I do not support the I-35 expansion in downtown Austin.	See Comment #5
					Public transit/Multimodal transportation	The right thing to do is not add more lanes. Rather, the right way to accommodate population growth in Austin is to create and support more public transit options such as busses, trains, bike lanes and more.	See Comment #13
					Business/residential displacement	Furthermore, this expansion will force the removal of multiple business and lead to a loss of jobs in the area. It will also further divide an already divided city, cutting one section off from the other with a 20 lane highway blocking one side from the other.	See Comment #21
2960	Scott Paxton	2/23/2023	Email	info@sg.actionnetwork.org	East/West Connectivity	Mr TxDOT TxDOT, I am concerned that TX dot is too focused on trucks and cars passing through downtown Austin and not enough about downtown residents going east west.	See Comment #20
					Community alternatives	It feels rather authoritarian to not include studies that consider community studies. Houston has been adding lanes to I 45 for decades - Please don't repeat.	See Comment #4
2961	Scott Ryder	3/7/2023	MyCapEx Website - Comment Form	Sryder@gmail.com	Reroute to 130	Increasing the size of I-35 through the middle of Austin is not the best approach, we should be diverting traffic around the city. As Texas population grows, there will be steadily increasing demand on traveling the I-35 route. We need to think about 20 years from now, not 10 years.	See comment #3
2962	Scott Schneider	2/7/2023	Email	Scott.Schneider@ottobock.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2963	Scott Senese	2/8/2023	Email	Scott.Senese@cbre.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2964	Scott Struby	2/7/2023	Email	Scott.Struby@firstunitedbank.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Scott Struby	See Comment #8
2965	Scott White	3/7/2023	Email	scott@everyactioncustom.com	Do Not Widen/No Build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposals. I wish I did not have to drive as much as I have to drive today. Driving is one of the most dangerous way to travel in Texas, (be it here in my home of El Paso, or when I travel to other Texas Cities, including Austin), with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.. The travel demand models that only seek to optimize this project to slightly speed up long distance single occupant vehicle travel do not represent my needs and desires or the vast majority of the reasons that I need safe, multimodal access in the Austin region. The regional growth forecasts that project a future with the vast majority of residents living in car-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the lifestyle that I want to live. Please build an analytical model to be able to understand how different alternative transportation investment scenarios will provide for safe, multimodal access for each neighborhood in the Austin region. This should analyze how many jobs people from each census tract or transportation analysis zone can reach within a half hour by walking, biking, wheelchair, transit, and personal motorized vehicles in the no build, alternative 2, modified alternative 3, ReThink35, and Reconnect Austin scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable Transit-Oriented Development scenario that was made available to the Texas A&M Transportation Institute when they were developing analysis for this project. Please optimize any scenario to improve safe, multimodal access for people across the Austin, or their own region, for all modes, including cars and trucks, but also walking, cycling, and taking transit. We've populated our future travel models with long distance single occupant vehicle trips - it's time to fix our models with multimodal scenarios. Thank you for all that TxDOT is doing to improve safe, multimodal access for all. Sincerely, Scott White [redacted]	See Comment #5
						Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DEIS. However, I do not believe that the air quality and climate change analysis is sufficient. Specifically, I request that TxDOT address all the following before finishing the Final Environmental Impact Statement: – Air Quality analysis must look at PM 2.5, PM 10, and NOx. TxDOT only analyzed CO which is easy to study and they know they would clear. – Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level. – The fact that we are so close to non-attainment for PM 2.5 is likely why TxDOT did not do the analysis. And likely why they are pushing for an FIES and Record of Decision by August (prior to Texas being required to comply with new standards). – TxDOT needs to do a quantitative analysis and health impact assessment for all pollutants. – Greenhouse gas emissions analysis is incomplete, it only looks at construction, not long term. Also, the models are based on the CAMPO regional growth forecasts, which assume the expected effects on housing and other real estate decisions that widening this freeway will cause. The model must be able to analyze the cumulative climate emissions outcomes of variable alternative investment scenarios, travel behavior assumptions, and regional growth alternatives, or it is somewhat meaningless. – Real Air quality monitoring - modeling is based on basic (as in regional) data. The demonstrate the real impacts of the project we need meaningful air quality monitoring all along the 1-35 corridor in Austin to collect data beginning now, during construction, and after. And if at any point the air quality exceeds harmful standards, TxDOT must work to mitigate the harm immediately. We know transportation heavily impacts our air quality, it's time we actually record and study the data to either prove the accuracy of the modeling, or to demonstrate why the modeling does not work. Thank you for all that TxDOT is doing to improve the health of all the people of the Austin region and reduce the heavy negative health impacts of our transportation system. Sincerely,	See Comment #5
						Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero by 2050. Crashes are measurably more important than congestion and cost the people of the Austin region more – using National Safety Council costs of crashes methodology to compare to Texas A&M Transportation Institute congestion methodology. The Texas Transportation Commission Minute Order 115481 directs TxDOT Austin to "work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. The Commission acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing fatalities. It is further ordered that the divisions and districts of the department shall 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." I am concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Road to Zero goal. While reaching zero traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is on target to meet the 2035 goal to cut deaths in half is completely doable and within TxDOT's grasp, based upon the design of the facility and various choices that would result from unambiguously having this goal as the top purpose and need of this project. No project should move forward without a reasonable expectation that the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. Please add this goal to the Purpose and Needs of the project to ensure safety is considered more than just an amenity, but a project priority. Thank you for all that TxDOT is doing and will do in the further development of this project to end traffic deaths.	See Comment #5

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						Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals - after all, it is very meaningful, public input! Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #5
2966	Sean	1/31/2023	MyCapEx Website - Comment Form	sean@awaldt.com	Public transit/Multimodal transportation	I support public mass transit. Any railroad would reduce the number of cars on the road and save many millions by reducing the need for road expansion projects, especially along 35z	See Comment #13
2967	Sean Clark	2/12/2023	VOH	sean.clark326@gmail.com	Do not widen/no build	Do not expand the freeway. We don't need more roads. We need more public transportation and bike lanes	See Comment #5
2968	Sean Faulkner	3/7/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, This is a project that is using the same failed approach to solving traffic, which is just adding more lanes. We know by now that adding lanes only temporarily reduces traffic for perhaps a year or two, before it's back to the same levels of traffic delays or worse - I'm sure TXDoT knows of this phenomenon of Induced Demand, and yet is still barrelling ahead with a project that will not provide any of the suggested solutions, but will add years of construction delays and inconveniences,	See Comment #18
					Air quality/climate change	add more pollution and car traffic through downtown Austin, and encourage more car-centric urban sprawl. The only effective means of reducing traffic congestion in an urban setting are those of other modes of transit. The billions spent on this ill-advised highway expansion would be much better spent on expanding transit access, specifically Project Connect that is now in the planning stages. I hope TXDoT will reconsider their position and NOT expand I-35 through downtown Austin, since it will not solve traffic and will increase noise and pollution.	See Comment #18
2969	Sean Griffin	3/7/2023	VOH	seangriffin@gmail.com	East/west connectivity	The preferred design and its draft environmental impact statement are woefully deficient and poorly executed. Specifically, the impact to the north central region is profoundly negative, while the preferred alternative would not improve traffic and mobility for those of us who live and work here. East-west mobility is severely hindered, with pedestrian, bicycle, and vehicular crossings spread incredibly far apart. What's more, the overall width of the project needlessly gobbles up valuable property with far better uses and displaces countless residents and businesses in ways that are not fully accounted for in the DEIS. As just one example, Escuelita del Alma, a Spanish language day care and preschool, will be demolished. The DEIS information indicates there is a substitute business less than a mile away, but this is inaccurate not only because the "substitute" day care cannot accommodate all of the families and children who will lose child care, but also because there are no equivalent options for Spanish immersion at this age level in the vicinity. It's a missed opportunity and disservice to the impacted community to not design the highway expansion such that more of it can be entirely capped in the future. Because TxDOT has made provisions for future decks in two other sections of this project, and because of the consistent and broad community support for a deck option between E. 32nd and Wilshire Blvd/41st St, the omission of a structural design allowing for a future deck option in this section is arbitrary and prevents the City of Austin and other interested parties from estimating cost and value of this option.	See Comment #20
2970	Sean Haney	3/3/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am writing to OPPOSE the current plans out forward by TxDOT to expand I-35 in Austin. I am FOR a revamp of I-35 that prioritizes the following: 2. Removal of most exits on I-35 in Austin 3. Increasing the number of caps, or removal of road surfaces along the current I-35 right-of-way The first and foremost priority should be to divert through-traffic outside of Central Austin and Downtown. Trips from North and South of Austin should be routed to SH-130, and trips from North Austin to South Austin should be routed to 183. The current footprint of I-35 should prioritize local trips - not just by car, but also by bus, bike, walking, and possibly train. This should involve a surface boulevard (whether removing the highway altogether, or burying the highway underneath) with intersections with cross-streets containing crosswalks that encourages low sped (35 MPH or lower). If the interstate highway lanes MUST be present in their current footprint, then the biggest priority should be to move interstate through-traffic in/out of Austin as efficiently as possible, while prioritizing the frontage roads (ideally in an at-grade boulevard form) for local trips. This means removing most exits from the interstate in Central Austin. Keep the exits at Riverside Drive, Cesar Chavez St, MLK Jr Blvd, and Airport Boulevard, and remove every other exit/entrance to the interstate main lanes. The "managed lanes" should either be removed, OR have no exits between Ben White Blvd. and US290N (so that they can be used as true express lanes). By removing the number of exit/entrance ramps, AND not expanding the number of lanes, this would have several benefits: 2. Smaller right-of-way footprint, allowing the State to sell off very valuable parcels to development 3. The reduced number of ramps would require fewer tunnels and overpasses, which would bring down the project cost significantly 4. The reduced footprint would also allow for more substantial caps. For example, a cap running from Cesar Chavez to MLK, and another running from Manor Road to 38th Street. *This would greatly improve public opinion toward the project* 5. More efficient traffic flow. Without constant lane merges, entrances and exits, there would be fewer "choke points" that lead to congestions, collisions, and deaths. This would make the road operate much better. Conclusion: Don't add more lanes, remove the exits, and prioritize alternate modes of transportation other than car travel.	See Comment #5
					Reroute to 130	1. A study to make SH-130 toll-free so that through-traffic can be rerouted along that route.	See Comment #3
					Business/residential displacement	1. Smaller project footprint, reducing the need to use eminent domain $ to displace homes and businesses	See Comment #21
					Public transit/Multimodal transportation	4. An increased emphasis on public transit and alternate transit modes along the I-35 right-of-way, including light rail, rapid bus lanes, and bike lanes. The current plan to expand I-35 does not address the highway's current issues that render it obsolete. The congestion and accidents on the current highway are due to two main reasons: 1.) Areas where lanes increase/decrease, forcing cars to merge 2.) Too many exit ramps, which cause merging, weaving, and choke points. The proposed expansion plan introduces MORE areas where lanes increase/decrease via merges, as well as keep the same number of exits (double, if you count the new duplicate exit/entrance ramps from the new Managed lanes). Studies have proven that adding more lanes does NOT fix traffic or reduce collisions.	See Comment #13
2971	Sean Holcomb	1/13/2023	Email	sholcomb@mlrpc.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2972	Sean Huckleberry	1/31/2023	MyCapEx Website - Comment Form	sean.huckleberry@gmail.com	Regional connectivity	You can spend a trillion billion diillion dollars on IH35 and it is still going to be IH35...messy, slow, a headache. Or we could commit to a future with rail (like the Lone Star Rail plan). Rail is the only thing that would make me care about anything TXDOT is doing. Updating a highway?! *yawn*	See comment #1
2973	Sean Jimenez	1/31/2023	MyCapEx Website - Comment Form	sj_08@aol.com	Regional connectivity	This transit opportunity is long over due	See comment #1
2974	Sean McMains	1/19/2023	MyCapEx Website - Comment Form	sean@mcmains.net	Regional connectivity	Please revive examination of regular commuter rail service between San Antonio and Austin, to include New Braunfels, San Marcos, Kyle, Buda, etc. Simply increasing road capacity increases automotive traffic to take advantage of the new capacity. I took the bus from San Marcos to Austin for years until Texas State and CARTS shut down that service, and would still love to see some viable commuter option between San Antonio where I now live and the state's capitol. Thank you for your attention and consideration.	See comment #1
2975	Seetha Shivaswamy	3/7/2023	MyCapEx Website - Comment Form	seetha76@gmail.com	Do not widen/no build	Please Do NOT mitigate traffic for the proposed 41st Street extension to Wilshire Blvd. That would likely increase traffic significantly as a cut-through to Airport in a 100% residential neighborhood.	See Comment #5
2976	Sergio Vargas	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I live in Houston, and highway expansions do not work, as shown in every past highway expansion we have received in my city within the past. Not only is it inefficient, as shown by the Katy freeway expansion or any freeway expansion in Houston, it is expensive, both in time and money. 10 Years of construction, is not only a large inconvenience to massive amounts of people, but it only offers temporary relief to a problem which will arise in a few years. I hope this letter, although short, has properly expressed my opposition to the I-35 expansion.	See Comment #5
2977	Seth Hathaway	3/7/2023	MyCapEx Website - Comment Form	hathaway.tim@gmail.com	Bury/tunnel	I agree widening is necessary. But spend the additional $800 million and cover some or all of it. Look at the added economic valie in Boston and Dallas Mues=seum District. Make it a linear park and connect to Austin's existing greenbelt. This will lower traffic noise and eat up CO2. Or develop housing on parts of it. We need to give folks a reason to come to Austin 15 years from now, when Austin will be just like every other city in America with tall buildings. Thank you.	See Comment #25
2978	Seth Lake	2/8/2023	Email	slakeham@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2979	Seth LaRue	3/7/2023	Email	info@email.actionnetwork.org	Do Not Widen/ No Build	Mobility35 Program Manager Tommy Abrego, Hello, I work in our field, and I am impressed by TxDOT's thoughtlessness here. If there are any engineers at this public agency who take seriously the scientific method and rational thinking then it would be obvious how this project is guaranteed to have negative impacts that far, far outweighs a short term improvement in congestion. It's as easy as reading about highway expansion? It's as easy as checking your models against the last 20 years of growth? It's as easy as walking along the frontage road? Reading the IPOC report? If the only thing you know how to build is a highway you're not a good engineer. Shocking what you all are doing - either knowingly corrupt or ignorantly incompetent. I just want someone to know that they can be hero by putting a stop to this. Do it. Don't be a coward. Your boss is an idiot who doesn't care what is ruined.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2980	Seth Seth	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am writing today to state my strong opposition to the planned lane expansion of I-35. As a resident of Austin, I am deeply concerned that these plans are going to wreck havoc on our city, destroy communities, and make our traffic and carbon footprint significantly worse. Time and time again we see how highway expansions do not solve congestion issues, and only increase the number of cars on the road. In the 21st century, with all of our modeling and computing abilities , we should be able to clearly see how futile and short-sighted such an expensive and destructive project like the I-35 expansion is. If we want to bring our city to compete internationally, we should model our city off of those cities we wish to compete with. In all these cities — Paris, Tokyo, New York, London, Boston, Miami, etc — none of them have massive highways running straight through the heart of the city. The hubris of 20th century American planners has wrecked havoc on our cities; and while we cannot change the past, I urge the city council and the planners to not continue the harmful legacy of these planners.	See Comment #5
					Community Alternatives	Rather than expansion, let us use this time to build a far more sustainable, flexible, and dynamic transit corridor. Rethink35 plan offers a strong blueprint for how to use this opportunity to build a boulevard that will better serve the daily needs of Austin's residents rather than destroying local communities to serve the needs of those simply driving through the city. I urge the city council, state representatives, and city planners to reject the current proposal and rethink how Austin can build a better city for the future.	See Comment #4
2981	Seth Silesky	3/6/2023	Email	seth.silesky@gmail.com	Do not widen/no build	As a resident of the North Loop neighborhood in Austin, I appreciate the opportunity to provide comments on the draft Environmental Impact Statement for the Capital Express Central Project. Having carefully considered the alternatives presented in the DEIS, TxDOT's projected traffic growth and commuting times are exaggerated because commuters will change their driving patterns as alternatives become more available or favorable. Expanding the highway would not eliminate congestion due to Induced Demand. TxDOT can improve highway safety immediately by reducing the speed limits on the highway and access roads. The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect.nThe project would encourage the use of single-occupancy vehicles, promote urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan. In order to expand the highway, the project would confiscate land from businesses and residents near the right of way, disproportionately impacting small businesses and minority communities. Widening the highway with the limited connectivity, currently in Modified Build Alternative 3, would perpetuate, expand, and worsen the demographic divide that began with the city 1928 master plan. If, however, TxDOT continues to pursue Modified Build Alternative 3, then I urge TxDOT to work with the City of Austin to ensure that the expanded highway includes adequate east-west crossings, as outlined by the Austin City Council Resolution on 2/23/2023, including: • •Ensure that all crossings between 51st • and U.S. 290 are at grade. •Work with the North Loop, Ridgetop, and Windsor Park neighborhood associations to evaluate • adding another full crossing (automobiles, bikes, and pedestrian lanes) between 51st • and U.S. 290. Revising the project to more closely align with the needs of Austin and its communities who live along I-35 will result in better outcomes over the decades to come. Thank you for your consideration.	See Comment #5
					Do Not Widen/ No Build	I urge TxDOT to choose the No Build Alternative because the benefits of Modified Build Alternative 3 would not justify the costs and impacts on the community. As noted by many well-informed members of our community:	See Comment #5
2982	Seth Singer	3/7/2023	Email	info@email.actionnetwork.org	Public transit/Multimodal transportation	Mobility35 Program Manager Tommy Abrego, Less highway. More trains, and better use of lands.	See Comment #13
2983	Shaan Davis	3/7/2023	Email	info@email.actionnetwork.org	Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, As a resident of Austin, I have felt the harmful effects of I-35 first hand. I have used this freeway many times. Often, I dont have a choice. Especially as a former student of UT Austin. 35 is the only way in and out. Why is that? Why do we continuously prioritize cars over people? We need to take a long close look at what current highway expansion has done and the lasting effects of this. What we are doing is inducing demand, the exact opposite of TXdot's goal, which is to alleviate traffic congestion.	See comment #18
					Air quality/climate change	I share this goal. What I dont share is the approach, which should be data, people and environment driven. If we use this approach, the most efficient, eco-friendly and people-first approach is to invest in public transit to get cars OFF the road. We can look to other cities around the globe as a model for the kind of city that is suited for climate change and will result in less unnecessary death, one that everyone can use with ease. I understand that Texas is a car and truck state and our culture and desire for freedom and independence will necessitate this being an option. But it should not be the ONLY option.	See Comment #18
					Reroute to 130	I am for making SH-130 the interstate instead. Diverting that pass through traffic away from our city will also alleviate congestion while maintaining a valuable economic route for interstate and international commerce. I hope that Council and my elected representatives will stand up for me and all Austinites in opposing this expansion and coming up with viable alternatives.	See Comment #3
2984	Shana Merlin	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose expanding I-35 without also including biking, walking, and other options to connect the people of Austin. I've lived here 25 years and live close to I-35. I believe firmly in the Vision Zero policies that would make our city better and safer.	See Comment #5
					Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied. Please find a better solution.	See Comment #4
2985	Shandala Brown	2/7/2023	Email	Shandala.Brown@avisonyoung.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Shandala Brown	See Comment #8
2986	Shane	1/6/2023	MyCapEx Website - Comment Form	shane.donnelly@storybuilt.com	Racial justice	Several of the proposal from TxDOT shows a complete lack of understanding history and taking lessons on how destructive interstate expansion is to the urban fabric of a city, its surrounding communities, the environment, and an understanding of modern urban design. Most of these proposals are screaming ROBERT MOSES!!! You are taking an open wound that was built to displace and disconnect the historically majority minority neighborhoods of Austin and you are only widening that scar, further disconnecting the city and its people. The only proposal I could remotely consider as not stepping backwards would be the cap and burying of I-35. Ideally,	See Comment #3
					Reroute to 130	I would reroute I-35 outside of the city center, perhaps along Tx-130 for instance, and then take the current route of I-35 and fill it in, bringing back the city blocks that were destroyed to build the original freeway. You could then bill this newfound land with housing and mixed-use projects that can address the housing crisis in the Austin area. Also, you can turn the existing frontage roads into tree lined boulevards with light rail and or rapid bus transit. Look at the freeway removal being done in Rochester, NY as a prime example of WHAT to do with a freeway.	See comment #3
2987	Shane Attaway	1/30/2023	Email	shane.attaway@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Shane Attaway	See Comment #8
2988	Shane Boasberg	3/7/2023	MyCapEx Website - Comment Form	Shaneboasberg@hotmail.com	Do Not Widen/No Build	Against I-35 expansion.	See Comment #5
2989	Shannon Dodson	3/7/2023	MyCapEx Website - Comment Form	shannonbdodson@gmail.com	Do not widen/no build	Hello, I'm an Austin resident in city council district 7. I commute to work on I-35 to downtown every day. I don't think the current project for "improving" I35 is going to improve much at all. It sounds like it is going to take years and be an inconvenience. And then at the end we will just be left with a massive, ugly, dangerous highway in the middle of an ever-expanding Austin. Adding lanes to highways doesn't do. traffic problems. It just makes room for more traffic problems. I would really urge TxDOT to change their plans and not go forward with the current I-35 plan.	See Comment #5
2990	Shannon Doyle	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I am writing to you today to express my opposition to the I-35 expansion. Empirical evidence suggests that adding more lanes to highways only attracts more cars and leads to more congestion. This increased use leads to more air and noise pollution creates heat islands (in an already hot enough city), and has adverse health impacts on the community. These issues should be top of mind for TXDOT planners. Yet, road expansion is the only solution that has been proposed despite proven failures across the state. As an Austin resident, I don't want to travel around town on crowded, congested highways. We need investment in other forms of transportation such as public buses, trains, biking paths, or sidewalks, all of which reduce our carbon footprints, pollution, and congestion.	See Comment #5
					Community alternatives	While these projects are long-term, capital intensive, and necessitate a transformation of our infrastructure, these circumstances are not much different from the proposed expansion. I implore you to invest in a reimagined future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied and invested in.	See Comment #4
2991	Shannon May	3/7/2023	Email	shannonmay2014@gmail.com	Do Not Widen/No Build	To the Staff of the Texas Department of Transportation: I'm writing to strongly suggest that TxDOT pursue the No Build option for the I-35 expansion for the following reasons. • TxDOT's projected traffic growth and commuting times are exaggerated because commuters will change their driving patterns as alternatives become more available or favorable. • Expanding the highway would not eliminate congestion due to Induced Demand. • TxDOT can improve highway safety immediately by reducing the speed limits on the highway and access roads. • The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. • The project would encourage the use of single-occupancy vehicles, promote urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan. • In order to expand the highway, the project would confiscate land from businesses and residents near the right of way, disproportionately impacting small businesses and minority communities. • Widening the highway with the limited connectivity, currently in Modified Build Alternative 3, would perpetuate, expand, and worsen the demographic divide that began with the city 1928 master plan. It would be difficult for our community to support a proposal to expand a highway that has a deep history of dividing the city without providing significant and meaningful improvements in connections across it. Capping the highway downtown does offer a monumental opportunity to reconnect our urban fabric and to symbolically unite the geographic division that began with the 1928 master plan. However, the downtown effort alone does not adequately address the wide-spread east-west barriers that I-35 represents today. In fact, the planned expansion erects new barriers outside the downtown core. For example, 51st Streetis currently the only crossing in our area between Airport Blvd. and U.S. 290, a distance of 1.5 miles. Although adequate when I-35 was originally planned, it is no longer sufficient due to the development of Mueller community and anticipated growth along the Airport and Cameron Road corridors. These neighborhoods and communities—North Loop, Ridgetop, Skyview, Highland, Mueller, Windsor Park, St. John's, and so many others—are precisely where lower and middle income residents have congregated in search of affordable housing in the new central city. We depend on adequate east-west crossings to reach essentials, such as employment, education, healthcare, and food. We rely on these crossings to connect with our families, friends, and neighbors. Our choices with respect to I-35 must not come at the cost of those in our city who are the most vulnerable, those who we have been pushed out and forgotten. This would be an unfortunate repeat of mistakes of the past that make this highway so divisive. If TxDOT continues to pursue Modified Alternative Build 3, then we stand by the resolution adopted by our City Council which at its heart is a call for a substantial increase in east-west connections while allowing for even more significant efforts in the future as the means and abilities of our city grow along with our population. We feel strongly that these connections be at grade, include ample space for pedestrians and bicyclists, and connect streets that are designed in their detailing, speed limits, and scale to interface seamlessly with our neighborhood grid. The addition of these crossings will also address the multiple fatalities which have happened along our stretch of I35, furthering the goals of Vision Zero – the City of Austin's program to eliminate pedestrian fatalities on our roadways. For better or worse, this highway is part of our neighborhood and traveling on, across or along I-35 is a daily reality for residents in our community. As some of the stakeholders most personally and directly impacted by this project, we are willing to work with TXDOT on a more aspirational vision for this roadway. One that emphasizes the health and safety of the residents who live along its borders, one that makes space for an expanding new public transportation system, one that does not cement into the earth the fossil fuel-based transportation of the last century but is flexible enough to anticipate the technologies of the next generation. We view this highway expansion as much more than a simple roadway – and hope that you do as well. Texas was built by those who were not afraid to be bold. We ask TXDoT to do just that right now – make the bold move to look beyond the automobile as the only answer to our transportation needs.	See Comment #5
2992	Shannon Peterson	1/13/2023	Email	speterson@mlrpc.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Shannon Peterson Maxwell Locke & Ritter 401 Congress Avenue, Suite 1100, Austin, TX 78701 512.370.3226 speterson@mlrpc.com Maxwell Locke & Ritter	Tax	Audit	Transaction Advisory	SOC ML&R Wealth Management	Wealth Management	Corporate Retirement & 401(k)	Institutional #1 Best Mid-Size Accounting Firm to Work For by Accounting Today	See Comment #8
2993	Shannon Vaughan	2/7/2023	Email	svaughan@heritage-title.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Mail for Windows Shannon Vaughan Residential Escrow Assistant Heritage Title Company of Austin, Inc. p: (512) 505-5000 f: (512) 380 8813 svaughan@heritage-title.com200 W 6th Street	Suite 1600 Austin, TX 78701 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
2994	Shanta Tyrone	1/30/2023	MyCapEx Website - Comment Form	shantamtyrone@gmail.com	Regional connectivity	I would like to see more train service and light rail services to help with congestion of out highways instead of expanding them.	See comment #1

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
2995	Sharon Baker	3/7/2023	Email	sharonbaker5@gmail.com	Do not widen/no build	I-35 running through Austin is a disgrace to the vibrancy of the city. Make a truck loop that bypasses Austin. Only allow personal vehicles on the part of I-35 that goes through the city. If you don't there will never be enough lanes to handle all of the transportation vehicles. You may try going up or under or adding a toll lane but it will never handle all of the congestion. It will always be under construction and be an eyesore. Sharon Baker	See Comment #5
2996	Sharon Lynch	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of the Cherrywood Neighborhood in Austin. I live one block away from I-35. I am strongly opposed to expansion of the highway and specifically to TxDOT's plans. We have a once in many generations opportunity to heal wounds the highway caused in Austin and greatly improve the quality of life in our city. The current TxDOT plan squanders that opportunity. I travel to Houston frequently and use the Katy Freeway. A replica of that monstrosity is exactly what TxDOT proposes for Austin. Bringing the Katy Freeway to Austin will increase traffic congestion and all of its environment and quality of life degrading by-products.	See Comment #5;
					Reroute to 130	What would improve quality of life in Austin? Remove a major interstate from the center of the city. Reroute non-local traffic to the currently underused but already built SH 130. Through the center of Austin, rather than an expanded highway, building a boulevard for local traffic with multiple transportation modes, green spaces and multi-use housing. This would solve many of the negatives element currently affecting Austin and make our community better and more vibrant. This would attract talent and business to Austin; an expanded highway will simply attract more traffic. We have a rare opportunity to make a huge impact in our city. If we allow the TxDOT plan to move forward that impact will be hugely negative. TxDOT, Austin City Council, and other representatives: do the right thing for our capital city.	See Comment #3
2997	Sharon Mackenzie	2/6/2023	Email	ayrbeach1@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sharon Mackenzie Sent from my iPhone	See Comment #8
2998	Sharon Tan	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, my name is Sharon Tan, a resident of Austin for 15+ years, and I live in 78723. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion.	See Comment #5
2999	Shawntal Brown	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, The expansion of I-35 should not happen.	See Comment #5
					Business/residential displacement	Austin continuously displaces individuals and companies from their homes and businesses and thus, expanding the highway is not a great solution to improve traffic. Other options should be considered that allows the citizens of Austin to have an opinion on the changes happening to this city. I cannot endorse this change based on the consequences of the expansion.	See Comment #21
3000	Sheila Morris	2/9/2023	Physical Comment	sheila@indianaustin.com	Business/residential displacement	Concerns over access to business for customers. *Questions regarding access ramps, proposed HOV lane and noise* Closures to exit/entrance ramps	See Comment #21
3001	Sheila Morris	2/9/2023	Verbal Comment	sheldonsandbekkhaug@gmail.com	Business/residential displacement	Questions and concerns, just to access of the property and my business, 2401 South IH-35. Questions regarding access ramps, closures to exit, entrance, for business purposes. And also concerns about the proposed HOV lane and noises that will now actually be raised and level to the access road where the business is located.	See Comment #21
3002	Sheila Pharis	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Employment and educational opportunities for myself and my children have been negatively impacted by congestion and inadequate public transit. Thank you for your time - listen to the citizens who live here.	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Public transit/Multimodal transportation	I am FOR a public transit-first project, etc.	See Comment #13
3003	Shelby A. Shockley	2/6/2023	Email	SAShockley@GarverUSA.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3004	Shelby Frye	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Expanding I-35 is not a good idea for our community.	See Comment #5
					Air Quality/climate change	Walkability is consistently shown to be important for the residents of our community, and this will not only discourage walking and biking, but car emissions need to be cut back to save our community from the worst effects of climate change.	See Comment #18
3005	Shelby Garcia	1/31/2023	MyCapEx Website - Comment Form	girliewonder@icloud.com	General Support	I support and would like to see a rail system in San Antonio.	See Comment #8
3006	Shelby M	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I am writing to you to express my opposition to I-35 expansion. These issues should be top of mind for TXDOT planners. Yet, road expansion is the only solution that has been proposed despite proven failures across the state.	See Comment #5
					Latent/Induced Demand	Empirical evidence suggests that adding more lanes to highways only attracts more cars and leads to more congestion.	See Comment #18
					Air quality/climate change	This increased use leads to more air and noise pollution, creates heat islands (in an already hot enough city!), and has adverse health impacts in the community.	See Comment #18
					Community alternatives	PLEASE invest in a reimagined future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied and invested in. Thank you,	See Comment #4
					Public transit/Multimodal transportation	As an Austin resident, I want investment in other forms of transportation such as public buses, trains, biking paths, or sidewalks. All of which reduce pollution and congestion. While these projects are long term, capital intensive, and necessitate a transformation of our infrastructure, these circumstances are not much different from the proposed expansion.	See Comment #13
3007	Shelby N Bohannon	3/7/2023	Email	shelbyboh@utexas.edu	Do not widen/no build	Hi, I'm Shelby a long time Austin resident and lifelong Texan. I'm writing to urge you to reconsider wasting billions of dollars on a pointless highway expansion that no one in Austin wants or needs. the last thing we need is a decade of pointless construction. This will do nothing to ease traffic, it will cause many businesses to close, housing to be lost, and is not considering the future of our city. We need more investment in public transportation, not More high speed lanes cutting right though downtown. Do not move forward with this, please. Shelby	See Comment #5
3008	Shelby Oney	2/16/2023	Email	shelbyoney@me.com	Do not widen/no build	Hello, Thank you for your consideration preserving the uniqueness that these businesses, such as West China Tea, bring our city.	See Comment #5
					Business/residential displacement	I am opposed to the proposed expansion of I-35 due to the displacement of over 100 local businesses and the negative effects that would have on our communities here.	See Comment #21
3009	Shelby Orme	2/9/2023	Physical Comment	ormeshelby@gmail.com	Mitigation	At a minimum this plan needs more nature mitigation. To make up for the lack of climate smart proposals no more roadways could help mitigate the impact on our migratory monarch. Sand barriers can be dense vegetation.	See Comment #2368
					Do not widen/no build	Overall I think this project is at best a band aid on our extreme transit issues and at worst a giant waste of taxpayer dollars that we will have to turn around and repeat in 10 years due to unprecedented population growth. Austin has several climate commitments to meet by 2030 and 2050 to be proceeding with the outdated culture of single passenger vehicle. A plan to improve mass transit and decrease sprawl would offer a climate smart solution to achieve our climate goals and avoid a waste of tax dollars.	See Comment #5
					Air Quality/Noise	Please provide clipboards. Environmental justice concerns should weigh more heavily in this decision. Displacing families and insinuating it is acceptable under the assumption gentrification would happen anyway is negligent on the city's part. The climate analysis is also lacking. By only comparing the GHGs to project or no project we ignore that there are much more effective and efficient clean energy alternatives such as mass transit for city projected to double in 20 years. Noise barriers are also an unesthetic response to the increase in noise. The mitigation plan for the impact on the hike and bike trails is proposed as during final design or during construction. these are vital resources to our city and should not be in afterthought.	See Comment #34;
3010	Sheldon J Sandbekkhaug	1/29/2023	MyCapEx Website - Comment Form	sheldonsandbekkhaug@gmail.com	Do not widen/no build	I oppose I-35 expansion. More lanes will just cause more traffic and separate downtown from east austin.	See Comment #5
3011	Shelly Dick	1/12/2023	Email	shellydick@att.net	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3012	Sheryl Mackey	3/7/2023	MyCapEx Website - Comment Form	sheryl.mackey.tx@gmail.com	East/west connectivity	This is regarding the planned changes for I-35 between 290E and Hwy 71. I am very happy to hear the upper decks will be removed and the roadway will be lowered. However I think we are missing an amazing opportunity for better linkage between east and west.	See Comment #20
					Bike/ped safety	If even a small portion of the below ground level could be a tunnel, then additional green space could be added above and it would be more inviting to pedestrians and bicyclists. Additional green space would also improve air quality.	See Comment #30
3013	Sheryl Scott	3/6/2023	Email	sherylscott7@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment 38
3014	Shikhar Shah	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi I'm a resident of Central Austin, near UT Campus. I do NOT want i35 to be expanded in my city. Expansion of interstate highways NEVER solves anything. Stop making the same mistakes over and over again. Adding lanes DOES NOT help traffic congestion. There are countless studies and experiments and lessons from history that prove this. Expansion is a WASTE of money. Spend that money in a better way.	See Comment #5
					Public transit/Multimodal transportation	Focus on public transportation. TRAINS solve traffic. We need to get people OFF the road, not give them more space ON it. Build a network of public transport so people don't need to use the road. We can use trains. We can use buses. We don't need more lanes. I hope my representatives do their damn job and REPRESENT ME as I wish to be represented. That's why you were voted in. The people don't want this. We want public transport. DONT EXPAND I35.	See Comment #13
3015	Shon Shabari	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, We've seen what becomes of cities that go down the path of more lanes and more highways. We should not sacrifice what makes Austin great just to end up like these other cities that are disastrous for livability. We should be discussing forward thinking solutions to set the example of how a major city can move from car dependency to one with viable transportation options. With the growth this city will see over the coming years, we don't want to see more lanes and more congestion. Investing in alternatives to car travel will ease the load our roads are already stressing under. For being such a forward thinking city, we have an opportunity to not fall in the same downward spirals of traffic, congestion, and greater car dependency that have affected other cities like Houston and Los Angeles. Let's take this opportunity to grow in the direction of walking, cycling, and quality public transit. It will make Austin a happier, healthier, and more vibrant place to live. We see the direction this city is heading. We see the growth that is coming. Do we really want a future where Austin is completely clogged with vehicle traffic? Where the experience of navigating the city, for everyone, is ever worsening traffic and congestion? We all already deal with burdensome traffic. Expanding highways will secure our future to be sitting in traffic for decades to come. Do we really want to go down that road?	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
3016	Siddharth Nadarajan	1/29/2023	Email	sid.nadarajan@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3017	Sidney Smith (Sam Austin Group	1/4/2023	Email	sid@samaustingroup.com	Reroute to 130	It will be good to reduce load during and after construction by designating SH 45 Toll SE to SH 130 as I-35 for through traffic. The existing I-35 through Austin should be redesignated as I-235 for local traffic. Redesignation of I-35 was done during the rebuilding of I-35 through central San Antonio in the 80s. Back then I-35 was ran concurrent with I-10 then I-37 to reduce through traffic in construction zone. Sincerely, Sid The Sam Austin Group Sent via the Samsung Galaxy S20 FE 5G, an AT&T 5G smartphone Get Outlook for Android	See comment #3
3018	Sierra Miranda	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Widening I35 through Austin is NOT the right solution to the traffic problem.	See Comment #5
					Public transit/Multimodal transportation	Let's be honest, this project is not the benefit the citizens of Austin, it's to benefit non-local drivers that love to cut through our city. The billions of dollars proposed for this project are best spent on alternatives that have shown us time time again, DO reduce traffic: Public Transportation. Widening highways cannot continue to be our future.	See Comment #13
					Latent/Induced Demand	Widening I35 will not reduce traffic, but instead worsen it by encouraging more driving. If highway widening works, Los Angeles and Houston would have the best traffic in the world.. but maybe adding one more lane will do the trick?	See Comment #18
3019	Simei Carrizales	1/20/2023	MyCapEx Website - Comment Form	Simei.carrizales@gmail.com	Latent/Induced Demand	Why are we not pushing for solutions that decrease the number of cars on the road? Why is TXDoT so set in on adding lanes to 35 when it is a known fact that adding lanes does not alleviate congestion when it actually worsens congestion over time? Why are we funding projects that only make the problem worse? We should be finding light rail, trains, and other forms of public transportation.	See Comment #18
3020	Simon Hernandez	3/7/2023	VOH	simon.pedro@outlook.com	Bury/tunnel	Widening I-35 seems to be a solution from a playbook that's decades old at this point. It's disappointing to see a lack of creativity and outside-the-box thinking when it comes to solving I-35's congestion. If this is indeed where things are heading though, it's imperative that the city not be further split apart by even more lanes of traffic. Capping I-35 and allowing pedestrians to cross easily could help unite the city and potentially offer space for further development. See the Capital Crossing/Third Street Tunnel project in Washington, D.C., for an example of how decking over highway lanes could work. (https://www.fhwa.dot.gov/ipd/project_profiles/dc_capitol_crossing.aspx)	See Comment #25
3021	Simon Valencia	2/26/2023	VOH	simonvalencia1@gmail.com	Do not widen/no build	Make I35 lowered highway or that section altogether and turn it into a boulevard, or a walkable space or a park. Anything except more lanes and wasting our taxpayers money in outdated solutions.	See Comment #5
					Community alternatives	I believe the only options that really benefit the community and have proven benefits for quality of life around the world are those proposed by rethinkI35 and reconnect Austin, expanding the traffic capacity of I35 will provide no respite to traffic congestion in the long term. This has been proven over and over again Texan cities.	See Comment #4
3022	Simon Waxman	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, As an Austin resident, I am dismayed and perplexed by TxDoT's continuing insistence on expanding I-35. Why anyone ever thought it was a good idea in the first place to run a highway directly through the heart of this or any city is beyond me. That doing so degrades public space is incontestable. Would you like a highway running past your door? You wouldn't. And, anyway, if you want numbers, you can look at property values alongside highways. People don't want highways as neighbors because living with a highway is awful. We all know it, yet TxDoT insists on harming the people of this city with its highway. The expansion plan is also perplexing because the traffic situation on I-35 is manageable as it is. I have lived and spent time all over the US, and I can confirm from experience what the data show: traffic in Austin is just not that bad. See, e.g., https://inrix.com/scorecard/#city-ranking-list.	See Comment #5
					Air Quality/Noise	Many in the area have proposed alternatives to the current plan. Again, let's be clear on what that plan is: more traffic, not less; more pollution, right in the middle of the city; more collusions and fatalities, a problem that gets worse and worse every year thanks to the distracted driving fostered by phone use in cars, even hands-free, which has no protective impact; more pedestrians and cyclists run over by trucks so tall that drivers can't even see other road users; and more taxpayer-funded corporate giveaways to the fossil fuel and automobile industries. Please just consider doing the right thing for Texas and for Austin. You know as well as I do that the highway expansion is a purely political project. Will no one at TxDoT stand up for what is obviously in the public interest? In frustration,	See Comment #34
					Latent/Induced Demand	And the benefits of urban highways? None. Traffic worsens. We have 70 years of data now, consistently showing that urban highways and highway expansions do not reduce congestion. Put the highway away from the dense urban core. Duh. This is obvious.	See Comment #18
					Business/residential displacement	But there are better ways to move people around it that do not involve cutting a huge and hugely expensive road through the heart of the city, displacing homes and businesses and further occupying a space that should be available for people to live in and otherwise use. I-35 should be rerouted onto ring roads, and	See Comment #21
					Public transit/Multimodal transportation	TxDoT should invest in mass transit and micro-mobility, to get people as many as possible off of roads. That is how you reduce traffic as population increases. We need density and automobile alternatives, and we need them ASAP. Yes, the region continues to grow, and it is important to plan for the local transit needs. I support that strongly.	See Comment #13
3023	Simone Salloum	3/6/2023	MyCapEx Website - Comment Form	Simonesalloum@gmail.com	Do not widen/no build	I live in Cherrywood, a neighborhood that is just east of I35 and my child attends Escuelita del Alma on the I35 access road. This is just one of the reasons I oppose the expansion without a cap through downtown and past the university to Airport.	See Comment #5
					Business/residential displacement	The proposed plan will force Escuelita to close or relocate. Escuelita has been an institution in Austin for years and a special part of Austin's community. Daycares nationwide have been hit hard by covid and now a workforce crisis. Escuelita has had high teacher turnover for the past several years as many daycares have and the school is just now getting back on its feet after the incredible stress of the pandemic. Potentially closing down a daycare in Austin will have an enormous negative impact on hundreds of families. Daycare spots are hard to come by in central Austin and I remember the stress of not being sure if we'd have a spot when it was time to go back to work. Governor Abbott claims to want to support families with children in Texas but fails to support affordable daycare. Real estate in Austin is not cheap and escuelita may have to shut its doors permanently.	See Comment #21
					Caps/Deck Plazas	Failure to have a cap up through the Airport exit will also serve to cut off Cherrywood and the neighborhoods further east from downtown and UT. A cap make it easier for many people to commute to work and reduce traffic. I know personally that a cap would allow my family to bike to most places we go without needing to drive. Please reconsider the designs as they impact Cherrywood and Escuelita. Please consider a cap to better serve the Eastside of Austin.	See Comment #42
3024	Sinan Dogramaci	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Please, for the love of god and logic and all that is good, do not expand the highway, do not increase the car demand and the car traffic	See Comment #5
					Air quality/climate change	do not contribute to the destruction of the planet and the degradation of our city.	See Comment #18
					Community Alternatives	Please listen to the proposal from the ReThink organization.	See Comment #4
3025	Sinclair Black	2/2/2023	Email	sinclair@blackvernooy.com	Do not widen/no build	A Real First Step The first step for a huge project as required by federal law is a purpose and need statement to justify what they already intend to do. The published "purpose and need" statement by TxDOT has one metric: seconds saved over long distances. When in reality, metrics of a community should be based on enhancing the quality of life. For instance, metrics could consider lives NOT lost in the I-35 corridor, property values NOT diminished by the noise pollution, intellectual development NOT compromised by pollution from I-35, housing and urban economy NOT lost to scaleless and banal highways. And most importantly, our once in a lifetime chance to do our part for global climate change is NOT lost. Land Use: Compact, Connected, and Robust The segment of I-35 from the river to Airport Boulevard MUST be capped. The cap allows the reintegration of Austin with East Austin. The cap also allows for the major problems of air and noise pollution to be solved once and for all. By sinking the freeway and capping it through downtown, the Medical District, and the University of Texas, and by combining access roads into a civilized urban boulevard thereby creating a human-scale, walkable, mixed-use PARKWAY, Austin would enjoy several billion dollars of enhanced tax base to pay for the cap with a tax increment bond. That bond would be easily paid off in less than 20 years, and the investments would flow from the taxes forever. The tax base could provide for all forms of community enhancement: parks, playgrounds, schools, and Great Streets. Urban Design First All large-scale high-impact projects should originate as urban design visions. Urban design visions require consideration of hundreds if not thousands of often competing issues. Traffic engineering on the other hand considers very few issues beyond saving time for a few drivers at the expense of many in the community. Traffic engineering is an integral part of urban design, but only one issue for consideration and only in the context of the universe of other issues.	See Comment #5
					Community alternatives	Missing The Point #1 THE ULI Report contained a number of good ideas, already recommended by RECONNECT AUSTIN. - First, is the tax increment financing mechanism (TIF). - Second, is to expand the zone beyond the existing ROW where values range from $0 dollars currently to billions in the future. - Third, use the expanded TIF zone over the existing Waller Creek TIF to pay off the original bond used to create the Waller Creek tunnel. However, there are a number of issues missing with the TxDOT/ULI proposal. There is NO information at all regarding the structural systems configuration of the two-remaining proposed "alternatives" despite their claims to have "fully baked plans. RECONNECT AUSTIN offers a clear simple solution to ALL structural conditions. Missing the Point #2 TxDOT/ULI's proposals make no mention at all for solutions to the enormous traffic disruption that will inevitably result from a decade of construction. There is NO plan for handling the problems that inevitably result in chaos. RECONNECT AUSTIN has a simple straight forward solution to mitigate the traffic problems resulting from the rebuild process. RECONNECT AUSTIN recommends following an earlier TxDOT proposal which was to switch designations between I-35 and SH130 and make SH130 free for the decade of construction. Among other issues not even mentioned by the TxDOT "alternatives", are air and noise pollution, climate change, safer speeds, vision zero, and flood mitigation. RECONNECT AUSTIN addresses all these issues and more. TxDOT only pays lip service to pedestrian and bicycle facilities as well as emergency services planning with no details offered. "Community Created Alternative" TxDOT is unable to listen to or respond to any suggestion regarding a better corridor. They have their philosophy from the 50s and their playbook of tricks from the 60s and 70s. Cities around the country have suffered untold negative consequences from the DOT but their extension in	See Comment #4
					Parks	Parks...Really? TxDOT shows us photos of Klyde Warren Park in Dallas, which they were totally unaware of one year, after it opened, in hopes that you would somehow be thrilled. There are at least two catch 22's: First, caps shown by TxDOT will need to be paid for by Austin taxpayers, did they tell you that? Second, the caps or the so-called parks would be cut off from the city by TxDOT's "access roads" and associated ramps. One of the most important linear parks in the U.S. is being completed right here, right now in Austin Texas, Waterloo Greenway. As long as there are "service roads" i.e., access roads there will be no access to the so called "parks".	See Comment #150

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					Do not widen/no build	Email Copy: Dear Mayor and Council, As TxDOT pushes hard to cram their unacceptable plan to widen I-35 from 12 to 20 lanes, we, the taxpayers are being put in an untenable position. The Chamber of Commerce, which has usually behaved responsibly in the past, and the real estate council R.E.C.A., which has never been on the right side of history, have joined hands. Acting as cheerleaders, helping a few friends and TxDOT push the unacceptable proposed highway through the heart of our city. Opposition to TxDOT's bad plans has grown and is accelerating rapidly in support of the "no build option" offered by TxDOT. This of course puts Austin taxpayers in a lose/lose dilemma. The taxpayers lose if TxDOT is able to push their unacceptable proposal forward, we the citizens will then be faced with another 70-year disaster like present-day I-35, only it will be wider, faster, and a more dangerous barrier. On the other hand, we are offered the "no-build option" where we continue to live with the horrors of the past and have to wait another generation and citizens will be forced to fight the same battle to protect our city from a reckless agency and the uninformed cheerleaders, again. Imagine the wasted goodwill, time, energy, and money that follows. Several great middle-ground proposals that solve the city's current I-35 dilemma without destroying the city have been put forth by concerned citizens, but TxDOT simply will not listen nor learn, and the cheerleaders simply do not bother to understand what is at stake. While it is not possible to mention all the wrong-headed thinking of TxDOT, the attached paper (The PDF is located in the public hearing summary, appendix F) is a complication of a few of the most egregious failures.Regards, Sinclair Black FAIA	See Comment #5
3026	Sinclair Black	2/10/2023	Email	sinclair@blackvernooy.com	Do not widen/no build	The ability to achieve any community benefit you can imagine could be attained with the community vision, Reconnect Austin. It represents a once-in-a-lifetime opportunity. This chance to control our own fate has been denied for the last 70 years. We will not have this golden opportunity again in our lifetime. 1. PROPERTY VALUE AND TAX BASE I-35 has depressed the value of every property adjacent to it, and every property within a half of a mile. Reconnect Austin will reestablish time-tested, local land values relative to their use. A federal program, using taxpayer money, has had the effect of depressing tax value on hundreds of acres, downtown which in turn has the effect of increasing everyone else's taxes in the region. Currently, the taxable value of the wasted right of way of I-35 is zero. An increase from zero to 10, 15, 20 billion, or even more dollars of taxable property would have an enormous positive impact on Austin's future. Think of the improvements that would become available for schools, parks, trails, sidewalks, and public facilities of all sorts throughout the region. The project of rebuilding the city due to TxDOT's damage pays for itself through tax increment financing. 2. AFFORDABLE HOUSING AND MARKET-RATE HOUSING Affordable housing has emerged as a significant priority for the City of Austin. R econnect Austin will create 4,000 or more housing units in the downtown stretch of I-35. Up to 1,000 of those units could be affordable. Those units would be located adjace nt to the primary job-creating center in the region. Creating density through walkable urbanism leads to a healthy process that reduces sprawl and the congestion that results from it. Many families that have been forced to leave Austin for economic reasons could return to this corridor. 3. CLIMATE CHANGE AND POLLUTION	See Comment #5
					Reroute to 130	There was a previous proposal by TxDOT itself to switch the designation between I -35 and SH 130. This would make it free for trucks to travel around Austin rather than through it. The wall of 18-wheelers that we see 24-7 on I-35 would be gone, along with the increased danger and pollution they create. This creative move will inevitably be required once any construction begins on I-35 under any scenario.	See Comment #3
					Climate change	Down the road, the City of Austin attempted to solve the problem in order to free up urban land. They spent $154 million dollars on a solution. Unfortunately, recent changes in climate indicate that the problems are much greater than assumed when that decision was made. The R econnect Austin concept includes keeping the floodwaters generated by I-35 within the freeway corridor in underground viaducts. The floodwaters could be retained in those chambers and used to heat and cool all future development in the corridor. That same capacity could be used to irrigate 4,000 trees in the corridor of the proposed new urban boulevard.	See Comment #51
					Community alternatives	4. TRANSIT Reconnect Austin offers the one and only opportunity to connect three counties by bus transit right now and by rail transit in the future. If we fail to solve the greatest problem of congestion in this region, which is I-35, we will have clearly failed the future. The solution to our major congestion problem, I-35 is remarkably simple. As I-35 gets completely rebuilt, provide a clear path/right of way for buses which could easily be converted to a more efficient rail system in the future. That portion through the central city from Airport Blvd to Ladybird Lake could be underground on the centerline of the sunken freeway using stations previously created for commuter buses.	See Comment #4
					Do not widen/no build	Seven Steps to a Prosperous Future for Austin & Central Texas Proposed by Sinclair Black FAIA Following is a list of the elements that would improve the overall design of a reinvented I -35 corridor. These seven steps are a response to TxDOT's stated request "What would you recommend to improve the design?" 1. Sink the main lanes from south of Holly St. to the north of Airport Blvd. in a narrower ROW of 204 ft. 2. Combine the frontage roads into one 2-way, tree-lined boulevard and place it directly above the main lanes below. Remove all truck traffic from the urban core to SH130. NOTE: This was recommended by a previous TxDOT study. 3. Provide two "collector-distributor lanes" below grade to replace high-speed ramps and the frontage roads that do more to divide the city than anything else. The inside lane becomes a "bypass" lane as needed. The outside lane leads directly to "portal ramps". 4. Provide portal ramps to and from all major east/west existing streets. The ramps are in two segments. First, a short ramp that rises +/- halfway to the surface to a right-hand turn to another ramp that rises to the street level. The second ramp exits to the existing east/west street about one-half a block away from the boulevard much like typical entrance/exit movements in an underground parking garage. 5. "Future proof" the corridor by providing a 70 ft. median at grade as a linear park and an "urban forest" to fight global warming. Below grade is a 70 ft. median to be used for parking, emergency vehicles, and north and south rail corridors in the future. The ever-growing problem of congestion in the 3 counties of Central Texas can only be solved by a robust commitment to	See Comment #5
					Do Not Widen/No Build	The numerous failures of the U.S. urban freeways are by now clearly documented. From the racially motivated location decisions of the 1950s all the way to present-day bogus modeling projections. The failures continue in the complete absence of any attempt to meaningfully address environmental concerns, including air pollution, noise pollution, and climate change. Even "safety concerns" are used as an excuse to widen all roads, but there is never any evidence of achieved safety, only wider roads with cars traveling at increased speeds, and continued unacceptably high rates of deaths and serious injuries on highways. This is outdated geometry required by federal policy and engineers that prioritize speed over human life. This outdated geometry includes total isolation of the highway in order to maintain high speeds, super long high-speed ramps, and frontage roads. This is clearly the formula DOT uses, which works ONLY for car traffic with total disregard for the city and its citizens. Imagine a different geometry that buries the main lanes and the frontage roads and transforms the land consumed by the frontage roads to create a boulevard directly on the cap in the same footprint. By doing this, two kinds of truly safe access are created: 1. The boulevard used for short, local trips, creates a typical city experience. 2. The portal ramps are used to enter and exit below ground. The shorter ramps reduce speeds overall by using lower speed collector-distributor (CD) lanes and create a safe entry/exit experience. To fully understand "THE BARRIER EFFECT" one only needs to look at the existing highway system and notice the number of layers of barriers: 1. The long high-speed ramps that cut the city off from any east/west connections. 2. The frontage roads are also a significant barrier, even where there are no ramps.	See Comment #5
3027	Sinclair Black	2/13/2023	Email	sinclair@blackvernooy.com	Do not widen/no build	The resolution came out today which expresses the opinion of what seems to be the majority of the council. Several key points are addressed:	See Comment #5
					Reroute to 130	Moving the trucks to SH 130, since it is obvious that they will need to move somewhere during 10 years of construction.	See comment #3
					Caps/Deck Plazas	Paying for a full cap from just north of the river to Hwy 183 by creating a tax increment financing mechanism. The sooner that is done, the better. Increased connectivity which is ultimately only achieved with a full cap.	See Comment #42
3028	Sinclair Black	2/14/2023	Email	sinclair@blackvernooy.com	Community Alternatives	Good afternoon, TxDOT insists that Reconnect's plan for I-35 is too expensive and that's why it's been tossed out. I've attached my findings regarding the cost analysis of both TxDOT's plans for the rebuild and Reconnect Austin's. Please have a look at the attached paper for information regarding this very important project.	See Comment #4
					Community Engagement	After much anticipation, citizens of Austin were looking for an opportunity to have questions and comments answered at what is said to be one of the last public engagement sessions with TxDOT. Yet, we were presented with a pre-recorded propaganda piece simply stating the obvious was supposed to be a public engagement where TxDOT communicated with the community and was available to answer questions. Yet, no one was present to do any of this. Where is the community involvement at this crucial point in the process?	See comment #320
					General information request	My comment is regarding the consulting firm that was hired by the City of Austin to collaborate with TxDOT on the I-35 corridor. We have heard nothing from this world-class consulting firm. What is their input on the alternatives proposed? Why hasn't the community heard from them?	General information request

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3029	Sinclair Black	2/20/2023	Email	sinclair@blackvernooy.com	Construction	WHAT IS TO BE DONE? A.TxDOT must add a second northbound I-35 access point in downtown, south of Cesar Chavez. The practical place for this is to provide access to the I-35 main lanes via the flyover bridge that is already in the plan, to be built between Holly and Cesar Chavez Streets. B.TxDOT's environmental impact statement studies traffic almost entirely on I-35 itself, with scant consideration to traffic changes and impacts off site, on roads in surrounding areas. TxDOT must consider traffic externalities, which are the impacts to traffic from its project on surrounding areas and from growth in surrounding areas on its project. C.TxDOT considers traffic and as-built conditions only before its project starts, then after it is done. TxDOT must consider then disclose how conditions will be during the six years of construction. How and where will construction gets staged, how often and for how long will roads be closed, and how will road closures be communicated to and coordinated with the local communities and the City of Austin? What is the TxDOT plan for minimizing harm to the community during the construction process? None of this has yet to be seriously addressed. D.The multi-billion Project Connect and Convention Center expansion projects are to be built along Cesar Chavez right when TxDOT rebuilds Cesar Chavez/I-35. The impact of this simultaneous disruption of downtown traffic should be planned for by TxDOT and the City of Austin, who must coordinate road closures and communicate the closures clearly to citizens. D.Planning must recognize that the Rainey District is undergoing unprecedented growth right smack in the middle of all three mega projects (I-35 rebuild, doubling of Convention Center, Project Connect on Cesar Chavez). Most Rainey District traffic enters and leaves at the intersection of Red River and Cesar Chavez Streets. Almost all the remainder of the Rainey traffic enters/exists at River Street/I-35, which will undergoing years of extensive road work and bridge building by TxDOT. Many thousands of Rainey Street residents are likely to be entrapped even under the best of circumstances.	See Comment #178
3030	Sinclair Black	2/27/2023	Email	sinclair@blackvernooy.com	Reroute to 130	TRUCKS OUT OF THE WAY TxDOT itself did a massive study several years ago to explain what to do with the NAFTA traffic passing through downtown Austin. What they ended with was recommended as the "designation switch". Since the onerous federal regulations apply to I-35 and do not apply to SH 130. This change in designations (the body of regulations) would allow the trucks which are currently tolled on SH 130 to get to use the new I-35 (old SH 130) for free and could be tolled on SH 130 (the old I-35). This innovative solution to a huge problem was ignored as soon as it was announced. Now with the I-35 corridor threatened by 8 to 10 years of massive widening makes it is abundantly clear that the trucks must go. There would be no reason to bring them back to the heart of the city after construction is completed. TxDOT should be required to reevaluate their criteria regarding safety, speed, geometry, and cost of their proposal with trucks versus without trucks. In the council work session last week in which Resolution #44 plus amendments was proposed and approved 10-1, we heard many public opinions regarding the many failures and inadequacies of current TxDOT plans. One stand-out issue mentioned over and over by the public was moving the trucks out of the I-35 corridor. Mayor Watson, the only no vote at the end of the day, made a comment about the insignificant amount of space taken up by an 18-wheeler compared to the number of displayed car lengths. The FHWA disagrees on the basis of facts. The car equivalent of a truck depends on many factors. Length, weight, horsepower, speed, and grade of the roadway. Worst case scenario the displacement could easily exceed 20 car lengths, the measure of capacity. Additionally, there is an increase in crashes/deaths, delays, pollution and congestion with trucks present in the corridor.	See Comment #3
3031	Sinclair Black	2/28/2023	Email	sinclair@blackvernooy.com	Do not widen/no build	How Much of Your Tax Money Can TxDOT Waste with Their Bad Ideas? Written by Sinclair Black FAIA In early 2020, when the community discussion regarding the future of I-35 evolved into ideas about re-inventing the I-35 corridor, the Downtown Austin Alliance (DAA) invited the Urban Land Institute (ULI) technical assistance team to advise the community on best practice for the corridor. Many good things came out of that effort, including a recommendation by ULI to implement a TIF zone over the ROW and adjacent land. In 2021, The Texas Transportation Institute (TTI) studied other caps in Texas to calculate the actual cost of constructing a cap, finding that current caps in Texas cost $375.00/sq. Ft. In 2022, TxDOT created Modified Alternative 3, their version of a "boulevard" by combining the East/West frontage roads. In that Alternative, they have located a two-way frontage road on the west side of the ROW, raising numerous serious questions: 1. Where are flyovers placed, and how will one move from the boulevard on the west side to East Austin? 2. Why is the "boulevard" not placed on top of the cap, directly over the main lanes? This configuration would not require any additional ROW. By placing the frontage road "boulevard" on land, rather than on the cap, TxDOT is removing the City's ability to maximize development potential on land that is worth as much as $1,000/sq. ft. (the value of recent land transactions nearby) 3. Why would any entity choose to turn developable land at a value of $1,000/sq. ft. into a frontage road "boulevard," when it has been clearly shown that any "boulevard" could be placed on a cap, created for a fraction of the cost at $375/sq. ft.? Even more troubling is that the highway system is continuing to displace and isolate East Side	See Comment #5
						Traffic During I-35 Construction- Seven Steps Proposed By Sinclair Black FAIA On any street or highway re-construction project navigating the continuing traffic even for a limited time becomes a major concern and cost consideration. TxDOT's alternatives for the I-35 rebuild show no solutions for this major problem. It isn't even mentioned in their published plans. 6. Demolish the temporary feeder/access roads and return that land to the city of Austin.	See Comment #5
					Community alternatives	Reconnect Austin, the community-generated alternative on the other hand has an interim solution for the inevitable disruption as follows: 2. Widen the frontage roads to 4 or 5 lanes with no connection to the elevated, only a few turnarounds to access the other side. 3. Demolish the elevated highway and rebuild all utility systems and flood tunnels to the lake.	See Comment #4
					Bike/ped safety	7. Build all the sidewalks, bike lanes, and transit stations and plant 4,000 trees in the 3.8 mile long, 40 ft median and create Austin's "urban forest".	See Comment #30
					Caps/deck plazas	5. Construct the at-grade cap, the "boulevard" with connections to the existing East/West city streets that serve as the regional access/distribution system.	See Comment #42
					East/West Connectivity	4. Rebuild the main lanes below grade quickly with direct connect portals to the East/West grid.	See Comment #20
					Reroute to 130	1. Follow through on TxDOT's proposal made years ago to switch the designation on I-35 and SH130 requiring trucks to use SH130 toll-free.	See Comment #3
3032	Sinclair Black	3/1/2023	Email	sinclair@blackvernooy.com	Do not widen/no build	As the community has previously expressed on many occasions, the I-35 rebuild needs to be "No Wider, No Higher." The implications of widening the corridor through the heart of Austin do not align with the city of Austin's goals to be more compact and connected nor will more lanes reduce the congestion that is plaguing this city. Regards, Sinclair	See Comment #5
3033	Sinclair Black	3/2/2023	Email	sinclair@blackvernooy.com	Community alternatives	SEEKING A COMMUNITY-CREATED ALTERNATIVE Short paragraphs to describe the problem & opportunity to reinvent I-35 Proposed by Sinclair Black Failed Public Policy Purpose in Need is a formal statement baked into the federal policy of the Department of Transportation (DOT). The statement is used to justify every highway project placed into the project mill. This statement always says the same thing, "this highway has problems, and we need to fix them." The answer then is obvious, at least to them, i.e., just spend billions of taxpayer dollars to cure problems their agency created in the past by rebuilding the highway and widening it. The world's best example of the failure of this concept is the Katy Freeway in Houston. Now TxDOT Austin wants to repeat that disaster in the I-35 corridor. The project mill has become a project treadmill.... rebuild and widen again and again. Remember the famous truism, "there is no problem any city in the world has that is not the direct result of failed public policy." Citizens: Purpose and Need PURPOSE: remove the physical, social, economic, and racial barrier that has been the tragic legacy of I-35 since its construction. NEED: re-integrate the I-35 corridor into the city fabric, reconnect Austin and create billions in tax base. MEANS: Depress the main lanes, narrow the ROW, and reconnect the city grid with EAST AVENUE PARKWAY. All of this can be achieved with the creation of a tax increment finance zone and a new special purpose Development Commission.	See Comment #4
					Do not widen/no build	Email Copy: We retained Smart Mobility to explain the modeling of traffic. This group provides the most advanced mathematical modeling available. (The PDF is located in the public hearing summary, appendix F.) Their analysis points out the flaws in TxDOT's traffic analysis. Regards, Sinclair Black FAIA	See Comment #5;
					Do not widen/no build	Email copy: This is a compliation of information (The PDFs are located in the public hearing summary, appendix F) regarding the barrier that was constructed in the 1950s- the I-35 corridor. We have an opportunity of a lifetime, where we can use this highway rebuild opportunity to create something better NOT bigger for the community of Austin.	See Comment #5;

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
3034	Sinclair Black	3/6/2023	Email	sinclair@blackvernooy.com	Community alternatives	Reconnect Austin hopes to create a humanized public space that connects our city and doesn't create more harm than has already been done. The right project, one with the community of Austin at the heart of it, will be able to enhance local and regional transportation, boost economic development, and improve the quality of life. Regards, Sinclair	See Comment #4
3035	Sinclair Black	3/7/2023	Email	sinclair@blackvernooy.com	Do not widen/no build	TxDOT relies even today on 50-year-old dogma, lack of information and misinformation. Sinclair	See Comment #5;
					Air quality/climate change	For instance, no real mention of climate change including the potentially deadly effects of heat island. TxDOT's should not proceed until this environmental concern along with many other environmental issues are addressed adequately. Regards,	See Comment #18
					Do not widen/no build	Since TxDOT is determined to cram a totally unacceptable highway down Austin's throat, the community has very few options. Among those options, the one that seems most promising would be to stop all pursuit of the TxDOT plans until: • A blue-ribbon citizen group be appointed with no involvement whatsoever by TxDOT or the City's corridor office. • The world class consultant team hired to advise the council on the best possible solution to the reinvention of the I-35 corridor that to date has been bottled up by city bureaucrats, needs to be heard. It would be a crime to precede without their full attention and expertise.	See Comment #5;
					Community alternatives	• The citizen group made of up technical, knowledgeable professionals collaborates with the world class consulting team (ARUP) until an acceptable community alternative is defined. Regards, Sinclair Black FAIA	See Comment #4
					Do not widen/no build	TxDOT uses our very own taxes to pay for their very own unnecessary project to double down and widen on their very own mistakes from the past. Who's sandbox are they playing in any way? Are the taxpayers expected to sit back and accept the arrogance of this federal/state agency? Have you ever heard the phrase: "adding insult to injury"? Regards, Sinclair Black FAIA	See Comment #5;
					Do not widen/no build	Email Copy: Mayor and Council, As you are well aware, TxDOT refuses to consider paying for a full cap, or any cap for that matter. This raises the central question: if the city has to pay for it, where does the money come from? The obvious answer is tax increment finance. This form of public finance is referred to as "but for financing". With but for financing, the city is allowed to invest in its infrastructure for economic development. Austin has taken limited advantage of possibilities like the TIF/TIRZ in the past. It has been used for several milestone projects such as Mueller Airport Redevelopment, Waller Creek, and Seaholm Power Plant. However, cities like Houston and Chicago, and even our neighboring city San Antonio are interested in pursuing utilizing a TIF zone to enhance their city's tax base.	See Comment #5;
					Public transit/Multimodal transportation	The I-35 corridor represents an incredible opportunity to invest in Austin's future. Very few TIF/TIRZ zones start with over 136 acres of undeveloped land valued at zero as the starting point. The accrual of value, therefore, is exponential. The first order of business would be to pay for the full cap, including the reconnection of the UT campus and the Cherrywood neighborhood. The implementation of a TIF district over the entire corridor and beyond was additionally recommended by ULI on behalf of the Downtown Austin Alliance.	See Comment #13
					Community alternatives	I've attached several interesting and informational resources (The PDFs is located in the public hearing summary, appendix F) that could be helpful in learning more about these zones and how to utilize them properly. Not only could a TIRZ/TIF zone be a great source of economic development for the city but also the capping of the I-35 corridor would enhance the quality of life for Austinites for years to come. Regards, Sinclair Black FAIA	See Comment #4
					Do not widen/no build	To whom it may concern, The creation of the urban boulevard directly above and in the same ROW as the sunken lanes plus the incorporation of CD lanes with the underground highway creates 4 low-speed access roads as opposed to the 2 high speed/dangerous access roads present. Regards, Sinclair	See Comment #5
					Public transit/Multimodal transportation	Only building on the land presently wasted by the current access roads has been suggested.	See Comment #13
					Community alternatives	There are no community alternative suggestions for building on top of the underground highway, just for clarification.	See Comment #4
3036	Sito	3/7/2023	Email	sito.negron@gmail.com	Bike/ped safety	TxDOT Commissioners, Staff, and Consultants: I am an El Paso resident who travels frequently to Austin for business. I have stayed for extended periods, including living in East Austin within walking distance of the Capitol. I've experienced 35 as a driver and as a pedestrian. I've read extensively about the project and various proposals. You've heard a lot about health, safety, and other factors. Those comments must be addressed. I add my voice to urge you to use this opportunity to build better, not simply bigger. Thank you. Sito Negron El Paso, Texas	See Comment #30
					Multimodal transportation	TXDOT's plan to widen the highway may be well-intentioned, but does not match the moment for Austin, one of the fastest-growing cities in the country. This growth requires a visionary and comprehensive approach that coordinates a network of roads and streets that can accommodate motored and human powered wheels, walking, and fixed transit. Thus far, I-35 planning has followed the previous century's road-building model instead of creating a new model.	See Comment #20
3037	Sky Costello	2/24/2023	Email	skycostello@gmail.com	Do not widen/no build	I oppose the expansion of I-35 and the widening of the I-35 right of way through central Austin. Expanding highways that cut through cities is a costly and short sighted way to address congestion in urban areas. More lanes will only encourage additional traffic that will once again be just as congested within a few years. This is a waste of resources. Expanding I-35 through our city is a terrible legacy to leave our kids.	See Comment #5
					Community Alternatives	Alternatives that modernize I-35 without expanding the ROW, such as Reconnect Austin, are a far better solution, and Reconnect Austin has identified a smart way to help cover the cost of the project by repurposing some of the existing ROW for residential and commercial development.	See Comment #4
					Air Quality/Noise	I do not want to travel through Austin on noisy, congested, polluting highways.	See Comment #34
					Bike/ped safety	I want to travel through Austin on safe, pleasant, walkable and bikeable streets.	See Comment #30
3038	Sloan McLain	3/7/2023	Email	redsloan@gmail.com	Wilshire	I respectfully request that TXDOT must mitigate traffic for the proposed 41st Street extension to Wilshire Blvd, which will increase traffic through the neighborhood significantly, being used as a cut-through to Airport Blvd in a 100% residential area. I request a longhorn at that intersection that would require a left-hand turn and route people directly to Airport Blvd, within seconds. Thank you, Sloan McLain -- Susan Abigail Sloan McLain "Always mix your colors." - Granny	See Comment #9
3039	Sofia Shapiro	3/7/2023	Email	info@email.actionnetwork.org	Multimodal transportation	Mobility35 Program Manager Tommy Abrego, The I-35 expandsion would be devastating for the future of our city. It will hurt the environment and it won't actually reduce traffic. Please help us create a plan that actually would help increase public transportion, walkability, and bikability of our city and don't make the mistake of other highway expansion projects.	See Comment #20
3040	Sophia Benner	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I have lived and worked in neighborhoods all over Austin since 2011. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I support ReThink35's ideas and the community gathering that group has done around the highway proposal. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips.	See Comment #5;
					Public transit/Multimodal transportation	As my state department of transportation, I implore that you start investing in intercity transit, whether it is a state of the art bus rapid transit on existing asphalt roads or high speed rail.	See Comment #13
3041	Sophia Benner	3/6/2023	MyCapEx Website - Comment Form	bennersophia@gmail.com	Do not widen/no build	Please do not expand the highway. We've known for decades widening roads induces demand. With the amount of money the IH35 proposal will cost you could invest in transportation for a better future.	See Comment #5
					Public transit/Multimodal transportation	State of the art bus rapid transit. High speed rail. This is what our state leaders should propose.	See Comment #13
3042	Sophie Nowell	2/6/2023	Email	sophie.nowell19@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3043	Sowmya Srinivasan	3/3/2023	MyCapEx Website - Comment Form	sowmya1016@gmail.com	General support	This is my comment about Proposed Alternative 3 to the I-35 capital area expansion. I live 500 feet west of the current double decks of I-35 near 38 1/2 street, close enough to hear the constant hum of traffic on the interstate. I appreciate that TxDOT has incorporated community feedback in proposing the lanes be below grade, as this will help to reduce noise and air pollution.	See Comment #8
					Caps/deck plazas	In order to further provide support towards a less car-dependent metro, it is essential that TxDOT provide for caps/decks in the North Central region, from Manor Road to Airport Blvd. There are so many vibrant neighborhood businesses, residents who rely on at-grade crossings, and community life to be shared in these areas. Providing a deck with crossings is much safer, both from a traffic safety and a public safety standpoint, than a tunnel for pedestrian crossings.	See Comment #42
3044	Spencer Duran	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin and oppose any expansion of I 35 as all expansion plans run counter to the City of Austin's many goals and strategies to protect people and the environment.	See Comment #5
					Community Alternatives	The Rethink35 plan is the most logical of all alternatives aside from TxDOT taking no action. Sincerely,	See Comment #4
3045	Spencer Morehead	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Please do not expand I-35 The I-35 expansion although on paper seems like a good idea, would only alleviate traffic for a short period of time, and in only a few short years hit capacity. A better idea, I believe, would be to invest funds into a park, create more multi-family homes, or walkable retail and commercial space. Once again, please consider not expanding the I-35 corridor.	See Comment #5

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3046	St. George's Church	2/9/2023	Physical Comment	spencergordon333@gmai.com	Ardenwood	Impact - closing Ardenwood rerouting traffic through neighborhood North bound traffic from church will go south to 38 1/2 or turn left on airport (w/o traffic light) There are 171 students plus staff coming to St George each morning and evening. Sundsy services will be affected in similar ways.	TxDOT has met with the St. George's Episcopal church representatives on several occasions to discuss the I-35 Capital Express Central project and to gather input on this connection. Currently, the improvements do not maintain the connection, the project team has developed additional options, which have been discussed with St. George's leadership, but there are design and environmental constraints associated with each.
3047	Stacey Dunn	2/7/2023	Email	sdunn@heritage-title.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Stacey Dunn Stacey Dunn Senior Vice President, Residential Operations Manager Heritage Title Company of Austin, Inc. p: (512) 505-5000 f: (512) 380 8813 sdunn@heritage-title.com200 W 6th Street	Suite 1600 Austin,TX 78701 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
3048	Staci Sprayberry	1/12/2023	Email	ssprayberry@mlrpc.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3049	Stacy Armijo	1/29/2023	Email	sarmijo@goamplify.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Stacy Armijo 3601 Lawton Avenue, #9, Austin, Texas 78731 512-791-9325 This e-mail is intended only for the person or entity to which it is addressed and may contain information that is confidential or otherwise protected from disclosure. Dissemination, distribution or copying of this communication or the information herein by anyone other than the intended recipient, or an employee or agent responsible for delivering the message to the intended recipient, is prohibited.	See Comment #8
3050	Stacy Evans	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I've lived in Austin for over 20 years but I grew up in Houston. I chose to have kids here in this city because I wanted them to grow up in a place with less crime and more art, more beauty. When we put down roots here we did so believing that Austin would grow smarter, grow better. Everything we value in this city is at risk right now because it's clear we are at capacity in regard to cars. Let me be clear—I'm not anti-growth. I love the energy, culture, food and diversity of an urban environment. After college I lived in Boston briefly, and I can honestly say that experience changed my life. For 7 months I lived without a car and did not miss it one bit. I knew having a car in Boston would be cost prohibitive and inconvenient. If the state of Massachusetts bulldozed historic buildings in Boston to build a 20 lane highway, we'd think they were insane. Yet someone thinking about doing in Austin makes sense? This would he a step backward for a city that has garnered a reputation the world over as a progressive, educated city. Ask the people of Houston if widening their highways alleviated their traffic problems. Expanding I-35 would send a message to potential investors the world over that Austin is stuck in the past and does not care about the environment. Nothing could be further from the truth. I know the relationship between the state and its capital city can be contentious at times, but Austin is your MVP—don't cut off your nose despite your face. Let's redirect business traffic to I-30. We need to be figuring out how to keep pedestrians on the streets of Austin safe—not catering to the whims of people who are passing through in their cars. Raise parking prices downtown 100%! You know what I'll do if that happens? Or if I can't park anywhere near where I'm going? I'll take the bus or the train—especially if I can be dropped off closer than I can ever park. Let's not screw this up—I do not know anyone who wants this expansion to happen. Thank you,	See Comment #5
					Public transit/Multimodal transportation	There is only one way to fix this and that is by investing in rail, investing in the infrastructure to make walking SAFE and PLEASANT so that people will gladly choose to walk over driving—for the health benefits, the vibrant street life and the savings!	See Comment #13
3051	Stefan Jakimovski	2/11/2023	VOH	s.jakimovski94@yahoo.com	General Support	I support the I-35 Capital express central project. The congestion is i-35 will just get worse with all the people moving to Austin. Please move forward with this project as it would significantly improve commute times.	See Comment #8
3052	Stefan Rothe	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Bigger roads doesn't solve infrastructure problem! we need a beltway or loop like Houston San Antonio or Dallas. And NOT make one road wider in hopes it will fix the traffic scenario w experience in this city!	See Comment #5
3053	Stefan Sinclair	2/9/2023	Physical Comment	stefan_sinclair@hotmail.com	Do not widen/no build	Thank you for organizing the feedback session at Millennium Complex. 1. do appreciate the addition of pedestrian crossing between 51st and 2222, as sadly a number of people have died attempting to cross I-35 on foot in that area. 2. the proposed traffic crossing on airport under under I-35 looks similar to what is at Parmer now , where cars cross in front of oncoming traffic. this is always scares me as a driver, not a fan of this. 3. The tunnels under airport blvd for pedestrian crossing are very troubling. This entire area is dangerous already because of homeless camps / theft / illegal drug use (disposed needles are a common sight). This will become another such area, making the area even more dangerous. 4. Traffic volume on I-35 has not increased over 1-2% in the last 20 years. Therefore, it seems hard to justify the expansion of I-35 to this degree.	See Comment #5
3054	Stefanie	2/5/2023	MyCapEx Website - Comment Form	Stefanie.peana@gmail.com	Caps/Deck Plazas	There needs to be Caps in the area from 6th street to Riverside. There is so much current walking traffic from east to west going to Rainey street, lady bird lake, 6th street, etc. The park space would make it more enjoyable and accessible and similar to a zilker park on the east side of town.	See Comment #42
3055	Stefanie Bullard	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Please listen to the people of your city of Austin and everyone taking the time and concern to write to you. I oppose I-35 expansion, please help increase transit ridership instead of more traffic and other problems!	See Comment #5
3056	Stefanie Taylor	2/14/2023	MyCapEx Website - Comment Form	steftay878@gmail.com	Business/residential displacement	Do not expand I-35 north of 45th street! It is detrimental to several small businesses that are vital to the community	See Comment #21
3057	Stephanie Bazan	3/7/2023	Email	stephbazan@everyactioncustom.com	Do Not Widen/No Build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero by 2050. Crashes are measurably more important than congestion and cost the people of the Austin region more – using National Safety Council costs of crashes methodology to compare to Texas A&M Transportation Institute congestion methodology. The Texas Transportation Commission Minute Order 115481 directs TxDOT Austin to "work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. The Commission acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing fatalities. It is further ordered that the divisions and districts of the department shall 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." I am concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Road to Zero goal. While reaching zero traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is on target to meet the 2035 goal to cut deaths in half is completely doable and within TxDOT's grasp, based upon the design of the facility and various choices that would result from unambiguously having this goal as the top purpose and need of this project. No project should move forward without a reasonable expectation that the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. Thank you for all that TxDOT is doing and will do in the further development of this project to end traffic deaths.	See Comment #5
3058	Stephanie Belt	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello to Whoever this may concern, I live here in Austin, Texas and I STRONGLY oppose TxDOT's plans for I-35. I do NOT support it's expansion. What I am in favor of, is the ReThink35 proposal, a boulevard that goes through Austin, and of course a PUBLIC TRANSIT-FIRST project. TxDOT is making so many mistakes when it comes to this issue. It doesn't consider Induced Demand, the impacts of construction, ALL HIGHWAY EXPANSIONS END UP FAILING, and the model of traffic is completely flawed. I used to live in Katy, and all the expansion did was worsen the traffic and others' safety. I DO NOT want to use an interstate highway to travel within Austin limits. This will ruin all the appeal to Austin. I pay PLENTY of taxes and I expect the people at TxDOT, Austin City Council and others to stand up for what I believe is right.	See Comment #5
3059	Stephanie Borel	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, to express my opposition to the proposal for expanding I-35 highway in Austin, Texas. As a concerned citizen, I strongly believe that the proposed expansion of the highway will cause more harm than good. The expansion will not effectively solve the problem of traffic congestion on I-35. It is proven over and over again that expanding lanes of a highway does not reduce traffic. Expanding the highway will only encourage more people to use it, leading to more congestion in the long run. Any short term congestion gains would encourage more people to drive until congestion was as bad or worse before. When TxDOT widened Houston's Katy Freeway to 23 lanes, average peak congestion times rose by 40%. Expect a similar result in Austin. Instead, we need to invest in more sustainable and equitable modes of transportation, such as public transit, biking, and walking infrastructure. Furthermore, the proposed expansion will cost taxpayers billions of dollars. This money would be better spent on alternative transportation solutions that will have a greater positive impact on the community and the environment.	See Comment #5
					Public transit/Multimodal transportation	In conclusion, I urge you to reconsider the proposal for expanding I-35 highway in Austin. We need to prioritize the well-being of our communities, invest in sustainable transportation solutions, and find ways to reduce our reliance on cars. I hope that you will take my concerns seriously and make the right decision for the people of Austin.	See Comment #13
3060	Stephanie Charon	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work.	See Comment #5
					Air quality	They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #558
					Reroute to 130	I get so annoyed by 35 already bc of the construction don't add more and ruin austin!!! I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #3
3061	Stephanie Gutierrez	1/31/2023	MyCapEx Website - Comment Form	Bubluv02@Yahoo.com	Public transit/Multimodal transportation	We need better public transportation in Texas.	See Comment #13
3062	Stephanie Hall	3/7/2023	Email	info@email.actionnetwork.org	Multimodal transportation	Mobility35 Program Manager Tommy Abrego, While traffic is bad. This'll only make it worse. With construction already causing delays between San Marcos and SA I can only imagine what further expansion will do. The 1-35 corridor will never be wide enough for the populations of SA and Austin and Dallas alike. We need to think long term- public transportation and reliable metros between these city hubs.	See Comment #20
3063	Stephanie Johnson	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Hello, I strongly oppose expanding I-35. This proposed project will worsen pollution, not make travel around Austin any safer, and it will serve to discourage the use of mass transit, which is what Austin REALLY needs. Stop contributing to climate change. The massive amount of hard surfaces will create hot spots when what we actually need are more green spots.	See Comment #5
					Community alternatives	You need to consider alternatives to this plan, like Reconnect Austin. Interstate highways should never go through a town, especially bisecting it.	See Comment #4
3064	Stephanie L. Russell	2/6/2023	Email	SLRussell@GarverUSA.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
3065	Stephanie Maddamma	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, My name is Stephanie Maddamma and I am a resident of City Council District 1 in Austin, TX. I'm writing because I deeply oppose the current plan for the TxDOT expansion of I-35 through downtown Austin. Addressing the congestion issue first, I do not think that expanding the highway to support more individual vehicles is helpful to any part of the city other than the highway itself. Sure, you might relieve some congestion from those 10 lanes once they are constructed (let's not ignore the extreme congestion that a construction project will create in the existing conditions for the entire time that the expansion is under way--multiple years) but it will be feeding that many more individual vehicles into the city where parking is already stretched to a maximum with the current population (which continues to grow).	See Comment #5
					Racial justice	I understand the sentiment of creating this expansion, and while I do know that congestion is an issue that continues to grow in this city, I do not think that this is the proper solution for traffic issues and I ABSOLUTELY do not agree that it is in any way a solution to the racial injustices caused by the highway in the 1900s in this city. Next, and what I find to be the more offensive aspect of this expansion's proposal, the suggestion that this expansion will in any way have a positive impact on minority communities who were segregated from the rest of the city when I-35 was initially constructed is absolutely laughable. The City of Austin's web page goes into this topic in an entire paragraph about how harmful this construction was to non-White communities and that the highway still stands as a physical barrier of segregation today. Then, immediately after stating this, it is proposed that this barrier is to become far larger and more visibly present in our city? And this is meant to be a solution to this shameful part of our city's history? Absolutely abhorrent. This is not a solution, and it is an active continuation of issues that are knowingly being addressed even in the proposals stating that it is supposed to be helpful. Please do not move forward with this expansion, it will do nothing to solve the issues it is being proposed to solve and it is perpetuating some of the most shameful aspects of our city's history into the present day. Thank you for your time and your consideration.	See Comment #3
					Community alternatives	A better solution would be to pour more of these funds into redirecting non-local and passerby traffic out of the heart of the city (similar to what is proposed in the Rethink 35 proposal)	See Comment #4
					Public transit/Multimodal transportation	and also to pour such funds into making a more robust public transportation system within the city. The amount of congestion that can be reduced if we have more people riding buses into the city would be far more beneficial than expanding the highway to incorporate more vehicles. In order to incentivize people to take the bus however, our system needs improvements and likely more vehicles so that buses can reach stops along their route at a reasonable enough increment (5-15 minutes between buses instead of 30 minutes to an hour).	See Comment #13
3066	Stephanie Perryman	1/12/2023	Email	Stephanie.Perryman@regions.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3067	Stephanie Perryman	2/7/2023	Email	Stephanie.Perryman@regions.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Thank you, Stephanie Perryman, CTP Market Executive – Central Texas Regions Bank	Commercial Banking President 100 Congress Avenue, Suite 1700 Austin, Texas 78701 (c) (903)330-3630 Stephanie.Perryman@regions.com If you no longer wish to receive promotional emails from Regions, please reply with "unsubscribe" in the subject line. The information presented is not an offer or contract, is subject to change without notice, and does not amend any applicable customer agreement, the terms of which govern and control. Please refer, as applicable, to the pertinent pricing schedule, customer agreement, and/or disclosure for additional details or pricing. All products/services are subject to terms and conditions and may be subject to qualification requirements, credit approval, fees, and change. Internal Use	See Comment #8
3068	Stephanie Saulmon	3/7/2023	MyCapEx Website -	ssaulmon@gmail.com	Multimodal transportation	This plan is hurtful to all of Austin. The city needs to find a solution that discourages car use, encourages public transportation, and doesn't take away homes and businesses.	See Comment #20
					East/West Connectivity	knits together the east and west parts of town	See Comment #20
3069	Stephanie Thomas	2/11/2023	MyCapEx Website - Comment Form	Tiggerbella2@yahoo.com	Do not widen/no build	Please do not expand north of 45th street.	See Comment #5
3070	Stephen Bedell	2/7/2023	Email	stephen@ohtpartners.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Stephen Bedell	See Comment #8
3071	Stephen Bedell	3/7/2023	MyCapEx Website - Comment Form	stephen_bedell@yahoo.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
3072	Stephen Brkich	3/7/2023	Email	sbrkich@goanteater.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3073	Stephen Duke	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident and homeowner in Austin, and I live right off I-35 at E 51st street. As someone who wakes up every morning to the sound of traffic on I-35 and goes to bed every night with the sounds of I-35 traffic, I am intimately familiar with the shortcomings of this highway. Simply put, I oppose TxDOT's plan for the future of I-35, and I vehemently oppose expansion of I-35. Having previously lived in Houston, I've seen firsthand how the expansion of the Katy Freeway led to even longer commutes, more risky lane changes, endless construction--all without alleviating traffic in any meaningful way. The process by which TxDOT has approached this project for I-35 has been flawed from the start, and it has ignored very significant concerns from the community. I'm deeply concerned about construction and traffic noise (which will directly affect me and my family for YEARS to come). I'm concerned that TxDOT has ignored the lessons of Katy and the principles of Induced Demand by using flawed analysis of the traffic impacts of this project. I'm concerned about the destruction of businesses that are integral job-creators in my community. And I'm concerned about the connectivity and safety of alternative modes of transportation across the I-35 corridor. Texas has the opportunity to lead the nation if not the world in building a community that provides transportation options for everyone from long-haul truckers, to commuters, to families riding bicycles or walking in their own neighborhoods, but I-35 expansion is not the best solution. I don't want to merge onto a massive interstate highway to make local trips downtown or to south Austin. I don't want to merge into two HOW lanes to make a short trip just a few miles down the road. In Dallas, Houston, Denver, and across the country I have seen this traffic pattern create more risky merges at high speeds, more traffic as folks merge in and out of the extra lanes, and more stress that can lead people to commit dangerous and violent acts of road rage. I don't want to hear the sounds of a highway being torn up and expanded morning, noon, and night just to know that this suffering and inconvenience will make virtually no difference in the amount of traffic flying by my home on a daily basis. For me, 10 years of construction for almost nothing is a waste of my tax dollars, my time, and my life, and it's a waste of TxDOT's time and resources as well. Texas is a leader in so many areas, and I believe that we have the opportunity to get this right, to choose alternatives to I-35 expansion that divert interstate traffic around the city and provide opportunities to build greenspace, greater East/West Connectivity, and public transportation options that actually work for the community. Let's step up, think harder, and continue to lead this country forward, not backwards by trying the same playbook that's failed time and time again.	See Comment #5
					Reroute to 130	I believe we should designate SH-130 as an interstate and allow interstate traffic to pass around central Austin. This will create ample opportunity for TxDOT and local officials to focus on East/West Connectivity, building usable local streets and boulevards in the I-35 corridor, and increasing the safety of I-35 in central Austin.	See Comment #3
3074	Stephen Fisher	2/17/2023	Email	stephnfishr@gmail.com	Business/residential displacement	Hello, My name is Stephen Fisher and I am an avid proponent of West China Tea house and their community services. The expansion of the I-35 freeway is a very money-driven proposal by the city and is not considerate of the wellbeing of the city's integral business owners and residents alike. I plead you to refrain from expanding the freeway and risking businesses like West China Tea from being forced to relocate. If I-35 expansion is essential we must provide complete suitable relocation of those affected by the expansion. West China Tea house is a sanctuary and a place of solace for our community. It is quite essential.	See Comment #21
3075	Stephen Gonzalez	2/24/2023	V0H	stephen.gonzalez.sd@gmail.com	Do not widen/no build	This contemplated expansion is BEYOND REDICULOUS! That's a perfectly good highway that sits well below capacity. At the very least reroute semis over there. I will be contacting the Department of Transportation and Pete Buttigieg's office with these concerns as well.	See Comment #5
					Racial justice	Further, the burden of the expansion is going to fall hardest (once again) on the working class and minorities in the immediate vicinity. 35 has been a segregationist red-line since its inception and EXPANDING it in any way shape or form is a further commitment towards disenfranchising the minorities of Austin.	See Comment #3
					Reroute to 130	The highway should be REROUTED outside of Austin to take the place of 130.	See Comment
3076	Stephen Graham	2/24/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Hi, our family has lived in Austin since 1970 and we've seen the degrading impact of encouraging too many cars and jumbo SUVs to take over our streets. These are our tax dollars being spent, and we would like them spent on things that improve Austin not damage it.	See Comment #5
					Latent/Induced Demand	It seems well established that widening highways in the fight against congestion does not work well. It just encourages more use of cars for every little errand, and those cars end up clogging not only the trucks on I-35 but our residential streets even more.	See Comment #18
					Community Alternatives	Please abandon plans to widen I-35 and review the community proposed alternatives instead, such as Reconnect Austin and Rethink35.	See Comment #4
					Lower Speed Limits	The kids can't even ride their bikes any more for all the speeding heavy vehicles. We also need citywide 25 mph speed limits on surface streets.	See Comment #395
3077	Stephen Jeffrey	2/6/2023	Email	stevo20j@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Stephen Jeffrey 512-663-2180 Sent from my iPhone, please excuse any typos	See Comment #8
3078	Stephen Pyhrr	2/6/2023	Email	spyhrr@synermarkprop.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Mail for Windows	See Comment #8
3079	Stephen Ross	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Our family strongly opposes I-35 expansion in Austin. We have lived here for 35 years. Raised our children here. We care deeply about the safety and livability of our community.	See Comment #5
					Business/residential displacement	All evidence shows that the current plans for expansion will only increase crime, transient population, pollution, displacement of long time residents, and cause more congestion and traffic. Funneling even traffic in this manner through central Austin is clearly a harmful mistake for us who live here. We feel like we are being done to. This project does not appear to be done with and for us.	See Comment #21
3080	Stephen Troiano	2/28/2023	Email	stevegtroiano@gmail.com	Do not widen/no build	To whom it may concern, I'm a passionate citizen of this city and I deeply care about its wellbeing. If this goes through, you'll all rot in hell.	See Comment #5
					Racial justice	Expanding a historically racist interstate that cuts directly through our city has no benefits whatsoever, will waste taxpayer dollars and cause more harm than good.	See Comment #3
					Latent/Induced Demand	It's been proven for decades now that expanding highways does not alleviate traffic and only makes it worse. It entices people to drive instead of taking public transit, biking or walking and you're just going to end up keep adding lanes to 'alleviate' more traffic. It's an endless cycle that you can explain to a child and it's a concept that they can easily understand. What does that say about your intellect?	See Comment #18
					Air quality/noise	I'm clearly wasting my time here... TxDot is going to do this anyways and we're going to be the ones who suffer. You won't listen. You never listen. You're the ones who will be responsible for more deaths on the road, more pollution in our city and more tax dollars wasted.	See Comment #34
3081	Stephenie Martin	3/7/2023	Email	info@email.actionnetwork.org	Do Not Widen/No Build	Mobility35 Program Manager Tommy Abrego, bad idea	See Comment #5

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3082	Steve Ambrose	3/7/2023	Email	sambrose@goanteater.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3083	Steve Beers	3/7/2023	Email	info@email.actionnetwork.org	Do Not Widen/No Build	Mobility35 Program Manager Tommy Abrego, THE PROBLEM Interstate 35 was routed to pass through the Heart of Austin, rather than around it, in a great mistake of 1950s-era federal planning. This ill-chosen route took homes and businesses, splitting the urban fabric with far-reaching and long-lasting negative impacts. This bad decision reinforced and amplifies segregation, separating the white west side from impoverished minority neighborhoods of East Austin. Then the State highway department TxDOT further compounded this mistake with a damaging design. The 'double decked" portion of I-35 is not merely an eyesore. For the driver, 'high-speed through lanes' become slow merging lanes at the ends of the elevated bridge sections. This stalls traffic, risks collisions, and endangers lives. Underused and undervalued property sits underneath the elevated structures. Urban blight is a recognizable cost of this original design, which a rebuilt 35 can correct. Parallel frontage roads take up valuable space that otherwise could become freeway lanes, transit space, or housing, higher education, and businesses. Frontage roads are not the only way to supply freeway access—49 states make a much more sparing use of them than Texas does. SH130 and Mopac (Loop 1) are local examples showing how highways can be built without continuous frontage roads. The downtown Heart of Austin—in the Heart of Texas—suffers from congestive failure. Stalled traffic stretches for miles most hours of the day, with the arterials feeding into the heart blocked up as well. The proposed TxDOT redesign of 35 is supposed to cure these problems. Not learning from the past, TxDOT now proposes a cure that is worse than the disease—a 20-lane, multi-billion dollar boondoggle. SOLUTIONS • The Heart of Texas Needs a Bypass. The first priority, offering quickest relief at least cost, is to divert inter-regional traffic around Austin. SH 130 should be renamed and designated as the I-35 Austin bypass. The interstate should be split into I-35 A (Austin) and I-35 B (Bypass). Tolls can be waived for through travel on the B portion, with interchanges configured to be more convenient to go around the city. This can reduce up to 20 percent of current vehicle traffic in central Austin. Most especially heavy truck traffic, because of disproportionate impacts, should be required to go around the city. To help erase barriers between east and west, and to repair the torn urban fabric, TxDOT needs to replace today's freeway with a ground level boulevard set in a new urban district. • Avoid Congestive Heart Failure—'Reduce Traffic' For Real. While misleadingly touted as "reducing traffic," freeway expansions in fact do no such thing. New capacity begets new traffic. The freeway becomes as congested as it was before with "induced traffic." To counter this tendency, there must be meaningful, funded, deliberate efforts at demand reduction paired with any increase in new capacity. It's not enough for TxDOT to build "express lanes" on I-35 without a dedicated funding stream to run transit lines and incentivize carpools to use the lanes. The pandemic proved that most commerce could occur without commuting. Office jobs, school, retail, and entertainment were all shifted on-line massively. We need to cultivate voluntary ways to do this now, without the trauma and forced isolation of covid. To be serious, such initiatives must be funded and planned deliberately for success, not meagerly mentioned in half-heartedness, by the Texas Department of Transportation (did anyone there get the memo that it's no longer called the "Highway Department"?) • Reconnect [illegible]	See Comment #5
					Community Alternatives	• Reclaiming the Heart of Austin. Adapting the proposal by Reconnect Austin, any new high-speed freeway lanes should be non-stop through downtown and UT areas, covered over with a concrete and soil cap, with the resulting ground-level areas used for urban mixed development (housing, jobs, parks, pedestrian plazas).	See Comment #4
3084	Steve Brewster	1/30/2023	Email	sbrewster1@austin.rr.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
3085	Steve Burch	1/12/2023	Email	steveb@whiteconst.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Steven H. Burch, President, White Construction Company	See Comment #8
3086	Steve Dalbey	3/6/2023	Email	steve@stevedalbey.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3087	Steve Emmeric	3/7/2023	Email	newsemmerich@gmail.com	Do not widen/no build	To Whom it May Concern, I am very concerned about the absence of I-35 northbound access between Riverside Drive and 8th Street in TxDOT's preferred plan for I-35 in the downtown area, due to the impacts on residents in neighborhoods in the following areas: (a) East and West Riverside Drive, (b) East Austin below 8th Street, (c) the Rainey District, (d) Downtown south of 8th Street. According to the Plan, these populations (all of which are burgeoning due to new development) will only have car access to I-35 northbound via a common set of new I-35 service roads running from Cesar Chavez through 8th Street, creating a serious choke-point. This concern is further exacerbated by impacts to drivers in these areas during 6+ years of I-35 reconstruction. During that interval, TxDOT will inevitably need to close or partly impede traffic at the intersection of I-35 and Cesar Chavez, in order to do the following: (a) sink the road there while the highway still operates, (b) build an east-west bridge, (c) build a flyover bridge to move service road traffic from the eastern side of I-35 at Holly Street to the western side of I-35 at Cesar Chavez. In particular, the traffic impact of the following three additional sources of stress to planned northbound access should be considered: (a) the unprecedented growth in Rainey Street density that has already started, and will be greatly exacerbated by projects currently underway and on the drawing boards; (b) Convention Center doubling in size, undoubtedly involving the capture of Cesar Chavez lanes for construction staging, and (c) Project Connect (which can no longer afford tunneling through downtown) will be building rail lines on or above Cesar Chavez Street west of Trinity which will likewise take Cesar Chavez lanes out of service. TxDOT should clearly articulate the impact of its project during construction to surrounding communities and other projects concurrently underway in Austin. The Austin community deserves to understand the TxDOT plan for minimizing harm to the community during the construction process. Traffic externalities, including impacts to existing traffic in surrounding areas as well as traffic growth in surrounding areas from other development activities, appear not to have been addressed at all. Furthermore, TxDOT must make these assessments and refinements to the plan before the project starts, to avoid irreversible damage to quality-of-life. Finally, TxDOT should evaluate and disclose how ensuing traffic changes will be managed during the six+ years of construction, e.g. how and where will construction gets staged, how often and for how long will roads be closed, and how will road closures be communicated, both with the local communities and the City of Austin (to ensure alignment with their Project Connect). But before impacts during the construction period can be considered, the Plan itself needs to be reconsidered to address the aforementioned "end-state" shortcomings. Three practical options should be considered: 1. 2. 3.Add an additional access point downtown (south of Cesar Chavez) to I-35 northbound 4. main lanes via the flyover bridge that is already in the plan, to be built between [illegible]	See Comment #5
3088	Steve Gerson	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, This project is a once in a generation opportunity to look at our city and decide what we want to be and what we can be. My concern is that the people doing the planning for the I35 modifications are people and agencies who's main expertise is building freeways. The saying "If all you have is a hammer, every problem starts to look like a nail" seems appropriate. We need to expand our view of this project and our city and look at this project from a broader perspective. We know that the history of the interstate highway system and its funding came from military concerns. For the defense and safety of our country, we built a system of controlled-access freeways that is needed to move material, equipment, and personnel around the country at high speed. It is also true that the selection of the routes for the interstate highway system unintentionally and sometimes intentionally disrupted and sometimes devastated communities, mostly minority communities. This was true in Austin both in the routing of I35 and in the routing of MoPac (through Clarksville). We have an opportunity to return the major north-south artery of the city to be a grand boulevard. This can turn our city into a grand place in the European tradition. I was in a taxi traveling from the Barcelona airport to downtown, the freeway ended and we found ourselves on the Gran Via de Les Corts Catalanes. This is a 10-lane roadway, esplanades in the middle and sides, main traveling lanes in the middle, bus and taxi lanes on the side, bicycle lanes also on the side. The sidewalks on the outside of all that were alive with people and retail commerce. Traffic flowed quite well in the center, as the lights were well synchronized. If you who are reading this submission are part of the TxDot or the US Department of Transportation, you are probably rolling your eyes, and thinking that this is stupid and impractical. Please give this additional thought. TxDot is in the business of building freeways, and it was decided in the 50s that these freeways needed to cut through the center of major urban areas. It doesn't have to be that way. Planning for this project should be in the hands of people and agencies who know how to build freeways, but it should also be in the hands of the greater community. We would still have MoPac to the west for north-south traffic. And an essential part of this plan is that 45/130 be acquired and expanded if necessary, and renamed to be Interstate 35. The necessity of the interstate highway system to be able to rapidly move equipment and personnel would remain intact. I hope you can initiate traffic studies to show how a grand boulevard can be designed in a way that is at least as fast as I35 currently is most days now. Thanks.	See Comment #5
					Reroute to 130	One possible route for the new Interstate 35 would be (coming from south to north), the current freeway up to Ben White, taking over 71 going east past the airport, connecting to 130 going north, then connecting to 290 coming back west to 183, then taking over 183 going north to join the present I35.	See Comment #3
					Bury/tunnel	An alternative could be to have this grand boulevard on the surface and a tunnel underneath it with 6 to 8 lanes of high speed traffic, with entry to the tunnel just north of Lady Bird Lake, an entry/exit at MLK and another entry/exit at Airport, with the end of the tunnel north of 290 at Highland Mall. But (you tell me) it seems like a tunnel would be way more expensive than rerouting I35 to the east. Either way, the important idea is that on the surface, we have a grand boulevard that can more a fair amount of traffic but also be at a human scale, not at a superhighway scale.	See Comment #25
3089	Steve Hall	1/27/2023	Email	stevehallrealestate@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
3090	Steve Hamlett	2/3/2023	Email	steveh@utexas.edu	Reroute to 130	No, I do NOT favor the I-35 project as currently proposed. Find a way to convert 130 to the 'new' 35. Convert the current I-35 to a business route. Regards, Steve Hamlett Sent from my iPhone	See comment #3
3091	Steve Hannigan	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hey Y'all Please, stop the I-35 expansion.	See Comment #5
					Reroute to 130	Far too many will be displaced and the city will be disfigured.	See Comment #3
					Air quality	If you'd like a preview of how well it'll go, please visit the Katy Freeway any time between 4:30 and 9PM any day. As a Texan of 30 years, I'm all but begging you to stop it.	See Comment #558
3092	Steve Klabnik	3/7/2023	Email	steve@steveklabnik.com	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I own a condo that overlooks I-35. My bedroom window faces the highway, and I hear it every night as I go to sleep.	See Comment #5
					Reroute to 130	Highways should not go through cities. It would be better for everyone, residents, drivers, pedestrians, if the highway was re-routed around the city, and I-35 was turned into something like it was before the highway: a boulevard.	See Comment #3
					Air quality	I-35 should not be expanded. I fully oppose the plans for I-35 and I oppose expansion. Everything about the way this has been conducted has had huge issues: no recognition of Induced Demand, no recognition of failures trying this sort of thing in other places (like the Katy Freeway), and the further deepening of a historic redline.	See Comment #558

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
3093	steve lucas	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Stop the madness, this has never worked, just look at Houston or LA	See Comment #5
3094	Steve Lucas	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I oppose expanding I-35. Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. This project will discourage walking and bicycling and transit use. Wide polluting highways through town are not what I want for Austin. I want safe, pleasant, and walkable and bikeable streets.	See Comment #5
					Community alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied	See Comment #4
3095	Steve Oden	2/7/2023	Email	steve@ohtpartners.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3096	Steve Rutledge	2/21/2023	VOH	stephenrutledge@sbcgobal.net	General Support	I believe it is best to support Modified Build Alternative 3 in the I-35 Redesign. The advantages to the city will be immense in so many ways. It will provide great infrastructure while also connecting parts of the city more effectively. Very much look forward to seeing this impressive project get accomplished.	See Comment #8
3097	Steve T. Matthews	2/9/2023	MyCapEx Website - Comment Form	steve@stevematthews.com	General Support	IH-35 has been in dire straits for years. This project needs to get the green light to keep Austin a moving part in bringing more business to Austin and keep businesses and trade moving forward. All directions throughout Austin and surrounding suburbs utilize IH-35 for transportation, but it has increasing become more dangerous to travel due to the population explosion in Austin and far too many times has been shut down because of traffic accidents and hazards. We need some relief and this project is designed to circumvent these issues.	See Comment #8
3098	Steve W	3/3/2023	Email	steven.ballston@gmail.com	Do not widen/no build	As a resident of the North Loop neighborhood in Austin, I appreciate the opportunity to provide comments on the draft Environmental Impact Statement for the Capital Express Central Project. Having carefully considered the alternatives presented in the DEIS, I urge TxDOT to choose the No Build Alternative because the benefits of Modified Build Alternative 3 would not justify the costs and impacts on the community. As noted by many well-informed members of our community: • TxDOT's projected traffic growth and commuting times are exaggerated because commuters will change their driving patterns as alternatives become more available or favorable. • Expanding the highway would not eliminate congestion due to Induced Demand. • TxDOT can improve highway safety immediately by reducing the speed limits on the highway and access roads. • The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. • The project would encourage the use of single-occupancy vehicles, promote urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan. • In order to expand the highway, the project would confiscate land from businesses and residents near the right of way, disproportionately impacting small businesses and minority communities. • Widening the highway with the limited connectivity, currently in Modified Build Alternative 3, would perpetuate, expand, and worsen the demographic divide that began with the city 1928 master plan. If, however, TxDOT continues to pursue Modified Build Alternative 3, then I urge TxDOT to work with the City of Austin to ensure that the expanded highway includes adequate east-west crossings, as outlined by the Austin City Council Resolution on 2/23/2023, including: • Ensure that all crossings between 51st and U.S. 290 are at grade. • Work with the North Loop, Ridgetop, and Windsor Park neighborhood associations to evaluate adding another full crossing (automobiles, bikes, and pedestrian lanes) between 51st and U.S. 290. Revising the project to more closely align with the needs of Austin and its communities who live along I-35 will result in better outcomes over the decades to come. Thank you for your consideration.	See Comment #5
3099	Steven Apodaca	3/7/2023	Email	info@email.actionnetwork.org	Racial Justice	Mobility35 Program Manager Tommy Abrego, My name is Steven Apodaca. I'm addressing you today as a concerned resident of Central Austin. The expansion of I35 is being proposed to help with congestion and traffic in our city that has seen tremendous growth over the last 10 years. I - like the rest of the community would have expected that any proposals from state agencies be data-driven. This isn't the case. TXDoT's own ongoing analysis shows that vehicle counts in 2002 were approximately 200,000 vehicles per day. During that period TxDoT warned we would hit 330,000 by 2020. That hasn't happened and we are still at around 200k vehicles per day in the downtown corridor area. One thing that most certainly will increase vehicle counts is expanding the highway. All we have to do is look to the Katy Freeway in Houston which is more congested than ever compared to before its expansion Then we have the human component of the project. The historical context of I 35 is a significant one where this highway serves as a barrier between east and west Austin and has led to significant disparities and social, financial and health inequities. When I35 was built in the 1960's it formalized a boundary and history of unequal treatment across racial and ethnic groups. By increasing this border and further reinforcing it, we are perpetuating these disparities and multiplying them when we should be mitigating them. While the impact is and will be felt by racial and ethnic groups the economic burden for those with businesses along the highway will also be difficult to ignore. There are more than 100 properties and businesses will likely be impacted and upended by this expansion.	See Comment #3
					Air quality/climate change	Lastly, we also need to be concerned about the environmental ramifications of our actions. If we are promoting more single or limited occupancy transportation we are in turn adding significant emissions to our city, and not promoting environmental health.	See Comment #18
					Community alternatives	Our city which is nestled in the heart of hill country, is a beautiful one with significant opportunity to unite and cohesively be a city for all--all races, all visitors, commuters and natives alike. Let's not make it into another concrete jungle and instead rethink-35 in a way that optimizes transportation and walkability that serves all the facets of life that we care about.	See Comment #4
3100	Steven Boice	2/7/2023	Email	Steven.Boice@nmrk.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. NOTICE: This e-mail message and any attachments are intended solely for the use of the intended recipient, and may contain information that is confidential, privileged and exempt from disclosure under applicable law. If you are not the intended recipient, you are not permitted to read, disclose, reproduce, distribute, use or take any action in reliance upon this message and any attachments, and we request that you promptly notify the sender and immediately delete this message and any attachments as well as any copies thereof. Delivery of this message to an unintended recipient is not intended to waive any right or privilege. Newmark is neither qualified nor authorized to give legal or tax advice, and any such advice should be obtained from an appropriate, qualified professional advisor of your own choosing.	See Comment #8
3101	Steven Cox	2/16/2023	Voicemail	Steven.Boice@nmrk.com	Do not widen/no build	Hello, my name is Steven Cox, I just wanted to leave a comment about the potential expansion. It's, it's just not really what we need in Austin anyway. That's my, that's my perspective, and I hope you guys will rethink how it's going to unfold. But, anyway, Have a good day. Bye	See Comment #5
					Business/residential displacement	I'm worried about businesses, that will be displaced because of the expansion. It looks like over 100 local businesses would be displaced potentially. The most important one to me personally is West China Tea Company. Austin needs to do more to support its local businesses, as opposed to expanding, I've lived here for the past,I don't know, 17, 18 years. And it's just been ramping expansion year after year. We need to take care of the people that are already here, and the businesses that are already here. We are selling our culture to make to make money. And that's not really what Austin is about. So, I would urge everyone who has any say on this and you know, my local, local friends and citizens to get on this. And don't don't load displaced businesses to build a bigger highway.	See Comment #21
3102	Steven D. Gonzalez	2/6/2023	Email	sdg2098@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3103	Steven Eckhoff	3/4/2023	Email	info@email.actionnetwork.org	General Support	Mobility35 Program Manager Tommy Abrego, Dear TXDOT, I am writing to express my support for the proposed "cap and stitch" project for I-35 in downtown Austin. This project would create large decks over the lowered highway to connect the east and west sides of the city and improve mobility, safety, and livability for residents and visitors. As you may know, I-35 has been a historic barrier that divided Austin along racial and economic lines since its construction in the 1950s. The highway has also been a source of congestion, noise, pollution, and accidents for decades. The current design of I-35 does not serve the needs of a growing and diverse city that values equity, sustainability, and quality of life. The "cap and stitch" project would transform I-35 into an asset rather than a liability for Austin. By creating new public spaces over the highway, such as parks, plazas, trails, and cultural venues[9], the project would enhance the urban fabric of downtown and foster social cohesion among different communities[4]. By reducing traffic lanes and adding bike lanes, sidewalks, transit lanes, and crossings, the project would also promote alternative modes of transportation that are safer, cleaner, and more efficient[4]. The "cap and stitch" project is a once-in-a-generation opportunity to heal the wounds inflicted by I-35 on Austin's history and identity. It is also a visionary investment in Austin's future as a vibrant, inclusive, and innovative city. I urge you to approve this project as part of the I-35 Capital Express Central plan [9][7]and work with local stakeholders to ensure its successful implementation. Thank you for your consideration. Sincerely, Steven Eckhoff (1) I-35 Cap and Stitch | Downtown Austin Alliance. https://downtownaustin.com/what-we-do/current-projects/i35/ Accessed 3/4/2023. (2) Austin wants feedback on I-35 'cap and stitch' proposal. https://www.bizjournals.com/austin/news/2021/09/08/i-35-cap-and-stitch-feedback-wanted.html Accessed 3/4/2023. (3) Our Future 35 - Austin's Cap and Stitch Program. https://www.austintexas.gov/department/our-future-35-austins-cap-and-stitch-program Accessed 3/4/2023. (4) Austin wants feedback on I-35 'cap and stitch' proposal. https://www.bizjournals.com/austin/news/2021/09/08/i-35-cap-and-stitch-feedback-wanted.html Accessed 3/4/2023. (5) Houston District - Texas Department of Transportation. https://www.txdot.gov/about/districts/houston-district.html Accessed 3/4/2023. (6) TxDOT Districts - Texas Department of Transportation. https://www.txdot.gov/about/districts.html Accessed 3/4/2023. (7) Careers - Texas Department of Transportation. https://www.txdot.gov/about/careers.html Accessed 3/4/2023. (8) Texas Department of Transportation. https://www.txdot.gov/ Accessed 3/4/2023. (9) See live traffic cameras - Texas Department of Transportation. https://www.txdot.gov/discover/live-traffic-cameras.html Accessed 3/4/2023. (10) TxDMV - Vehicle Registration Renewal. https://renew.txdmv.gov/Renew/registrationrenewal/jsp/txdot_reg_ren_enter_vehicle_info.jsp Accessed 3/4/2023.	See Comment #8
3104	Steven Knebel	1/12/2023	Email	sknebel@mlrpc.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.Cheers	See Comment #8
3105	Steven Knebel	2/8/2023	Email	sknebel@mlrpc.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. We employ about 175 people in the Central Texas Area and they are commuting or traveling to clients every day and enjoying the region during their down time. These improvements are critical to support the continued growth of our region but also to sustain the Great Place to Live and Work which also supports the overall Texas economy. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT.	See Comment #8
3106	Steven Kruse	3/7/2023	MyCapEx Website - Comment Form	kruse2steven@yahoo.com	Do not widen/no build	Chito Vela is a disease to Austin.	See Comment #5
3107	Steven Marte	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. The future involves public transport and less reliance on cars and this expansion will steer us in the furthest direction from that. To follow through with this plan would be to, ironically, tear this country down even further.	See Comment #5
3108	Steven McMillan	1/18/2023	Email	Steven.McMillan@eec-tx.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3109	Steven Meyer	3/7/2023	Email	smeyer@goanteater.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3110	Steven Ollek	1/19/2023	MyCapEx Website - Comment Form	stevenollek@gmail.com	Regional connectivity	Please include a plan to revive and implement the Lone Star Rail project, or something similar, to enable multi-modal transit between San Antonio and Austin. Adding lanes is proven never to work, it induces demand and tax payers will be dealt an even larger tax bill to maintain and operate the added cement, pot holes and snow/ice service required year-to-year. The real cost of these efforts is the operations and maintenance, not the initial build out. That, and how much of an eyesore it will be leads me to send this feedback and hope that we, as Texans, get out of our own way with our car-first policy making.	See comment #1

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
3111	Steven Schelling	3/7/2023	Email	sschelling13@Gmail.com	Air quality/climate change	Mobility35 Program Manager Tommy Abrego, I would rather drive in rush hour traffic every time I get in my car than see the environmental and societal impacts that expanding 35 would have on the city of Austin. I live in Montopolis and drive on I-35 constantly. Have you ever been to Houston? The place is one giant 8-lane hellscape that is literally ranked one of the least pedestrian friendly cities in the country; we should do everything we can to avoid looking like that nightmare of a highway system. I want my representatives to stand up for my interests here, I stand FIRMLY against 35's expansion.	See Comment #18
					Multimodal transportation	I would see this money go to so many other public transportation options,	See Comment #20
					Community alternatives	especially Rethink35, which would reroute nonlocal traffic around Austin, before it went to a disgusting concrete monolith through the heart of my favorite city that will not fix congestion and will literally displace Austin residents and long-standing businesses.	See Comment #4
3112	Steven Self	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/No Build	Mobility35 Program Manager Tommy Abrego, Study after study shows that the expansion of highways is only a temporary and short-lived solution to congestion problems.	See Comment #5
					Reroute to 130	All that time and effort (and money!) could be better spent on public transportation options and rerouting Austin through-traffic to other roadways	See Comment #3
					Air quality	Don't make Austin worse by routing yet more traffic and it's accompanying woes (pollution, congestion, etc.) through our city.	See Comment #558
3113	Steven T Lane	1/29/2023	MyCapEx Website - Comment Form	txdot@sustainablesa.com	Regional connectivity	My community and many others want commuter rail between Austin and San Antonio. TxDOT's plan to expand I-35 should include rail transit.	See comment #1
3114	Steven William Eckhoff	3/4/2023	MyCapEx Website - Comment Form	sweckhoff@gmail.com	General Support	Dear TXDOT, I am writing to express my support for the proposed "cap and stitch" project for I-35 in downtown Austin. This project would create large decks over the lowered highway to connect the east and west sides of the city and improve mobility, safety, and livability for residents and visitors. As you may know, I-35 has been a historic barrier that divided Austin along racial and economic lines since its construction in the 1950s. The highway has also been a source of congestion, noise, pollution, and accidents for decades. The current design of I-35 does not serve the needs of a growing and diverse city that values equity, sustainability, and quality of life. The "cap and stitch" project would transform I-35 into an asset rather than a liability for Austin. By creating new public spaces over the highway, such as parks, plazas, trails, and cultural venues[2], the project would enhance the urban fabric of downtown and foster social cohesion among different communities[4]. By reducing traffic lanes and adding bike lanes, sidewalks, transit lanes, and crossings, the project would also promote alternative modes of transportation that are safer, cleaner, and more efficient[4]. The "cap and stitch" project is a once-in-a-generation opportunity to heal the wounds inflicted by I-35 on Austin's history and identity. It is also a visionary investment in Austin's future as a vibrant, inclusive, and innovative city. I urge you to approve this project as part of the I-35 Capital Express Central plan [6][7]and work with local stakeholders to ensure its successful implementation. Thank you for your consideration. Sincerely, Steven Eckhoff (1) I-35 Cap and Stitch | Downtown Austin Alliance. https://downtownaustin.com/what-we-do/current-projects/i35/ Accessed 3/4/2023. (2) Austin wants feedback on I-35 'cap and stitch' proposal. https://www.bizjournals.com/austin/news/2021/09/08/i-35-cap-and-stitch-feedback-wanted.html Accessed 3/4/2023. (3) Our Future 35 - Austin's Cap and Stitch Program. https://www.austintexas.gov/department/our-future-35-austins-cap-and-stitch-program Accessed 3/4/2023. (4) Austin wants feedback on I-35 'cap and stitch' proposal. https://www.bizjournals.com/austin/news/2021/09/08/i-35-cap-and-stitch-feedback-wanted.html Accessed 3/4/2023. (5) Houston District - Texas Department of Transportation. https://www.txdot.gov/about/districts/houston-district.html Accessed 3/4/2023. (6) TxDOT Districts - Texas Department of Transportation. https://www.txdot.gov/about/districts.html Accessed 3/4/2023.	See Comment #8
3115	Stuart Gourd	3/7/2023	MyCapEx Website - Comment Form	sngourd@yahoo.com	Business/residential displacement	I do not think that struggling homeowners and businesses should be displaced from any expansion. If any people are displaced, there should be a plan that makes them whole again. I think the city would be best served by tunneling I-35 underground to the extent possible, even though it would entail greater expense.	See Comment #21
3116	Stuart Shaw	2/7/2023	Email	stuart@bonnercarrington.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Stuart B. Shaw Austin resident since 1970 Sent from my iPhone	See Comment #8
3117	Su Jones	2/8/2023	MyCapEx Website - Comment Form	sjones@mwbuilders.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas. Su Jones	See Comment #8
3118	Sumit Guha	2/23/2023	Email	info@sg.actionnetwork.org	Bike/ped safety	Mr TxDOT TxDOT, Geography and climate make Austin TX an excellent place for biking and walking. But this is seriously impeded by motor vehicles – both large SUVs, 16 wheelers and other trucks. They cut into bike lanes where they even exist, turn recklessly and often cannot even see pedestrians and cycles that have right of way. Erecting a hug wide barrier down the middle of the city (I-35) was a bad policy when it began.	See Comment #30
					Air Quality/Noise	Widening if further will worsen conditions, force more people into cars for their own safety and increase noise and air pollution.	See Comment #34
					Reroute to 130	Through traffic – esp, large trucks should be diverted away from the city and that is where the expenditure of infrastructure funds makes sense.	See Comment #3
3119	sunil.pal	1/27/2023	Email	sunil.pal@utexas.edu>	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent via the Samsung Galaxy S10e, an AT&T 5G Evolution capable smartphone	See Comment #8
3120	Suraya Khan	1/31/2023	MyCapEx Website - Comment Form	surayakhan01@gmail.com	Regional Connectivity	With the constant commuting people like my husband and coworkers do between Austin and San Antonio, it makes zero sense to sit in traffic polluting our cities and wasting time. A high speed train between these two cities is essential for our economic growth, both for business and tourism purposes!	See comment #1
3121	Susan Barr	2/18/2023	VOH	sebarr12@yahoo.com	Emergency Services	I have concerns about how the fire trucks and ambulances, that wake me up in the middle of the night, are going to get through to the other side of I-35 via Woodland Ave.	See Comment #463
3122	Susan Barr	2/26/2023	VOH	sebarr12@yahoo.com	Do not widen/no build	The City has been struggling with the divisive nature of I-35 for decades. Closing the Woodland underpass would only continue this struggle. I applaud the cap and stitch measures further north and look forward to them closing the gaps. However, please do not close the Woodland underpass. My husband and I use it everyday to get home from work in a timely manner from a western suburb and the southwest area of town. Our Emergency services also use this underpass to get to the east side of the highway to access the northbound frontage road in a more timely manner. If it were closed, more traffic would be put on surrounding interior neighborhood roads that are already becoming more congested. Thank you for this opportunity to voice my family's concern. In closing, please do not close the Woodland Ave underpass.	See Comment #5
					Reroute to 130	Please reroute all of the highway traffic, that does not need to be going down the center of the City via I-35, to SH130, as originally envisioned. Removing the toll from SH130 would relieve the burden from the use of this highway and relieve a lot of the congestion from I-35. With all of the Austin growth, in due time, SH130 will not be that far out of town.	See Comment 33
3123	Susan Engelking	3/6/2023	Email	engelkingsusan@gmail.com	Do not widen/no build	Email copy: Hello TxDOT — Please include the attached memorandum in the official hearing record for the I-35 Capital Express Central Project. Please reply to confirm receipt. Thank you. The complete PDF is located in the public hearing summary, appendix F: The time to incorporate this protected infrastructure for micromobility is before the built environment gets built. With this one act, you can increase the capacity of this project and reduce congestion on the highway—just what you're trying to do.	See Comment #5
					Bike/ped safety	TxDOT can incorporate a protected network for micromobility—small electrical vehicles, bicycles, pedestrian-friendly—into the $5 billion I-35 project. You can do this without adding to the cost of this project.	See Comment #30
3124	Susan Kleinman	3/7/2023	MyCapEx Website - Comment Form	susan.kleinman@att.net	Multimodal transportation	Regarding future plans for I35, I'd like you to consider having lanes and ramps for bus transportation, so it is efficient and encourages ridership.	See Comment #20
3125	Susan Moffat	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Dear TxDOT, I'm writing to express my opposition to the expansion of I-35 as currently proposed. A few quick points: • The Austin community has been united behind a 'no higher, no wider' expansion, which it is still possible to do.	See Comment #5
					Community alternatives	• The proposed underground pedestrian tunnel at Airport Boulevard will be incredibly dangerous, especially for women walking alone, and should be scrapped. I strongly urge to you consider community alternatives to expansion, including those presented by Reconnect Austin and Rethink35. Thank you for your consideration.	See Comment #4
					East/West Connectivity	• Any change to I-35 should provide east-west crossings every 1/4 mile through a cap and stitch approach.	See Comment #20
3126	Susan Narvaiz	1/27/2023	Email	susan.narvaiz@heldenfels.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3127	Susan Pantell	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I strongly oppose TxDOT's Preferred Alternative for the I-35 Capital Express Central project. I especially object to increasing the number of lanes. I support the Rethink35 proposal to remove the highway through central Austin. I live in Austin less than one mile east of I-35, and I do not drive on I-35 at all because I prefer to use the local roads.I would not use the expanded I-35 that you are planning to build.	See Comment #5
					Public transit/Multimodal transportation	TxDOT should focus instead on multi-modal options, in particular, a rail line between Austin and San Antonio along the I-35 corridor, and bus rapid transit lanes and on ramps in Austin. TxDOT should move funding from road expansion projects to rail and transit, which would have far greater benefits to air quality and climate change emissions and contribute toward congestion reduction. TxDOT's implementation of the NEPA process is too formulaic. Although you made a few small changes to the project in response to the community's concerns, you are not nearly responsive enough to public comments. You are pushing forward with the project as you envision it instead of working with the public, including the city of Austin and Travis County, to revise the project to better meet the needs of the community.	See Comment #13
					Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austn and I completely oppose TxDOT's current plans for I-35 and any expansion. I would really like to see some creative thought on this project. A boulevard through town would be great.	See Comment #5
					Reroute to 130	Designating another highway the interstate so that central Austin is not used for that.	See Comment #3

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
3128	Susan Pascoe	3/1/2023	Email	spascoe@grandecom.net	Air quality/noise	They worsen congestion (just look at the Katy Freeway), air noise and water pollution, safety issues and more traffic in a short time. We need to looking at methods to reduce traffic, not increase it! We should look at projects in other cities so we do not reinvent the wheel. Other cities have removed their highways and produced lovely boulevards and parks. Austin needs to do the same. I expect TxDOT, Austin City Council, and other representatives to stand up for me. My representatives need to listen to their constituents.	See Comment #34
					Latent/Induced Demand	I think TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, and its traffic modeling is flawed. With current climate concerns, Austin does not need more concrete. Highway expansions DONT work.	See Comment #18
3129	Susan Richardson	1/22/2023	MyCapEx Website - Comment Form	texsus59@yahoo.com	Regional connectivity	The widening of I-35 is pointless both for traffic that exists now and in the future. Widening roads without improving transit is a waste of money, as it only induces more demand and results in the same traffic and more pollution. The love affair that most Texans have had with both the open road and their automobiles over the last fifty to sixty years is now drawing towards its natural end. Residents of San Antonio, Austin, and all residential areas in between have all gone sour on the I-35 corridor commute - to the point that they will go out of their way to access the overpriced SH130 toll road. Going forward, please include a plan to revive the Lone Star Rail proposal for linking Austin and San Antonio with regular commuter rail. I am a 40-year resident of San Antonio and have severely limited attending ANY events in Austin or visiting friends who live there over the last decade due to the painful exercise of driving there as have my Austin friends with regard to coming here to San Antonio. Friends living even slightly north of downtown San Antonio also utilize alternative routes such as US 290 when they must travel to Austin. When I must travel north annually to visit family members in Kansas and Illinois, I do not and have not used I-35 since the completion of SH 130. All of my fellow San Antonians also utilize the toll road when heading to cities and states further north. Texans deserve a functional commuter and light rail system - construction of such is long overdue and even a greater need for it is on the horizon.	See Comment #1
3130	Susan Somers	3/7/2023	Email	somerss@everyactioncustom.com	Air quality	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DEIS. However, I do not believe that the air quality and climate change analysis is sufficient. Specifically, I request that TxDOT address all the following before finishing the Final Environmental Impact Statement: – Air Quality analysis must look at PM 2.5, PM 10, and NOx. TxDOT only analyzed CO which is easy to study and they know they would clear. – Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level. – The fact that we are so close to non-attainment for PM 2.5 is likely why TxDOT did not do the analysis. And likely why they are pushing for an FIES and Record of Decision by August (prior to Texas being required to comply with new standards). – TxDOT needs to do a quantitative analysis and health impact assessment for all pollutants. – Greenhouse gas emissions analysis is incomplete, it only looks at construction, not long term. Also, the models are based on the CAMPO regional growth forecasts, which assume the expected effects on housing and other real estate decisions that widening this freeway will cause. The model must be able to analyze the cumulative climate emissions outcomes of variable alternative investment scenarios, travel behavior assumptions, and regional growth alternatives, or it is somewhat meaningless. Thank you for all that TxDOT is doing to improve the health of all the people of the Austin region and reduce the heavy negative health impacts of our transportation system.	See Comment #558
						Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #564
						Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposals. I wish I did not have to drive as much as I have to drive today. Driving is one of the most dangerous way to travel in Texas, with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.. The travel demand models that only seek to optimize this project to slightly speed up long distance single occupant vehicle travel do not represent my needs and desires or the vast majority of the reasons that I need safe, multimodal access in the Austin region. The regional growth forecasts that project a future with the vast majority of residents living in car-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the lifestyle that I want to live. Please build an analytical model to be able to understand how different alternative transportation investment scenarios will provide for safe, multimodal access for each neighborhood in the Austin region. This should analyze how many jobs people from each census tract or transportation analysis zone can reach within a half hour by walking, biking, wheelchair, transit, and personal motorized vehicles in the no build, alternative 2, modified alternative 3, ReThink35, and Reconnect Austin scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable Transit-Oriented Development scenario that was made available to the Texas A&M Transportation Institute when they were developing analysis for this project. Please optimize any scenario to improve safe, multimodal access for people across the Austin region for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant vehicle trips. Thank you for all that TxDOT is doing to improve safe, multimodal access for all. Sincerely, [redacted]	See Comment #564
						Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero by 2050. Crashes are measurably more important than congestion and cost the people of the Austin region more – using National Safety Council costs of crashes methodology to compare to Texas A&M Transportation Institute congestion methodology. The Texas Transportation Commission Minute Order 115481 directs TxDOT Austin to "work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. The Commission acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing fatalities. It is further ordered that the divisions and districts of the department shall 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." I am concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Road to Zero goal. While reaching zero traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is on target to meet the 2035 goal to cut deaths in half is completely doable and within TxDOT's grasp, based upon the design of the facility and various choices that would result from unambiguously having this goal as the top purpose and need of this project. No project should move forward without a reasonable expectation that the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. Thank you for all that TxDOT is doing and will do in the further development of this project to end traffic deaths.	See Comment #564
3131	Susan Somers	3/7/2023	Email	info@email.actionnetwork.org	Multimodal transportation	Mobility35 Program Manager Tommy Abrego, I have written several letters tonight but this one is in my own words. I have sent several other letters both on my own behalf and that of Austin's Urban Transportation Commission over the last few years. Bottom line, the TxDOT plan does not meet the goals of Austin. We need a plan that is truly no higher and lower. We need options other than highways. We don't need years and years of construction for a project that minimally improves congestion for a couple years. Highway expansions don't work. I'm willing to accept an I-35 plan that completely buries the highway and stitches our city back together, but this plan isn't it. I ask you to truly let the citizens plan this project.	See Comment #20
3132	Susana Carranza	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, For local traffic, we should prioritize public transit and alternate means, such as walking, biking, etc. I-35 already divides our city. What we need is more ways to reconnect, but TX DOT planned expansion will further separate East and West. That is shameful and will hurt the city and the region in the long run. There is no reason interstate traffic should cut through the heart of a city. Multiple cities around Texas have diverted non-local traffic, significantly reducing the demand. I live on a high rise on I-35 in the Rainey Street area. The TX DOT project did not take into account the expected explosive growth of Rainey Street in the next few years. Our entire area will have limited access routes (including for emergency vehicles) throughout construction. The plans to use areas near the trail as construction staging and later permanent storage facilities will impact the large number of users, including Austinites and the growing number of visitors.	See Comment #5
					Latent/Induced Demand	We have seen in many metro areas (e.g. Katy) that adding lanes to a freeway in a metro area does not solve traffic.	See Comment #18
					Public transit/Multimodal transportation	At a minimum, I urge you to delay the start of the project until Project Connect system can provide more access to downtown during the extended construction period. But I urge you to go further. The future of transportation should not be based on cars. Our youth has already been transitioning away from cars to alternate means. Nobody will benefit from this costly expansion. Please consider alternatives, such as Rethink35, or other plans that do not require expanding.	See Comment #13
					Reroute to 130	Instead, the solution should include the diversion of non-local traffic to alternate routes (such as SH-130, just East of Austin).	See Comment #3
3133	Susana Carranza	3/7/2023	MyCapEx Website -	sucarranza11@gmail.com	Do not widen/no build	I live in a high rise on I35, downtown Austin in the Rainey Street neighborhood. I see firsthand how I35 separates the city. The expansion will worsen the separation between the East amd West sides, without resolving traffic issues. I urge you to not ignore the voices of our communities and not waste our tax dollars on pointless expansion.	See Comment #5
					Latent/Induced Demand	We have seen from countless cities that adding lanes only leads to more traffic and does not solve the issue of congestion long term.	See Comment #18

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
3133	Susana Carranza	3/7/2023	Website Comment Form	susanranza1214@gmail.com	Public transit/Multimodal transportation	We also need to delay any work on the project to allow Project Connect to proceed, providing alternate transportation to ease disruption during I35 construction.	See Comment #13
					Reroute to 130	We need diversion of long haul traffic to existing highways, such as SH130 which will substantially reduce local traffic.	See Comment 33
3134	Susana Prince	3/7/2023	VOH	suslanda@gmail.com	East/West Connectivity	I would like to see fewer lanes on I35, more ecology and restoration, and emphasis on East / West connection.	See Comment #20
3135	Susanna McBee	2/2/2023	MyCapEx Website - Comment Form	susanna.mcbee@gmail.com	General information request	Who will be attending the hearings? Is it staff only or will the TXDOT Commissioners be present?	General information request
3136	Susanna McBee	2/9/2023	VOH	susanna.mcbee@gmail.com	Do not widen/no build	Thank you for your work to solve traffic problems! I am not in favor of the current plan. I've driven in cities with HOV lanes, Houston, for example, and am always amazed at how few cars there are on these lanes! I am often the only car on HOV lanes. Pedestrian and bike lanes and the "stitches" planned to connect east and west Austin, are also not necessary, especially considering what's involved in creating them. Please rethink your plans!	See Comment #5
3137	Suzannah Garcia	3/5/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of District 9 in Austin and I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion.	See Comment #5
					Reroute to 130	I am for redesignating another highway such as SH-130 as an interstate,	See Comment #3
					Public transit/Multimodal transportation	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. Ten (10) years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #13
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand.	See Comment #18
3138	Suzanne Phillips	1/30/2023	Email	jrspphillips02@att.net	General Support	I avoid this interstate when traveling through Texas. I once lived in Austin but I will never come back because of the traffic congestion. I support plans to improve this. Sent from my iPad	See Comment #8
3139	Suzanne Valentine	2/9/2023	Verbal Comment	info@email.actionnetwork.org	General Support	I support the I-35 project because I've been an Austinite since 1992 and I remember when 183 was not a freeway and it was really cumbersome and difficult to get from point A to point B. I also, know from 30 years of driving on I-35, that trying to enter the interstate, especially at the lower deck is extremely dangerous. In fact, it's been compared to entering the Mad Max Thunderdome. It is really frightening. While I understand that there's going to be impacts to businesses and homes related to this project, as a city, we are needing to grow and grow in a way that allows people to move safely around the city. Whether that is transportation with cars, and vehicles, buses, like this, or also adding in the Project Connect changes, is just how a large city should grow. Thanks.	See Comment #8
3140	Suzanne Walsh	2/10/2023	Email	Suzanne.Walsh@tpwd.texas.gov	Parks and Water Quality	**Email Copy:** Sonya, Please see attached letter for TxDOT Austin District's I-35 Capital Express Central Project in Travis County (CSJ: 0015-13-388). If you have any questions, please let me know. Sincerely, **The complete PDF is located in the public hearing summary:** •TPWD recommends that TxDOT's Form "Documentation of Texas Parks and Wildlife Department Best Management Practices" in Appendix D for Agency Coordination should be updated to list the full language of all individual BMP within a given category and also document the additional measures agreed to during initial collaborative review. •TPWD notes that Section 3.17.5.2 (page 418) of the DEIS includes the implementation of all the General Design and Construction BMP as outlined in TPWD's Beneficial Management Practices: Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources (Version September 17, 2021). TPWD recommends updating the DEIS to list the General Design and Construction BMP with other minimization measures in Section 3.11.12 and adding the full BMP language for General Design and Construction BMP to TxDOT's Form "Documentation of Texas Parks and Wildlife Department Best Management Practices" in Appendix D for Agency Coordination. •TPWD recommends updating the DEIS to list the Stream Crossing BMP with other minimization measures in Section 3.11.12 and adding the full BMP language for these Stream Crossing BMP to TxDOT's Form "Documentation of Texas Parks and Wildlife Department Best Management Practices" in Appendix D for Agency Coordination, including: oUse spanning bridges rather than culverts, where practical. oDesign bridges for adequate vertical and horizontal clearances under the roadway to allow for terrestrial wildlife to safely pass under the road. •TPWD recommends updating the DEIS to list the Invasive Species BMP with other minimization measures in Section 3.11.12 and adding the full BMP language for the Invasive Species BMP to TxDOT's Form "Documentation of Texas Parks and Wildlife Department Best Management Practices" in Appendix D for Agency Coordination. •TPWD recommends that compensatory mitigation for impacts to Waters of the U.S. should be listed in all necessary sections. Additionally, the TPWD recommends compensatory mitigation for all losses of Waters of the U.S. due to unavoidable impacts from the project, including non-notification wide permits. •TPWD recommends the placement of energy dissipators to reduce water velocity to minimize erosion in the project area.	Recommendation: TPWD recommends that Appendix D for Agency Coordination (page 13) should include this letter with an attachment of TPWD's recommendations during the scoping period and TxDOT's comments to TPWD's recommendations to document all correspondence on this proposed project. **TxDOT Response: This letter will be included to the Appendix D in the Final EIS.** Recommendation: TPWD recommends that TxDOT's Form "Documentation of Texas Parks and Wildlife Department Best Management Practices" in Appendix D for Agency Coordination should be updated to list the full language of all individual BMP within a given category and also document the additional measures agreed to during initial collaborative review. **TxDOT Response: An updated version of the "Documentation of Texas Parks and Wildlife Department Best Management Practices" will be included in Appendix D of the Final EIS.** Recommendation: TPWD notes that Section 3.17.5.2 (page 418) of the DEIS includes the implementation of all the General Design and Construction BMP as outlined in TPWD's Beneficial Management Practices: Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources (Version September 17, 2021). TPWD recommends updating the DEIS to list the General Design and Construction BMP with other minimization measures in Section 3.11.12 and adding the full BMP language for General Design and Construction BMP to TxDOT's Form "Documentation of Texas Parks and Wildlife Department Best Management Practices" in Appendix D for Agency Coordination. **TxDOT Response: The General Design and Construction BMPs listed in Section 3.17 of the Final EIS will be revised and an updated version of the "Documentation of Texas Parks and Wildlife Department Best Management Practices" will be included in Appendix D of the Final EIS.** Recommendation: TPWD recommends updating the DEIS to list the Stream Crossing BMP with other minimization measures in Section 3.11.12 and adding the full BMP language for these Stream Crossing BMP to TxDOT's Form "Documentation of Texas Parks and Wildlife Department Best Management Practices" in Appendix D for Agency Coordination, including: • Use spanning bridges rather than culverts, where practical. • Design bridges for adequate vertical and horizontal clearances under the roadway to allow for terrestrial wildlife to safely pass under the road. **TxDOT Response: The BMPs listed 3.11.12 (Texas Parks and Wildlife Coordination) will be revised and an updated version of the "Documentation of Texas Parks and Wildlife Department Best Management Practices" will be included in Appendix D of the Final EIS.** Recommendation: TPWD recommends updating the DEIS to list the Invasive Species BMP with other minimization measures in Section 3.11.12 and adding the full BMP language for the Invasive Species BMP to TxDOT's Form "Documentation of Texas Parks and Wildlife Department Best Management Practices" in Appendix D for Agency Coordination. **TxDOT Response: An updated version of the "Documentation of Texas Parks and Wildlife Department Best Management Practices" will be included in Appendix D of the Final EIS.** Recommendation: TPWD recommends that compensatory mitigation for impacts to Waters of the U.S. should be listed in all necessary sections. Additionally, TPWD recommends compensatory mitigation for all losses of Waters of the U.S. due to unavoidable impacts from the project, including non-notification Nationwide Permits. **TxDOT Response: TxDOT is working with the U.S. Army Corps of Engineering on all water resources related permitting. More information on this topic will be available in the Final EIS.** Recommendation: TPWD recommends the placement of energy dissipators to reduce water velocity to minimize erosion in the project area. **TxDOT Response: TxDOT is planning to incorporate energy dissipation at the drainage tunnel outfall into the Colorado River.**
3141	SYDNEY BECKNER	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin (District 6) and am writing to express my opposition to TxDOT's proposed plan to expand Interstate 35 through Austin. It is my belief that this plan is not in the public's best interest. As more drivers begin to use the expanded highway, traffic volume increases, and the travel time gradually returns to its previous congested state. This leads to a vicious cycle of building more lanes to accommodate increased traffic, which only further induces more traffic, leading to more congestion and pollution. This means that the proposed plan would only create more congestion and gridlock, which is not a long-term solution to Austin's traffic problems. Instead of expanding the highway, I strongly urge you to prioritize public transit in the state. Reducing the amount of short distance car drivers on the roads, also reduces the potential for wrecks and frees up space for more long distance drivers, like truckers. This would provide a more sustainable and equitable solution to Austin's traffic problems while also promoting economic growth and reducing carbon emissions. I hope that you will consider these concerns and reconsider the proposed plan for expanding Interstate 35.	See Comment #5
					Latent/Induced Demand	Expanding highways and adding more lanes may seem like a logical solution to reduce traffic congestion. However, studies have shown that this approach actually leads to increased traffic and congestion in the long run. This phenomenon is known as Induced Demand. When additional lanes or roads are added to a highway, it creates more space for cars to move, which initially results in faster travel times. However, this additional capacity ultimately attracts more drivers who may have previously avoided the highway due to traffic.	See Comment #18
					Business/residential displacement	Additionally, I am deeply concerned about the displacement of homes and businesses that would be caused by this plan. These individuals and families have built their lives and livelihoods in these areas, and their displacement would cause a significant disruption to their lives.	See Comment #21
					Public transit/Multimodal transportation	Therefore, instead of expanding highways and adding more lanes, it is essential to invest in sustainable transportation options such as public transit, biking, and walking infrastructure. These options can promote a more efficient and equitable transportation system, reduce traffic congestion, and mitigate climate change.	See Comment #13
3142	Sydney Briggs	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, To whom it may concern, I am writing as a resident of east Austin to share my opposition to the expansion of I35. Our community needs solutions that prioritize the people living here and make Austin's streets a hospitable place to be. Ramming a highway through the city and cutting off the Eastside was a terrible choice when it was made and there's no excuse for further compounding it.	See Comment #5
					Latent/Induced Demand	Widening the highway will not solve our traffic problems, it will just create more traffic, the new lanes will quickly fill up,	See Comment #18
					Community Alternatives	We need to be seriously studying how to ameliorate the damage from that decision through plans like Reconnect Austin and Rethink35. Sincerely,	See Comment #4
					Business/residential displacement	and homes and businesses will have been destroyed for nothing	See Comment #21
3143	Sydney Kelley	1/31/2023	MyCapEx Website - Comment Form	sydney.fly13@gmail.com	Regional connectivity	I would love to see a regular, inexpensive train from San Antonio to Austin! It would be such a great option for our family, better and easier than our car.	See comment #1
3144	Sydney Mabry	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/No Build	Mobility35 Program Manager Tommy Abrego, I am a resident of South Austin; I live right by Ben White Blvd and 1st St. I fully oppose the expansion of I-35. Increasing lanes is not the answer to traffic. More space on the road, simply put, means space for more cars. The commute will just become 5 lanes of traffic instead of 2 or 3. I don't understand why TxDOT is actively choosing to make life worse for the people of Austin. If the concern is local rush-hour traffic, fund and increase public transit as an incentive to get people off the road. I expect Austin City Council to stand up for me, and to oppose TxDOT's expansion plan.	See Comment #5
					Reroute to 130	If the concern is for non-local cars, reroute them around Austin instead of through it, like in other cities along I-35.	See Comment #3
3145	Sylvia Marroquin	2/3/2023	MyCapEx Website - Comment Form	ArmadilloRealty@gmail.com	Noise	I live on the 900 blk of willow St. I dont understand the plan for the end of our street at IH 35. Pleaese explain! Also looks as though the highway will be literally at the end of our street. Is there to be any noise reduction? This should be underground as being done just north of Cesar Chavez.	See Comment #69
3146	Sylvia Rzepniewski	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Dear Tommy, I am a resident of Travis County living three blocks off of buzzing South Congress, two blocks south of Riverside, and about seven blocks west of I35. I'm writing to implore you and your peers to not support the current TxDOT's plans for I-35 until there are better alternatives to the expansion. nstead of prioritizing a highway expansion, which other cities can attest - doesn't work and only encourages more driving and worsens congestion, as well as causes significant air, water, and noise pollution - we should be responding to the rise in volume of cyclists and pedestrians and the healthy evolution of Austin. I've personally been witness to one too many cyclist accidents and one too many pedestrian fatalities within a few blocks of my home on both Riverside and SoCo. In 2022, pedestrian fatalities accounted for 42 percent of traffic fatalities, up from 31.7 percent in 2021 (Austin Monitor). The proximity of I-35 to our community is a great influence on drivers' behaviors and I fail to see how a highway expansion will make our community safer. Including more pedestrian- and cyclist-friendly crossings at major arterials in the I35 and rest of city designs will reduce accidents and promote healthier travel alternatives. Investing in more pedestrian and cyclist friendly modifications and additions will reduce traffic, pollution, and road rage and increase safety, GDP, and a sense of community. You read that right - GDP. Increased foot and cycling traffic increases the exposure of new businesses to new customers and the city bike share rentals, which contribute directly to Austin's financial health.	See Comment #5
					Community alternatives	Please tell TxDOT that this project MUST be transit-first and world class for transit. High Occupancy Vehicle (HOV) lanes are NOT good enough for public transit. I'm a supporter of Rethink35 and encourage you to work with the representatives therein in crafting a plan that makes better sense for the people and city of Austin. With great sincerity and concern,	See Comment #4

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
3147	Sylvia Sharplin	3/7/2023	Email	sylvia@moreland.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Texas Real Estate Commission Information About Brokerage Services	See Comment #8
3148	Tabrez Syed	3/7/2023	MyCapEx Website - Comment Form	tabrez.syed@gmail.com	Do not widen/no build	Dear TxDOT, I am writing to express my concerns regarding the expansion of IH 35 in Austin. While I appreciate the need to improve transportation infrastructure, I believe that the current expansion plan is deeply flawed. My main concern is that the expansion will destroy many valuable neighborhoods and businesses in the area. I understand that the project is intended to address traffic congestion, but I believe that this can be accomplished without sacrificing the livelihoods of so many people. Furthermore, I have serious doubts about the efficacy of the proposed expansion. Many studies have shown that simply adding more lanes to a highway does not necessarily reduce traffic congestion in the long term. I worry that this project is being pursued without a comprehensive analysis of all possible solutions. I urge you to reconsider the current plan for expansion and work to find a solution that is both effective and respectful of the needs of the community. I believe that it is possible to improve transportation infrastructure in Austin without sacrificing the character and vitality of our city. Thank you for your attention to this matter. Sincerely,	See Comment #5
3149	Tait Selvik	3/7/2023	Email	info@email.actionnetwork.org	Bike/ped safety	Mobility35 Program Manager Tommy Abrego, We need safer street to walk and bicycle , folk that want to walk it bicycle should not have to fear death from a motor vehicle. Transportation alternatives are how we relieve traffic. We have near non existent train system in the fastest growing city in our country. It is in my heart that Austin should be the lead on transportation alternatives and healthy streets for humans , not cars. when you design roads for cars then you have unhealther murderous environments for everyone not in a car. Don't you think folk shouldn't have to die or risk their life to bicycle to work? Or walk with their children? What are our values ? When you 20x down on car centric culture you communicate your values to the community. The amount of cars with one person is sickening. We deserve healthy streets, where one shouldn't have to fear being run over!	See Comment #30
3150	Talley J. Williams	2/7/2023	Email	twilliams@mwswtexas.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Talley J. Williams Notice: This e-mail message and accompanying communication and/or documents are intended for the exclusive and confidential use of the individual or entity to which this message is addressed, and unless otherwise expressly indicated, is confidential, privileged, and should be read or retained only by the intended recipient. Any dissemination, distribution or copying of the enclosed material is prohibited. If you receive this transmission in error, please notify us immediately and delete it from your system. The statements contained herein are not intended to and do not constitute an opinion as to any tax or other matter. They are not intended or written to be used, and may not be relied upon, by you or any other person for the purpose of avoiding penalties that may be imposed under any Federal tax law or otherwise.	See Comment #8
3151	Tamara Fields	1/26/2023	Email	tamaradionnefields@yahoo.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Tamara Fields Sent from my iPhone	See Comment #8
3152	Tamara Waddell	3/7/2023	Email	info@sg.actionnetwork.org	Air Quality/Noise	Mr TxDOT TxDOT, Hello, I am an Architect, mom of 2 small children and a resident at 1412 Willow St. in East Austin, Travis County Precinct 4. I live just four blocks from I-35 and use the highway every day, but it is a dangerous, miserable experience and I do NOT support expanding the highway. I've looked at the evidence and I know that expanding highways doesn't work. It encourages more driving and worsens congestion and causes significant air, water, and noise pollution, all of which disproportionately impact low income communities and people of color. I know because I hear and breathe I-35 day and night because I live within the zone impacted by the noise and air pollution. I am writing to ask you to pass a resolution that you will NOT support TxDOT's I-35 expansion until they consider alternatives like Rethink35. Please consider endorsing the amendments that were included in Austin City Council's I-35 resolution, which passed overwhelmingly on Feb. 23. Best,	See Comment #34
					Community alternatives	We have a once in a lifetime opportunity to embrace transformative change like that proposed by Rethink35,	See Comment #4
					Reroute to 130	which aims to make a lasting, permanent transformation of our quality of life in Austin by moving the highway to SH-130 and converting the current I-35 corridor into a mixed-transportation boulevard capable of moving more local traffic more efficiently than I-35 does.	See Comment #3
					Multimodal transportation	This project needs to be a future-oriented, transit-first project, not another 1960s-style, outdated infrastructure project doomed to fill up with more traffic than we currently have. HOV lanes are great, but we could seize this opportunity to do so much more, including incorporating trains, buses, bike lanes and other clean-energy, forward-thinking designs aimed at building sustainable cities of the future. Austin should lead, not follow, in building those cities, and we should not squander this once-in-a-generation opportunity.	See Comment #20
3153	Tamara Wilhelm	3/7/2023	Email	tazmatra@gmail.com	Wilshire	Good Evening, I live in the Wilshire Wood/Delwood 2 Neighborhood on Wilshire Boulevard. Though I fully support the removal of the upper decks of I-35 and the plans to further connect East and West Austin, I have grave concerns about the proposal to convert my quiet, 100% residential street into a connector between 41st and Airport Boulevard. As it stands now, traffic from the 41st/Hancock Center crossover is currently diverted onto the feeder road by being forced to take a left onto the feeder road where Airport Boulevard is then quickly and easily accessed by taking a right. When the Mueller development went in, great efforts were made in the past to mitigate and stop increased traffic in this historic neighborhood by adding longhorns. I ask you to do that again by creating a longhorn where Wilshire meets with the east side of I-35 so that cross traffic from 41st would continue to be diverted onto the feeder road with quick access to Airport. When the occasional car cuts through our neighborhood, it's very dangerous to back out of some of our driveways. My street has a gentle curve to it, so we all drive slowly to accommodate this. My husband's car was even hit along the rear because a car came zooming through and went around a speed bump which brought them to the edge of my driveway (and the back of our car). Our neighborhood also includes Maplewood Elementary and a very active Patterson Park where we have many planned neighborhood activities and events. It has a playground, swimming pool, community gardens, a very busy soccer field, skate ramps and the Pharr Tennis Center. Historically it has been, and continues to be, a park that brings in many from Cherrywood, French Place, Mueller and more surrounding east side neighborhoods.	See Comment #9
					Bike/ped safety	Please protect and preserve all of the work that has gone in to make it a pedestrian and bike friendly neighborhood. Because it is so easy to get to Airport from the feeder, I hope you will see there is no reason to create a cut-through that would make it exponentially more dangerous, not just for the neighbors, but also for all park go-ers and bike riders. Sincerely, Tamara Wilhelm	See Comment #30
3154	Tan D. Tran	1/26/2023	MyCapEx Website - Comment Form	tan.d.tran@imegcorp.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. This is a public transportation project that is MUCH MUCH overdue. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
3155	Tandera Louie	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/No build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin,Tx since 1987 and I oppose txdots plans for 35 expansion because it's been proven this will not decrease traffic and will only ruin green spaces, make traffic worse, cause construction for a long time, and cause more pollination. . I am for more public-transit for austin residents and don't believe the state has our community in mind. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. It's really baffling that y'all can just turn your backs on facts. Do not build more highway in the middle of our city. Seriously, what is wrong with you? There is no logic behind it.	See Comment #5
					Air quality/climate change	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #18
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
3156	Tanner Powell	3/6/2023	MyCapEx Website - Comment Form	tannerpowell@duck.com	Bury/tunnel	Would prefer the highway to be in a tunnel, freeing up the above space. Definitely don't want it widened without covering it.	See Comment #25
3157	Tanya Babitch	3/7/2023	VOH	tinyrabbits@gmail.com	Do not widen/No Build	Please don't proceed with this massive multi-lane expansion. The evidence simply doesn't seem there that this will actually improve our traffic. Studies of similar projects don't demonstrate results that would justify the disruption and cost of this project.	See Comment #5
3158	Tanya Cazares-Guajardo	1/31/2023	MyCapEx Website - Comment Form	tanyamcazares@gmail.com	Regional connectivity	San Antonio is the largest city without railroad transportation. Building something for commuters to get to and from Austin and San Antonio would free up i35 and 1604 and would lessen emissions on the road.	See comment #1
3159	Tara Jackson	3/7/2023	Email	info@email.actionnetwork.org	Multimodal transportation	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin and have lived here for 23 years. I strongly oppose TxDOT's I-35 expansion plans. Expanding highways is an ineffective short-term solution. It is a waste of taxpayer dollars and time/effort spent on construction. If this project did move forward, where will we be in 10 years as Austin's population increases substantially? Probably widening it again due to increased congestion. Widened highways are not only an eye sore, but also increase pollution and negatively impact the health of Austinites. Please put these funds toward a more long-lasting solution to our transportation problems. I'm more frustrated with Austin's car dependency than I am with its traffic, to the point where I'm planning to move away soon.	See Comment #20
					Bike/ped safety	Instead, Austin needs to invest in long-term, more sustainable solutions such as greatly improving public transportation, bike infrastructure, etc.	See Comment #30
3160	Tara Olivares	1/24/2023	MyCapEx Website - Comment Form	tmasling@gmail.com	Regional connectivity	I demand that TxDOT include a plan to revive the Lone Star Rail proposal to link Austin and San Antonio with regular commuter rail. Widening roads without improving transit is a waste of money, as it only induces more demand and results in the same traffic and more pollution.	See Comment #1
3161	Tara O'Neill	3/7/2023	MyCapEx Website - Comment Form	tara.s.oneill@gmail.com	Do not widen/No Build	I don't understand why we are talking about widening a highway when history has shown time and again (and again and again) that it doesn't improve traffic. All this project would do is tear down existing buildings, widen the void that runs through the center of Austin, and lead to even more cars driving along that route every day.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
3162	Tarryn Michelson	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/No Build	Mobility35 Program Manager Tommy Abrego, Hi, As a resident of south austin I strongly oppose TXDOT expansion of I-35. It will destroy many businesses and homes and not actually fix the traffic problem. You solve traffic by removing cars off the road. You remove cars off the road by investing in fast, comfortable, efficient public transport. I would love to see the ugly 35 turn in to a boulevard green space for the actual residents who live here. Not truckers, those passing through, or people who commute 2 hours from buda.	See Comment #5
					Community alternatives	Rethink35 has a great plan we should invest in as an alternative. Thank you, A south texas resident	See Comment 34
3163	Taryn Feigen	3/7/2023	MyCapEx Website - Comment Form	tarynfeigen@gmail.com	Do not widen/No Build	I am writing in strong opposition to an I-35 expansion. Austin does not want this plan. , displace vital homes and businesses along the corridor, and	See Comment #5
					Latent/Induced Demand	More lanes will generate more traffic through Induced Demand	See Comment #18
					Air quality	reduce air quality in Central Texas.	See Comment #558
					Bury/tunnel	Should the project proceed, I am in support of a substantial cap over the project from downtown to Airport Blvd and I support the redirection of thru truck traffic onto SH-130.	See Comment #25
3164	Tasca A Shadix	3/7/2023	MyCapEx Website - Comment Form	tshadix@gmail.com	Multimodal transportation	I-35 Capital Express Central Project - No Built Alternative preferred I'm keenly interested in the draft Environmental Impact Statement for the Capital Express Central Project, as a resident of the North Loop/Skyview neighborhood in Austin. I urge TxDOT to choose the No Build Alternative. This project would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. It would encourage the use of single-occupancy vehicles, promote urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan. If, however, TxDOT continues to pursue Modified Build Alternative 3, then I urge TxDOT to work with the City of Austin to ensure that the expanded highway includes adequate east-west crossings, as outlined by the Austin City Council Resolution on 2/23/2023, so that it doesn't worsen the east-west divide in our city. Thank you for your consideration, Tasca Shadix and James Bednar	See Comment #20
					East/West Connectivity	It would also worsen the east-west divide that has harmed our city for decades. This is not what I want to see happen to Austin.	See Comment #20
3165	Tatum Owens	3/1/2023	Email	tatumowens@utexas.edu	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, My name is Tatum Owens and I live in D9 in Austin, Texas. I'm also from San Antonio and use I-35 consistently in my travels back home and generally here in Austin. I can easily say it's fine as is and there are other options for getting where I need to go, it does not need more construction on it because we all know how much of a pain that congestion can be. Not to mention that extra lanes wouldn't help considering the gigantic lane expansion project in Katy, where my mom is from. I am well aware of the importance of getting around Texas and we simply don't need to expand in this way. It would cause so many more issues than the potential, false, decrease in traffic it proposes. I would consider other options such as choosing another highway such as SH-130 as an interstate, a boulevard going through town, or even a public transit-first project. Please don't expand I-35 we can't deal with the mess that would come with it, and you have so many better options!	See Comment #5
3166	Tawny Villain	3/2/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, "Adding car lanes to deal with traffic congestion is like loosening your belt to cure obesity." — Lewis Mumford, 1955 As both a bike commuter and a car commuter, I oppose expanding I-35. Driving in this town is a hyper-aggressive nightmare even on the best days. Rather than making our city rely even more on car culture, what if we spent all that money on making biking, walking and public transit safer, more accessible and more desirable? I'd like to see more safe and more frequent East-West crossings. At least every 1/4 mile AND with a protected pedestrian light. Every time I have to cross the 35 feeder on 4th street I am literally risking my life, TWICE. It's insane that this is the most frequently used east-west crossing and there is no protected pedestrian light for bikes and pedestrians to cross where cars are traveling upwards of 40-50 miles an hour. All non-high speed roadways in Austin should be designed for 25mph and be safe FOR ALL ROAD USERS. Even 20 is plenty, in my opinion. I walk and bike around town frequently and it is like I'm fighting for my life out there sometimes. Everyone is speeding and even sometimes ACTIVELY trying to run you off the road. It's no wonder few people feel safe enough to opt in to other forms of transportation. I live in an area where sidewalks are few and far between, leaving no option but to walk in the street. I've been yelled at to 'walk on the sidewalk' (where there isn't any!), honked at, passed by too close for comfort and its unacceptable. It's time to loosen the grip car culture has on this SMALL TOWN. Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. Because of a concept called "Induced Demand" most highway expansion projects are basically the equivalent of flushing public dollars down the toilet. When you expand a road, you simply encourage more people to drive, thus filling up the newly added lanes. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets. I have a bumper sticker that says 'Imagine I-35 as a hike and bike trail'. The irony is not lost on me, but really...imagine it. During peak Covid times when everyone wanted to be out walking and biking, safe streets were designated for these activities and the people turned out in droves. Make the options appealing, and people will choose them! I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied. I want more options than driving and I want those options to be safe, accessible and, dare I say?	See Comment #5
3167	Tawnya Hogan	3/7/2023	Email	info@sg.actionnetwork.org	Bike/ped safety	Mr TxDOT TxDOT, Hello, I'm writing to voice my concern on the plans to expand I-35. From the research I've done, it seems like the plans presented are counterintuitive to what the future of Austin and it's residents need. We need safer roads and walkways for bikers and pedestrians, not something that will discourage this behavior. As our city grows, we need more options for transportation and the plans TxDot has presented do not align with this.	See Comment #30
					Community alternatives	Community alternatives need to be taken into consideration and I kindly ask for you all to reconsider the current options as they are not what is best for Austin. Thank you,	See Comment #564
					Air quality	Expansion will only make our traffic problem worse, while adding to both noise and air pollution. We must do what we can to protect one of the biggest assets our city offers, beautiful green spaces, springs, and the Greenbelt.	See Comment #558
3168	Taylor Barnett	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, I'm an Austin resident in 78745. I OPPOSE TxDOT's plans for I-35 and I OPPOSE any interstate expansion. The time is not for more lanes or HOV lanes but alternative modes of transit to reduce the number of cars on the road in the first place. More lanes never work for the long term. Look at the Katy Freeway, the traffic is still horrible and more lanes didn't solve traffic. The whole methodology for the project has been flawed from the start. Instead we should look to other cities who have gotten rid of their city splitting interstates and how successful they have been. For local trips, I'd rather have a boulevard to travel on where I-35 is today. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
					Reroute to 130	More traffic should be using 130 instead and there should be more public transit where I-35 is today instead.	See Comment #3
3169	Taylor Cook	2/13/2023	Email	taylor.cook@gmail.com	Do not widen/no build	It is embarrassing that I can have this in Albuquerque/Santa Fe, but not Austin/San Antonio. We're falling so far behind and this $8 billion road is dumb, expensive, and a big step in the totally wrong direction. If we can't have a train now we should do nothing and wait for the state to get better leadership instead of screwing things up even more for future generations.	See Comment #5
					Regional Connectivity	With central Texas from Georgetown to San Antonio quickly becoming a super-region, we need fast, reliable, transportation that does not destroy the environment, consume land that is needed for housing, and destroy our quality of life. We need a train. A good forward looking, growth oriented plan would have a train connecting population centers around the I-35 corrador.	See comment #1
3170	Taylor Cook	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi, I am a resident of Austin in 78751. I can often hear I-35 from my home. That is now, without the expansion. I am surely breathing the exhaust from the road already and almost every day I have to find my way across or around this massive east/west impasse. Needless to say, I do not support the expansion of this dangerous, ineffective, and divisive scar on our community. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion.	See Comment #5
					Reroute to 130	If this is the best plan that Texas can come up with for now, I am for redesignating SH-130 as an interstate and prioritizing redeveloping the current I-35 corridor for public transportation. Central Texas today and in the future needs more efficient and environmentally friendly ways to more throughout the region and I-35 should be a high-speed rail corridor between Georgetown and San Antonio. This would be a huge mobility and economic boom for the region and even allow communities to reclaim land that is currently occupied by I-35. The land values and development potential reclaimed from the current interstate could easily off set the cost of a regional transit solution. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. When will TXDOT get tired of doing the same thing expecting different results. INSANITY!	See Comment #3
3171	Taylor Coppock	3/7/2023	Email	taylor.coppock@everyactionc	Latent/Induced Demand	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative.	See Comment #18
					Multimodal transportation	I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #20
					Latent/Induced Demand	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DEIS. However, I do not believe that the air quality and climate change analysis is sufficient. Specifically, I request that TxDOT address all the following before finishing the Final Environmental Impact Statement: – Air Quality analysis must look at PM 2.5, PM 10, and NOx. TxDOT only analyzed CO which is easy to study and they know they would clear.	See Comment #18
						– Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level. – The fact that we are so close to non-attainment for PM 2.5 is likely why TxDOT did not do the analysis. And likely why they are pushing for an FIES and Record of Decision by August (prior to Texas being required to comply with new standards). – TxDOT needs to do a quantitative analysis and health impact assessment for all pollutants. – Greenhouse gas emissions analysis is incomplete, it only looks at construction, not long term. Also, the models are based on the CAMPO regional growth forecasts, which assume the expected effects on housing and other real estate decisions that widening this freeway will cause. The model must be able to analyze the cumulative climate emissions outcomes of variable alternative investment scenarios, travel behavior assumptions, and regional growth alternatives, or it is somewhat meaningless. Thank you for all that TxDOT is doing to improve the health of all the people of the Austin region and reduce the heavy negative health impacts of our transportation system.	See Comment #20

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
3171	Taylor Coppock	3/1/2023	Email	ustom.com	Multimodal transportation	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero by 2050. Crashes are measurably more important than congestion and cost the people of the Austin region more – using National Safety Council costs of crashes methodology to compare to Texas A&M Transportation Institute congestion methodology. The Texas Transportation Commission Minute Order 115481 directs TxDOT Austin to "work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. The Commission acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing fatalities. It is further ordered that the divisions and districts of the department shall 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." I am concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Road to Zero goal. While reaching zero traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is on target to meet the 2035 goal to cut deaths in half is completely doable and within TxDOT's grasp, based upon the design of the facility and various choices that would result from unambiguously having this goal as the top purpose and need of this project. No project should move forward without a reasonable expectation that the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. Thank you for all that TxDOT is doing and will do in the further development of this project to end traffic deaths.	See Comment #20;
					Latent/Induced Demand	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposals. The travel demand models that only seek to optimize this project to slightly speed up long distance single occupant vehicle travel do not represent my needs and desires or the vast majority of the reasons that I need safe, multimodal access in the Austin region. The regional growth forecasts that project a future with the vast majority of residents living in car-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the lifestyle that I want to live. Please build an analytical model to be able to understand how different alternative transportation investment scenarios will provide for safe, multimodal access for each neighborhood in the Austin region. This should analyze how many jobs people from each census tract or transportation analysis zone can reach within a half hour by walking, biking, wheelchair, transit, and personal motorized vehicles in the no build, alternative 2, modified alternative 3, ReThink35, and Reconnect Austin scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable Transit-Oriented Development scenario that was made available to the Texas A&M Transportation Institute when they were developing analysis for this project. Please optimize any scenario to improve safe, multimodal access for people across the Austin region for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant vehicle trips. Thank you for all that TxDOT is doing to improve safe, multimodal access for all.	See Comment #18
					Multimodal transportation	I wish I did not have to drive as much as I have to drive today. Driving is one of the most dangerous way to travel in Texas, with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't..	See Comment #20
3172	Taylor Crownover	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a constituent of the 10th district and I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. It has been proven that highway lane expansions do not help congestion and traffic in the long run. When mopac was being expanded there was so much more traffic and horrible construction to deal with. It is not worth it to have highway shut downs for the foreseeable future to accommodate one more lane that won't even help traffic in the long run. You should employ the assistance of city planners and professionals who are proven to help city traffic to come up with alternatives instead of just choosing the most obvious idea of making the highway bigger. Please do not support the expansion.	See Comment #5
3173	Taylor Lancaster	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, Hi, I'm a local architecture professional and i think the expansion plans for I-35 will have negative impact on not just the Austin community, but it's aesthetic. We don't want to be like Dallas. We like our walkable, bike able, town like city. We care for nature and art. Not more highways.	See Comment #5
					Reroute to 130	Is there not a solution to traffic if all semi trucks are required to take the tolls? We should encourage people to get out of their cars.. not spend half their day stuck on the highway. Thanks for your time, and I hope you truly reconsider all options.	See Comment #3
3174	Taylor Pearson	2/15/2023	Email	taylor@taylorpearson.me	Caps/Deck Plazas	Hello, I would like to voice my support for the following issues in the I-35 expanstion: 1.A full cap from Lady Bird Lake to Airport Blvd to make the area into a pedestrian walkwak 2.Don't preclude future capping Airport Blvd to 290 3.	See Comment #42
					Reroute to 130	Route trucks to SH 130. I would support a toll of I-35 to accomplish this	See comment #3
3175	Taylor Ribar	3/2/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, I oppose TxDot plan to expand I-35 this would make traffic congestion worse. I am for Rethink35 proposed plan. Taylor Ribar	See Comment #4
3176	Taylor Steed	1/26/2023	MyCapEx Website - Comment Form	taylortsteed@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. This is a public transportation project that is MUCH MUCH overdue. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
3177	Taylor Steed	2/8/2023	Email	taylor.steed@fourtrealty.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Taylor Steed FourT Realty, LLC	See Comment #8
3178	Taylor Zinke	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, To whom it concerns, As a Texas property owner and taxpayer, I want to write in to state that I oppose the plans to expand I-35 in Austin. This project will follow in the footsteps of many other failed freeway expansions, just like the Katy freeway that cost an enormous amount of taxpayer dollars, took years to complete, and only reduced travel times for a few years before conditions became even worse than they were prior to construction. We don't need another multi-billion-dollar band-aid, and we certainly don't need to destroy valuable, usable land to construct more of what is already in excess; we need to start investing in actual fixes to make our city and state a more livable, accessible place. Carrying out this project will not reduce congestion for more than a few short years, and it certainly will not help in TxDOT's goal of reducing traffic fatalities. This day and age, we know what works and does not work, and we know that this type of project does not work. We need public service projects that actually serve all of the public in efficient ways, and this project simply is not it.	See Comment #5
3179	Teddie Eilenberger	2/23/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, I strongly oppose the proposed expansions to I-35 for several reasons: increase of traffic, closure and destruction of existing homes and businesses, and the long-term financial cost and strain on people's everyday lives. First, an expansion of I-35 will not lessen traffic, it will vastly increase traffic, both in-city and interstate. My 13 mile commute already takes up to one hour to complete. Expanding I-35 will only make this worse. I would instead like to see more public transportation options as well as improved roadways and intersections and the increase of bike lanes. Second, expanding I-35 will effectively oust hundreds of people from their homes and/or businesses. Austin has already been greatly gentrified over the last 20 years (or more) and expanding I-35 will have an irreparable effect on those closest to the interstate. Further, those businesses are part of what makes Austin special as several are historic. Third, the estimated cost is likely lower than the actual out come. I do not support the use of state and city funds on this project. The timeline is also unrealistic and the project would likely take longer than estimated. This puts a direct strain on the city as traffic will increase greatly during the prolonged construction phases. What is already an untenable traffic situation will become drastically worse for up to 10 years. This is too large of a burden to put on Austin residents as well as commuters from other towns/cities. To summarize, I strongly oppose expanding I-35 and would like the funds to re-directed to public transportation or alternative options.	See Comment #5
3180	Teddy Logan Kinney	3/7/2023	MyCapEx Website - Comment Form	Teddy@kinneyfamily.net	Bury/tunnel	We have to get I 35 right, and we must not ruin the neighborhoods nearby. Test air quality and runoff. Cap as much as possible. I would like to see it almost as far N as 45th Street. Have cross streets every 6 blocks minimum. Restrict times other 18 wheelers can use freeway. Interstate Highway- funding should be mostly federal.	See Comment #25
					Reroute to 130	Send through trucks to I130.	See Comment #3
					Bike/ped safety	Citizens of Austinshould possibly pay for the parks and pedestrian walkways, maybe bike lanes.	See Comment #30
3181	Tejas Narayanan	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I HATE MORE LANES, PLS INVEST IN PUBLIC TRANSPORTATION	See Comment #5
3182	Teresa Anderson	3/7/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, As a resident of the North Loop neighborhood in Austin, I appreciate the opportunity to provide comments on the draft Environmental Impact Statement for the Capital Express Central Project. Having carefully considered the alternatives presented in the DEIS, I urge TxDOT to choose the No Build Alternative because the benefits of Modified Build Alternative 3 would not justify the costs and impacts on the community. As noted by many well-informed members of our community: TxDOT's projected traffic growth and commuting times are exaggerated because commuters will change their driving patterns as alternatives become more available or favorable. The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. The project would encourage the use of single-occupancy vehicles, promote urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan. If, however, TxDOT continues to pursue Modified Build Alternative 3, then I urge TxDOT to work with the City of Austin to ensure that the expanded highway includes adequate east-west crossings, as outlined by the Austin City Council Resolution on 2/23/2023, including: Ensure that all crossings between 51st and U.S. 290 are at grade.	See Comment #5
					Latent/Induced Demand	Expanding the highway would not eliminate congestion due to Induced Demand.	See Comment #18
					Lower Speed Limits	TxDOT can improve highway safety immediately by reducing the speed limits on the highway and access roads.	See Comment #395
					Business/residential displacement	In order to expand the highway, the project would confiscate land from businesses and residents near the right of way, disproportionately impacting small businesses and minority communities. Widening the highway with the limited connectivity, currently in Modified Build Alternative 3, would perpetuate, expand, and worsen the demographic divide that began with the city 1928 master plan.	See Comment #21
					Bike/ped safety	Work with the North Loop, Ridgetop, and Windsor Park neighborhood associations to evaluate adding another full crossing (automobiles, bikes, and pedestrian lanes) between 51st and U.S. 290. Revising the project to more closely align with the needs of Austin and its communities who live along I-35 will result in better outcomes over the decades to come. Thank you for your consideration. I want Austin to be more like Barcelona and less like Houston. Look at London--has more cyclists than car drivers. Learn your lessons and check out other mass transit areas. Focused on one mode of transportation is stupid and the least efficient. I do not like climate change and I seldom drive. I walk and bike EVERYWHERE!!!!!!!!!	See Comment #30

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
3183	Teresa J Anderson	3/7/2023	MyCapEx Website - Comment Form	teresa.anderson787@gmail.com	Latent/Induced Demand	As a resident of the North Loop neighborhood in Austin, I appreciate the opportunity to provide comments on the draft Environmental Impact Statement for the Capital Express Central Project. Having carefully considered the alternatives presented in the DEIS, I urge TxDOT to choose the No Build Alternative because the benefits of Modified Build Alternative 3 would not justify the costs and impacts on the community. As noted by many well-informed members of our community: TxDOT's projected traffic growth and commuting times are exaggerated because commuters will change their driving patterns as alternatives become more available or favorable. Expanding the highway would not eliminate congestion due to Induced Demand. The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. The project would encourage the use of single-occupancy vehicles, promote urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan. Ensure that all crossings between 51st and U.S. 290 are at grade. Work with the North Loop, Ridgetop, and Windsor Park neighborhood associations to evaluate adding another full crossing (automobiles, bikes, and pedestrian lanes) between 51st and U.S. 290. Revising the project to more closely align with the needs of Austin and its communities who live along I-35 will result in better outcomes over the decades to come. Did building SH130 take traffic away from I-35 like you promised? NO!!! Building more lanes is stupid; build trains and light rail for efficient transit!!!!!!!	See Comment #18
					Lower Speed Limits	TxDOT can improve highway safety immediately by reducing the speed limits on the highway and access roads.	See Comment #395
					Business/residential displacement	In order to expand the highway, the project would confiscate land from businesses and residents near the right of way, disproportionately impacting small businesses and minority communities.	See Comment #21
					East/West Connectivity	Widening the highway with the limited connectivity, currently in Modified Build Alternative 3, would perpetuate, expand, and worsen the demographic divide that began with the city 1928 master plan. If, however, TxDOT continues to pursue Modified Build Alternative 3, then I urge TxDOT to work with the City of Austin to ensure that the expanded highway includes adequate east-west crossings, as outlined by the Austin City Council Resolution on 2/23/2023, including:	See Comment #20
3184	Teresa Sansone Ferguson	3/7/2023	MyCapEx Website - Comment Form	sanferg55@gmail.com	Air quality	About I-35... —We need greater measurements of air quality during the environmental review —Engineers should study ways to treat the water runoff	See Comment #558
					Multimodal transportation	—We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle; —We should have bus only lanes —We should have more caps And last but not least...Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	See Comment #20
3185	Teresa Sansone Ferguson	3/7/2023	MyCapEx Website - Comment Form	sanferg55@gmail.com	Air quality	About I-35... —We need greater measurements of air quality during the environmental review —Engineers should study ways to treat the water runoff — And last but not least...Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	See Comment #558
					Multimodal transportation	We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle; —We should have bus only lanes —We should have more caps	See Comment #20
3186	Terri Bolin	2/8/2023	Email	Tbolin@austinchamber.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincere Regards, Terri Bolin	See Comment #8
3187	Terry E	3/4/2023	Email	terryesquivel@gmail.com	Do not widen/no build	I-35 CONSTRUCTION WILL ELIMINATE DOWNTOWN ACCESS THROUGH 8TH STREET AND IMPEDE CESAR CHAVEZ A key fault in TxDOT's preferred plan for I-35 is that they eliminate all northbound access to I-35 from south of Riverside Drive up through 8th Street. All drivers seeking northbound I-35 access from (a) Riverside Drive and its surrounding neighborhoods, (b) the forest of new high rises now being constructed in the Rainey District, (c) East Austin below 8th Street and (d) that majority of Downtown residents and workers which are south of 8th Street will be simultaneously funneled on to the 3-4 lanes of new I-35 service roads that run from Cesar Chavez through 8th Street. That stretch of service roads will become unworkably overcrowded. Cesar Chavez Street will also be overwhelmed, particularly during the 6 years of I-35 construction starting late 2025. During that time frame, TxDOT will routinely close or partly impede traffic at the intersection of I-35 and Cesar Chavez, as they sink the highway, build an east-west bridge, build a flyover bridge to move service road traffic from the eastern side of I-35 at Holly Street to the western side of I-35 at Cesar Chavez, and initiate their downtown boulevard concept north of this point. All this has to happen while the highway continues to operate. During the same construction time frame, the many thousands of new residents arriving to occupy the multitude of new 40-70 story Rainey District buildings now under construction will commence with their car trips, along with all of the hotel guests for all of the new hotels now being built within Rainey. The Convention Center will undergoing a doubling in its size, undoubtedly involving the capture of Cesar Chavez lanes for construction staging. Project Connect, which can no longer afford tunneling through downtown, will be building rail lines on or above Cesar Chavez Street west of Trinity which will likewise take Cesar Chavez lanes out of service. As with the service roads of I-35 north of Cesar Chavez, Cesar Chavez itself will come to a standstill. For years. WHAT IS TO BE DONE? A.TxDOT must add a second northbound I-35 access point in downtown, south of Cesar Chavez. The practical place for this is to provide access to the I-35 main lanes via the flyover bridge that is already in the plan, to be built between Holly and Cesar Chavez Streets. B.TxDOT's environmental impact statement studies traffic almost entirely on I-35 itself, with scant consideration to traffic changes and impacts off site, on roads in surrounding areas. TxDOT must consider traffic externalities, which are the impacts to traffic from its project on surrounding areas and from growth in surrounding areas on its project. C.TxDOT must provide traffic and mobility conditions under four discrete project states: the no-build in year [illegible]; TxDOT must provide the [illegible]	See Comment #5
3188	Terry Mitchell	1/11/2023	Email	tmitchell@momarkdevelopment.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3189	Terry Mitchell	2/13/2023	Email	terryemitchell@gmail.com	General Support	Dear Chairman Bugg and Commissioners: I have worked for years to seek approvals and funding for the IH 35 expansion through Central Austin. As CAMPO boardmember, I voted for this funding. Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3190	Terry Woodroffe	3/7/2023	MyCapEx Website - Comment Form	terry.ornelas@gmail.com	Do not widen/no build	Absolutely opposing this 35 expansion. Categorically do not want any annexing of Waller Beach Park. that is sacred land.	See Comment #5
3191	Tessa Matus	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose TxDot plans for I-35. This is an expensive, cumbersome BANDAID for a problem. As someone who has experienced the disaster that are the highways in Houston.... They suck. They do nothing to better traffic, increase pollution, discourage public transportation, and overall just fail.	See Comment #5
3192	Tessia Larnison	3/7/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, I oppose the I-35 expansion plan and support the Rethink35 plan.	See Comment #4
					Air quality	We do not need more lanes that are just going to fill up due to Induced Demand. We need public transportation. A freeway should not go through the middle of downtown spewing noise and pollution that endangers neighborhoods and non-car mobility users.	See Comment #558
3193	Theo Howard	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Travis county and I STRONGLY oppose the txDoT highway expansion plan. Adding a few lanes DOES NOT WORK! Stop letting oil lobbyists and donations control your decision making. If you actually care about what's good for the people of this city and the world in general you would stop this plan and implement Proper public transit. Something that gets around the city with speed. And not just to some parts of the city but All Over the city. Since this is to replace a 35 expansion starting with a n/s metro line with fewer stops. A train that runs through the city and runs faster than the traffic on 35. Which wouldn't be hard during most of the day.	See Comment #5
3194	Theresa Zelasko	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of District 1, Austin TX. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR less traffic through the heart of Austin, The Rethink35 proposal, routing non-local traffic to SH-130 as an interstate, and more public transportation options and bike lanes. TxDOT's process in this project is flawed. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. Bigger is not always better and this expansion proposal is a great example of a terrible idea. Thank you for your time and consideration.	See Comment #5
3195	Thomas Anderson	3/6/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, I'm a resident of San Antonio who often drives to Austin. I oppose the expansion because of real-life examples of Induced Demand in Texas (namely, the Katy Freeway). Expansion will not improve traffic nor make Downtown a better place to live. We need to either cap the highway or redirect the highway around Austin. Why does trans-national traffic need to go through the center of the city?	See comment #3
3196	Thomas Bohuslav	1/13/2023	Email	tbohuslav@agctx.org	General Support	To the Department of Transportation IH 35 has needed significant improvements for over 30 years. I fully support the departments efforts to expand capacity through additional lanes. Use the funding available to address the needs of the through traffic and local traffic. I support implementing Alternate 3. Thomas Bohuslav	See Comment #8
3197	Thomas Bohuslav	1/18/2023	MyCapEx Website - Comment Form	tbohuslav1@gmail.com	General Support	I support the IH 35 CapEx project. The need to add lanes has been there for 50 years.	See Comment #8
3198	Thomas Elmasri	3/7/2023	Email	telmasri@utexas.edu	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I know TxDOT wants to move this plan along but hopefully they have learned from the stoppage of I the state's proposed widening of Interstate 45 via intervention from the administration that public comment has to be seriously taken into account and this highway cannot just be forced through. The widest freeway in the world is in Houston and there are still traffic issues, in a more local issue, Mopac the expansion of a toll lane has done little to impact overall traffic on 1. This expansion is not the right move and we need to consider alternatives. I know there are alternatives in Texas since the Southern Gateway Deck Park (I-35E), Dallas, Texas project has been approved. Even the famous Big Dig project which occurred in Boston could be a reasonable alternative that would allow I35 to run through Austin with minimal effect to current businesses which would add money to the economy. There are many valid alternatives to expansion, the Rethink35 proposal, redesignating another highway such as SH-130 as an interstate to divert traffic, a boulevard going through town to increase business spending, or a public transit-first project which would encourage the use of busses or trains. All of these are valid alternatives to basic expansion which would destroy businesses and would do little to help with traffic congestion. Please follow the will of the people and DO NOT EXPAND 35. I don't want to use an interstate highway for my local trips, I was a merchandiser that drove through all of central Texas and I Know better than anyone that you should avoid highways like the plague. I hope despite past history showing the ignoring of people's opposition, that TxDOT, Austin City Council, and other representatives stand up for me in opposition to the expansion. Sincerely,	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
3199	Thomas Friedman	3/6/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, As a resident of Austin for many years I Strongly OPPOSE TxDOT's plans for I-35 and I Strongly OPPOSE ANY expansion plans to the highways running through the city itself. It's high time SH130 be redesignated as the highway for 18-wheelers and heavy trucks/vehicles. No single person I know in Austin wants I35 to go through downtown and if TXDot does anything it should be to move I35 around/out of the city. The smog, pollution, and sheer noise of this dirty highway are a constant source of pain and suffering to the daily lives of Austin's residents and should NEVER have been allowed to get so out of control. All 18-Wheelers/tractor trailers need to be legally forced to use SH130 instead.	See comment #3
3200	Thomas Graham	3/7/2023	Email	info@email.actionnetwork.org	Bike/ped safety	Mobility35 Program Manager Tommy Abrego, You'll be removing the magic of Austin... it's WALKABILITY. We need to build a city for people, not for cars.	See Comment #30
3201	Thomas Higginbotham	2/15/2023	VOH	higginbotham.thomas@icloud.com	Do not widen/no build	I agree that something needs to be done with the central segment of I-35, but overall I don't like the plan as presented. I agree that the elevated lanes should be removed. I would prefer the entire project be below grade level, within the existing right of way, and completely underground in tunnels. If 80% of the traffic in this area begins and ends within the area, I would favor action by the City of Austin to improve surface streets, improve east-west access, improve mass transportation options, and other alternatives that would reduce local demand on I-35. Additionally, removing exit and entrance ramps within the area to provide a single downtown access point would improve through traffic flow and reduce local demand.	See Comment #5
					Reroute to 130	An additional factor within the study area's congestion is the dramatic increase in truck traffic. With the hills in the area, particularly near the river, loaded trucks are not able to accelerate and maintain pace with other traffic. Rerouting all cargo traffic to SH-130 would be a preferred option.	See comment #3
3202	Thomas Jones	2/20/2023	VOH	tmjen555@gmail.com	General Support	I have lived on 5th and Red River, 2 blocks West of I-35, for the past 18 years. I face East overlooking I-35. I am a user of Palm Park, but see the potential for so much more. I shop across I-35 at the Saltillo Plaza and would love to see East and West combined once again, I support Modified Build Alternative 3	See Comment #8
3203	Thomas Kennebeck	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin and firmly oppose the expansion of highway 35. I do not think this will help advocate traffic concerns.	See Comment #5
3204	Thomas Michaels	3/1/2023	Email	trm1977@gmail.com	Public transit/Multimodal transportation	Hello- I moved here from Boston MA in 2017. They completed an almost identical project between 1991 and 2006. The results were not near what the city had hoped. A primary reason was that the city far underestimated the number of people who would move there. Austin has seen a significant amount of growth in the past few years. How is the city's projected population growth in the next 15 years being considered in this project ? Without alternatives or additions that increase access to public transportation people will continue to depend on vehicles- especially as housing costs rise and people love farther from city center. I ask that you a) reference the errors made by that project and b) be very liberal with population projections to accommodate the needs of the city in the coming years Dr Thomas Michaels Travis County	See Comment #13
3205	Thomas Stephens	2/25/2023	VOH	spiralman@gmail.com	Bike/ped safety	Widening I-35, despite the lowering of the lanes and the wider cross bridges, will only make the corridor less pedestrian friendly, and increase the divide between east Austin and the rest of the city. The boulevard, in the summer, would be an unbearable place to be outside, and the noise and exhaust from the traffic would make it worse.	See Comment #30
					Latent/Induced Demand	Furthermore, Induced Demand would likely mean that traffic on I-35 wouldn't improve, anyway.	See Comment #18
					Public transit/Multimodal transportation	Austin needs proper mass transit, not wider highways.	See Comment #13
3206	ThomasF	1/30/2023	Email	fortintom075@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Mail for Windows	See Comment #8
3207	Thu Nguyen	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of San Antonio and Austin and I oppose TxDOT's plans for I-35 and I OPPOSE expansion. As someone who commutes almost every other week to and from San Antonio / Austin, I know I'm not the only one who wants to find a better way outside of expanding i35.	See Comment #5
					Community Alternatives	I support a public transit first project and Rethink35's proposal. PLEASE do not expand i35!!	See Comment #4
3208	Tiffany Aguilar	3/7/2023	Email	info@email.actionnetwork.org	General Support	Mobility35 Program Manager Tommy Abrego, i hate the horrible traffic! i'll be moving to san marcos and often have to drive to austin and the construction on i 35 is already bad , i can't imagine what it will be if people go on through the expansion plan.	See Comment #8
3209	Tiffany Holder	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/No Build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, and I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR plans that incorporate redirecting traffic to other alternate routes, increasing public transportation options, and plans that do not so negatively affect the surrounding neighbors small businesses. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. *10 years of construction for just a few years of congestion relief is NOT worth it.* I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Thank you!	See Comment #5
3210	Tiffany Palmer	3/7/2023	Voicemail	info@email.actionnetwork.org	Reroute to 130	Tiffany Palmer. On the 35 project, the - my opinions are that it's too late to worry about 35. And as much as you want to do something drastic, I don't think it's going to be effective because you already tried to divert traffic using I-30, which did not work. So, these projects tend to go over budget, over time, and you're also going to displace a lot of businesses and people and probably not value the properties what they are really worth and pay them the money that they are really due plus the headache of having a move to another location plus moving people before double housing. And, nobody wants to replace the affordable housing with truly affordable housing. I think you need to divert the semi trucks that are driving through town onto I-30. And we should have never done a toll road because they don't want to pay for it. So, push them off, to I-30 is what you should do, and that would alleviate a lot of traffic headaches is just getting those people who are driving through off of 35. They need to be diverted. If you want to put an HOV - a high occupancy vehicle lane without charging, I think that's doable. But we can't move business. It's too late. I think it's time for y'all to truly do what you said you were going to do and divert the through traffic off to another pathway. So get those trucks off of 35, and that will solve your problem.	See comment #3
3211	Tiffany Rivera and Saud Tuval	2/9/2023	Physical Comment	tiffanymichellerivera1@gmail.com ; saud.tuval@gmail.com	Air Quality/Noise	We are owners of 3306 Robinson Ave. We want to ensure our voting request for sound barrier is sent to us. We currently live at 1729 Bunche Road, Unit 1, Austin TX 78721. We want to vote yes to sound barriers that is righ ton our property line at Robinson Ave. Please contact us - Tiffany Rivera - 845-825-1495. Saud Tuval - 512-787-8617	See Comment #34
3212	Tiffany Ting	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm opposed to TxDOT's expansion plans for I-35. The plan is shortsighted and hardly demonstrates any return on investment: at least 10 years of construction for at most a few years of congestion relief? No, thank you. Instead, please look at more sustainable, longer term solutions. May I even go so far as to suggest a public transit first plan? This would truly bring long-term relief to Austin's congestion problem.	See Comment #5
3213	Tiffany Valle	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm a resident of Houston, TX, where the FHWA just voluntarily agreed to allow TXDOT to move forward with the I-45 expansion. Why does TXDOT want to expand highways so much? It has been proven not to work and it is harmful to communities. We should have 21st century solutions to moving people and things by now, not repeating the same failed attempts to improve freeways and hoping it works this time. The money wasted on freeways could be used to fund public transport, protected bike lanes, public education efforts, and many more. Don't expand another highway in Texas if we don't want to keep being the laughing stock of the country when it comes to transit and transport.	See Comment #5
3214	Tim Crowley	1/31/2023	Email	tcrowley@frostbank.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3215	Tim Crowley	1/30/2023	Email	tcrowleyaustin@aol.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
3216	Tim DeLeon	1/31/2023	MyCapEx Website - Comment Form	theforlornknight@gmail.com	General Support	Any effort to reduce vehicles on the roads is worth pursuing.	See Comment #8
3217	Tim Taylor	1/23/2023	Email	ttaylor@jw.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Tim Taylor Jackson Walker LLP 100 Congress Avenue, Suite 1100 Austin, Texas 78701 Phone: 512.236.2390 Board Certified by the TBLS in Commercial Real Estate Law www.jw.com/ttaylor www.linkedin.com/in/tctatx	See Comment #8
3218	Tim Taylor	2/7/2023	Email	ttaylor@jw.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that Interstate 35 through Austin is one of the most congested roadway segments in the State of Texas. The "interregional", as we used to call before it became severely outdated and overwhelmed, is the Main Street of Texas and the Central Texas segment of one of our state's and nation's transportation network's most important arteries. As such, all Texans should call for bold and decisive action to transform this critical stretch of transportation infrastructure into a roadway that will accommodate the rapid growth we are continuing to experience in our great State.	See Comment #8
3219	Tim Thomas	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, We do not need an IH-35 expansion. I have lived near the corner of 71 and IH-35 for over 15 years and saw the last 35 expansion. IH-35 works just fine as it is. None of the money TxDOT has wasted over the years has made any improvement. I oppose TxDOT's plans for IH-35 and I oppose expansion of the highway. The highway, like all highways, will be immediately congested again. Where I live pollution and highway noise seem to increase constantly.	See Comment #5
					Public transit/Multimodal transportation	There is car debris in all of our creeks and littering our sidewalks and bike lanes. Everyone wants better public transit, yet TxDOT proposes more highway lanes. Your roads are the deadliest in Austin. If you must expand IH-35 we need pedestrian and bike crossings every 1/4 mile. We need a cap. And we need a plan to convert IH-35 over to rail and active transportation once we are forced to get serious about climate change.	See Comment #13
3220	Tim Wallace	1/26/2023	MyCapEx Website - Comment Form	tim_wallace1@hotmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. This is a public transportation project that is MUCH MUCH overdue. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
3221	Timothy Boomer	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a resident of our great state of Texas, I am one of the first to proclaim "Don't mess with Texas." The expansion of the highway is not only a poor solution to the issue of transportation in/around our cities, it is the quickest way to destroy our land. How many lanes until the congestion is "cleared up"? How much land displaced until there's "Enough Space"? Why are we not respecting the natural layout and beauty of everything around us? Why are we not making easier and more simple ways of getting around through well funded and secured transportation for everyone?	See Comment #5
3222	Timothy Cubbison	3/7/2023	Email	info@sg.actionnetwork.org	Air Quality/Noise	Mr TxDOT TxDOT, To Whom It May Concern: The expansion of I35 through central Austin is of great concern to me and my family. We live in the neighborhood of Wilshire Wood. It is a beautiful historic neighborhood that borders I35 and Airport Blvd. The noise and pollution of I35 and the interchange at that intersection is a constant nuisance to the neighborhood and well being of all who live there. Additionally, the city's homeless population gravitate towards the deadzones of the interstate. In first hearing about the I35 renovation, we were excited at the prospect of lowering the upper decks and sinking the interstate below ground. This would reduce both the air and noise pollution. Additionally, it would reduce the Berlin Wall type effect of the massive concrete barrier between my house and my children's school. However, the latest plans are worrisome because they seem to expand the interstate without concern about the residents of the city. They further encroach on the grounds of St. George's Church and push up against the homes of residents in this neighborhood that is on the National Register for Historic Places. We request that the health and livelihood of residents be considered and weighed as highly as those of commuters. I35, as it stands right now, needs to change, but we must remember that it tears through the middle of a city. Thus, any changes should seek to heal that scar vs. simply ignoring the fact that people live and work near this massive river of concrete.	See Comment #34

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
3223	Timothy Edward Duda	3/7/2023	MyCapEx Website - Comment Form	timduda@aol.com	Multimodal transportation	There are important issues that must be considered concerning the IH 35 corridor, air quality and water run-off to name two. Mass transit accommodations should be prioritized allowing for bus lanes as well as on and off ramp accessibility.	See Comment #20
					Air quality	The environmental impact of single occupant vehicles is STILL being ignored. TxDOT has a responsibility to address the environmental consequences of near status quo planning. Cleaner, more efficient alternatives are not being entirely considered. Can we do better? Are we being influenced by corporate interests? Are people's health and well-being even part of the discussion? Answer those questions before making final decisions. Thank you.	See Comment #558
3224	Timothy McCool	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am writing to express my strong opposition to the proposed plan by TxDOT to spend $5 billion expanding the interstate highway that cuts through the middle of downtown Austin. I believe that this project is not in the best interest of our community and will have numerous negative consequences for our city. Furthermore, I do not want to use an interstate highway for my local trips. Half of all trips by Austinites are journeys of 3 miles or less, and so it doesn't make sense to force us to blend our traffic in with travelers who are going a much further distance and just want to bypass our city. I expect TxDOT, Austin City Council, and other representatives to stand up for me and other members of our community. TxDOT should not be able to unilaterally decide what's best for our city and our community. I urge you to reconsider this proposal and instead work towards creating a more sustainable and livable city for all of us. Thank you for your attention to this matter.	See Comment #5
					Community alternatives	Instead, I am in favor of something more along the lines of the Rethink35 proposal	See Comment #4
					Reroute to 130	First and foremost, I oppose TxDOT's plans for I-35 and expansion., which suggests redesignating another highway such as SH-130 as an interstate, and instead constructing a boulevard going through town that would involve a more a civic-minded transit-first project.	See Comment #3
					Latent/Induced Demand	The Rethink proposal takes into consideration the flaws in TxDOT's process for this project, which ignores Induced Demand,	See Comment #18
					Tire wear	construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and flawed traffic modeling.	See Comment #18
					Public transit/Multimodal transportation	I believe that this interstate project will make it more difficult for people to get around our city, and will not provide any real solutions to our transportation problems. Instead, we need to focus on public transit and other sustainable transportation options that will allow us to move around our city without relying on cars and highways.	See Comment #13
					Air quality/noise	Highway expansions have been shown to worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. Therefore, I strongly believe that this project is not worth the investment. Spending 10 years of construction on this is simply not worth it.	See Comment #34
3225	Timothy Pellowski	2/23/2023	MyCapEx Website - Comment Form	tpellowski@gmail.com	Caps/deck plazas	• Document the impact of adding any highway lanes to local streets and the resulting impacts to walking and biking. • Design the "boulevard" to NACTO and COA standards so that it functions as a street, not high-speed frontage road. • Design ramping that is appropriate for urban areas and reduces the barrier of the highway. In most cities this is done with portal ramps. Consider removing ramping that is preventing additional connectivity. • Allow street trees in all locations at the surface: frontage roads (between moving traffic and shared use paths), bridges, caps, etc. • Design the project so that additional caps and stitches can be added at a later date throughout the length of the project. • Design the project so that caps can be occupied by both park-like open spaces or buildings or 3-4 stories to allow for best use of the area over time. • Engage urban design, landscape and architecture professionals in addition to engineers when developing all components of the project.	See Comment #42
					Water quality	Redesign water management, including management of stormwater, runoff, and flooding, to ensure that water is filtered and treated before being returned to the Colorado River.	See Commnet #125
					Latent/Induced Demand	Redesign any improvements to minimize Induced Demand, vehicle miles traveled, and the resulting pollution. This would include a robust study of Induced Demand, increased VMT, and a realistic assessment of both current and future pollution and that does not simply assume electric vehicles will solve these issues.	See Comment #18
					Public transit/Multimodal transportation	In order for transit services, walking, and biking to successfully operate along and across the I-35 corridor, there must be additional connectivity and additional capping. The Austin Strategic Mobility Plan plans for a significant mode shift and this project should support those goals. (See council resolution for their recommendation of frequency) • Mitigation strategies beyond capping in part of downtown and part of UT Austin should be offered. This should include strategies that align with Austin's Climate Equity plans to reduce transportation emissions.	See Comment #13
					Parks	Provide additional protections for Austin's parkland and open spaces, including adding parkland and open space amenities that benefit the citizens of Austin. Ensure that any parks, which are directly impacted, including the Town Lake Metropolitan Park, Waller Beach, Edward Rendon Sr. Park at Festival Beach and Palm Park, and any urban trails directly impacted, including the Butler Hike-and-Bike Trail and the Red Line Parkway, have improved access and usability with this project.	See Comment #150
					Business/residential displacement	Mitigate displacement of communities of color and low-income families by minimizing the proposed ROW. The preferred scheme proposes to increase the ROW to an extent which places a possible 107 commercial and residential properties at risk of displacement, some of which would displace non-white and lower-income populations.	See Comment #21
					Reroute to 130	TxDOT should incentivize traffic to use SH130, which was built as a bypass to I-35, but is currently not financially structured to encourage long distance drivers to go around central Austin.	See Comment #3
3226	Tina Li	2/8/2023	MyCapEx Website - Comment Form	tina.wenqing123@gmail.com	General Support	As a UT student who commutes, this redesign would help me tremendously as it will not only allow me to get to campus faster but also provide safer driving conditions	See Comment #8
3227	Tissie Elliott	3/7/2023	MyCapEx Website - Comment Form	tissie.elliott@gmail.com	Multimodal transportation	As you move forward on deciding on the proposed changes for I35 I ask you to consider the long term environmental impact these changes will create. We cannot simply decide on a fix that will satisfy the needs of the current residents of Austin and Travis County. We must give careful thought to those who come after us. What impact will our actions have on their lives? I strongly believe changes that promote and encourage mass transit will offer the most positive long term benefit. Designated lanes for busses and would encourage ridership if it significantly decreases travel time.	See Comment #20
					Air quality	In addition, this would reduce air pollution. Safe bike lanes are being added in all part of the city and they should also be considered for I35. Again, a quicker commute while improving air quality is a win-win. Will TXDOT be paying for these changes or will Austin tax payers be footing the bill?	See Comment #558
3228	Titan Page	2/16/2023	MyCapEx Website - Comment Form	titanp@pm.me	Business/residential displacement	I am writing concerning the expansion of I-35. This would cause over 100 businesses to relocate, including one of my favorite local businesses, the West China Tea House. Please reconsider the project and at the very least provide ample compensation to businesses that have to relocate. However, relocating would be devastating to the West China Tea House, because it has grown to fit the historical building it is in, and that sort of character can not be recaptured. Not only do they have to find a new building, but they lose value because most people will think they closed down entirely.	See Comment #21
3229	Tobin Abraham	3/7/2023	Email	tobin.abraham@everyactioncustom.com	Community alternatives	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region. (Also, can we give buses a shot?)	See Comment #4
3230	Todd Gilfillan	2/7/2023	Email	todd.gilfillan4@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Thanks - Todd Gilfillan	See Comment #8
3231	Todd Miller	1/13/2023	Email	TMiller@mlrpc.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3232	Todd Patch	2/8/2023	Email	Todd.Patch@MarshMMA.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Todd Patch _____ This e-mail transmission and any attachments that accompany it may contain information that is privileged, confidential or otherwise exempt from disclosure under applicable law and is intended solely for the use of the individual(s) to whom it was intended to be addressed. If you have received this e-mail by mistake, or you are not the intended recipient, any disclosure, dissemination, distribution, copying or other use or retention of this communication or its substance is prohibited. If you have received this communication in error, please immediately reply to the author via e-mail that you received this message by mistake and also permanently delete the original and all copies of this e-mail and any attachments from your computer. Please note that coverage cannot be bound or altered by sending an email. You must speak with or receive written confirmation from a licensed representative of our firm to put coverage in force or make changes to your existing program. Thank you._____ ********** This e-mail, including any attachments that accompany it, may contain information that is confidential or privileged. This e-mail is intended solely for the use of the individual(s) to whom it was intended to be addressed. If you have received this e-mail and are not an intended recipient, any disclosure, distribution, copying or other use or retention of this email or information contained within it are prohibited. If you have received this email in error, please immediately reply to the sender via e-mail and also permanently delete all copies of the original message together with any of its attachments from your computer or device. **********	See Comment #8
3233	Todd Wallace	2/7/2023	Email	Todd.Wallace@jll.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Todd Wallace One of the 2022 World's Most Ethical Companies® Jones Lang LaSalle For more information about how JLL processes your personal data, please click here This email is for the use of the intended recipient(s) only. If you have received this email in error, please notify the sender immediately and then delete it. If you are not the intended recipient, you must not keep, use, disclose, copy or distribute this email without the author's prior permission. We have taken precautions to minimize the risk of transmitting software viruses, but we advise you to carry out your own virus checks on any attachment to this message. We cannot accept liability for any loss or damage caused by software viruses. The information contained in this communication may be confidential and may be subject to the attorney-client privilege. If you are the intended recipient and you do not wish to receive similar electronic messages from us in the future then please respond to the sender to this effect.	See Comment #8
3234	Tom Cartwright	1/18/2023	Email	tomcartwright@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3235	Tom Chamberlain	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose TxDOT's plans to expand I-35 through Austin. Interstates were never supposed to go through the middle of urban centers, and when they were shoved through towns they disrupted them tremendously and we are still paying the price. Most big urban centers are getting rid of the highways that have split them and we should two. Cities should be at a human scale and these massive highways were a mistake. Please listen to the folks of the city and rethink this issue boldly.	See Comment #5
					Latent/Induced Demand	Highway expansions Dont relieve congestion. Just ask the residents of Houston and Atlanta. I grew up in San Antonio and expansion failed there too! They just encourage more auto and semi traffic.	See Comment#18

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Reroute to 130	Reroute interstate traffic to sh-130 and turn the former IH 35 through austin into a boulevard with room for public transportation, foot traffic and bikes.	See Comment #3
					Public transit/Multimodal transportation	Move highways out of urban areas and reorient those right of ways to trains, buses and surface traffic.	See Comment #13
3236	Tom Moriarity	3/7/2023	Email	info@sg.actionnetwork.org	Latent/Induced Demand	Mr TxDOT TxDOT, Dear TXDOT, I am writing to express my opposition to the proposed widening of the I-35 corridor throughout central Austin. As a native Texan, UT Austin graduate and former Austin resident (and someone who has watchted Austin change over the last 60 years), it belies any reasonable logic to suggest that the proposed widening will contribute real long-term improvement to the city as it grows. Whatever traffic management justification TXDOT has made to warrant this proposal, the twentieth century solution of simply adding more lanes to "cure" congestion has been disproven, both in Austin and in numerous cases around the country (wasn't the I-35 upper deck supposed to resolve the traffic volume issues years ago?). Adding more traffic capacity as a "solution" simply has not worked; more lanes simply produce more traffic and congestion. Why is TXDOT clinging to this approach? I would also raise other issues besides disproven traffic models to oppose the widening project: Excessive site acquisition costs – the widening project alternatives include approximately 10-12 lienar miles of property to purchase along and approaching the I-35 corridor. These properties range from underutilized strip commercial development to the edges of the fast growing downtown blocks, where property values are among the highest in the already expensive market. How can the likely hundreds of millions of Texas taxpayer dollars needed to buy all this land be justified in a slightly improved time of travel through Austin? This is poor land use, inexcusably wasteful use of public dollars, and a massively distruptive construction effort that will take decades (or more) to write down. There are better alternatives than to purchase hundreds of acres of valuable land to be taken off the ad valorem tax rolls. Common sense use of land economics cannot be justified by the TXDOT proposal. This TXDOT road widening proposal is a poorly thought out "phony solution" to traffic mitigation, oversimplified and limited in its purported benefits, and will prove to be a catastrophicallly expensive use of Texas' public dollars. Please reconsider this failed concept before it ruins Austin more; the widening project should not move forward. The public deserves a better answer, and TXDOT has not provided it with this proposal.	See Comment #18
					Reroute to 130	Alternative routing is in place. The Highway 45/130 bypass road on the east side is massively underused, and is already constructed. Why continue to expand capacity on I-35, especially for through traffic, when an alternative already exists and is constructed. It would be cheaper to buy down the bond funding for the 45/130 toll road and make it free than to pay the massive costs of widening I-35 yet again.	See Comment 33
					Racial justice	Opportunity costs of widening – There are multiple economic, social and urban costs that will result from the proposed widening. Downtown and central urban expansion will be limited by the wall effect of a 20 lane interstate at its east side. Any potential for future property value enhancements and property taxes will be lost if the interstate is widened. The historic segregating effects of I-35's original construction have started to break down and provide for redevelopment in East Austin, although dislocation of lower income residents has shifted the value premise away from a balanced mix of housing values. That said, there will be little economic spin-off benefit from a widening project – it will be an even greater disruption to an urban environment that is limited in how and where it might grow in the future. Why extend an already broken redevelopment scenario and limit prospects for its rebalancing? Increasing road capacity is a one-dimensional response to a far more complex and promising alternative to urban redevelopment. An alternative that considers and provides a shift of highway traffic and offers redevelopment solutions that encourage investment of private capital and offer real benefits to people (less noise, better connectivity for multiple modes of transportation, chances to build more housing and commercial space along a TEN MILE corridor). Please do not undermine these opportunities, and at unnecessarily high costs, as well.	See Comment #3
3237	Tom Schwerdt	3/7/2023	Email	info@sg.actionnetwork.org	Multimodal transportation	Mr TxDOT TxDOT, The TxDOT plan for the proposed I-35 expansion in Austin is dramatically outdated in methodology and is grossly inadequate for modern, multimodal transportation. It seems entirely focused on individual motor vehicles at the expense of everyone and everything else. This project is an opportunity to reconnect a city, to reconnect neighborhoods, to reconnect citizens. This will only happen if you prioritize people over cars. Prioritize walkability, bikability and all abilities access. Motor vehicles have been the priority for far too long. Make the right choice.	See Comment #20
3238	Tom Stacy	1/23/2023	Email	TStacy@capridgepartners.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3239	Tom Stacy	3/7/2023	Email	TStacy@capridgepartners.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3240	Tom Wald	3/7/2023	Email	tom@redlineparkway.org	Multimodal transportation	Email copy: Dear Tommy Abrego, I served as a member of the Our Future 35 Scoping Working Group. This group was centered on East Austin leaders who are People of Color. I and several others who are White were also included in the group as collaborative community leaders. TxDOT staff was receptive to the Our Future 35 Working Group process at the time. As a member of this group I am resubmitting our feedback (attached) so that these important letters can be included in the feedback for the current draft Environmental Impact Statement (DEIS) public hearing. These requests are still actionable, and I ask TxDOT to follow through. The comments in the three attached letters, and on the Our Future 35 website, represent many long hours of discussion and collaborative work amongst a large group of people. Many in this group represented local neighborhood and civic groups, and so were collectively representing thousands of Austinites in these discussions. Please give this feedback the care and attention it deserves. Unfortunately, many of the comments from the Our Future 35 Scoping Working Group have been disregarded. My hope is that these comments will be addressed directly in the DEIS process. I think these hard-working folks, who took time away from their families to meet together and provide feedback, deserve a response. Thank you for your attention to this matter, Tom The complete PDF is located in the public hearing summary, appendix F: The history section of the revised Purpose and Needs statement still does not acknowledge nor adequately reflect the longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. Affirm that it has received the community's plan (the original from 2020, and this version - both of which are available at www.ourfuture35.org). Acknowledge our local history by adding it to the Purpose and Needs statement for the I-35 Capital Express Central project. Include Alternatives Evaluation Criteria that directly respond to issues we've identified so that impacts can be avoided for those whose lives, and livelihoods will be disrupted again if racial equity and justice remain ignored.	See Comment #20
						Email Copy: Tommy Abrego, Attached is our input for the I-35 Capital Express Central DEIS public hearing. -Tom **The PDFs are located in the public hearing summary, appendix F:** None of the proposed build alternatives should be advanced to the next stage. Concerns regarding the proposed build alternatives: They include too many highway lanes for an urban core environment. Preferably no additional lanes are added—managed lanes, mainlanes, collector-distributor lanes, or service road lanes. There should be no elevated sections or flyovers, except perhaps flyovers at the interchanges with US 290 East and with US 290 West, to be commensurate with the existing flyovers. Highway managed lanes or mainlanes should generally not be exposed to the surface. Any alternative that includes controlled access lanes (i.e. any configuration other than a highway-to-boulevard conversation) should either cap those lanes or provide an adequate structure (included and paid for as part of the project) such that they can be capped in the future. The project does not include adequate mitigation for its negative impacts. Both build alternatives would have an enormous negative impact on Austin and the Austin metro, including widening the highway and destroying significant portions of the city, creating a wider barriers in the core of the city, adding air pollution and noise pollution, adding more motor vehicle traffic to city streets, requiring longer (both distance and time) commutes for more people, increasing serious injuries and fatalities by increasing trip speeds and distances, and adding more transportation costs to households by creating more car dependency. Include car-free connectivity across I-35, i.e. pedestrian, bicycling, trail, and transit connections across I-35 that do not encounter mainlane or service road traffic. Provide alternatives that preserve all existing street crossings, plus restore or create new east-west street crossings. Rectify longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. The project must help rectify past impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes. The project should include mitigation funding for both I-35's past impacts and this project's new impacts. Facilitate economic sustainability & resiliency in alignment with equitable outcomes. Create walkable, mixed-use, and equitable transit-oriented development along I-35. Close socioeconomic gaps between communities and stop or mitigate displacement.	
					Air Quality/Climate Change	Reduce the footprint of the project and fully evaluate and mitigate its environmental and community well-being impacts, from the local scale to the global scale. This evaluation should also include air and water quality, noise pollution, impacts to wildlife & endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage & flooding impacts resulting from the project. We recognize, as others do, that the proposed expansion would make local air quality worse, would have significant negative health impacts, and that this has not been adequately acknowledged or evaluated in the DEIS. The DEIS analysis is inadequate for PM 2.5, PM 10, NOx, ozone precursors, and VOCs pollution. The greenhouse gas (GHG) analysis should acknowledge and address the additional GHG produced not just as a result of construction, but also for the additional motor vehicle miles traveled as a result of the expansion. Rectify longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. This Project must help rectify past impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes again. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, the disabled, the elderly, health vulnerable, youth, students of all ages, and individuals who are experiencing homelessness. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around.	See Comment #18

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
3241	Tom Wald	3/7/2023	Email	tom@everyactioncustom.com	Multimodal transportation	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero by 2050. Crashes are measurably more important than congestion and cost the people of the Austin region more – using National Safety Council costs of crashes methodology to compare to Texas A&M Transportation Institute congestion methodology. The Texas Transportation Commission Minute Order 115481 directs TxDOT Austin to "work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. The Commission acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing fatalities. It is further ordered that the divisions and districts of the department shall 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." I am concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Road to Zero goal. While reaching zero traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is on target to meet the 2035 goal to cut deaths in half is completely doable and within TxDOT's grasp, based upon the design of the facility and various choices that would result from unambiguously having this goal as the top purpose and need of this project. No project should move forward without a reasonable expectation that the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. Thank you for all that TxDOT is doing and will do in the further development of this project to end traffic deaths.	See Comment #20
						Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #20
						Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DEIS. However, I do not believe that the air quality and climate change analysis is sufficient. Specifically, I request that TxDOT address all the following before finishing the Final Environmental Impact Statement: – Air Quality analysis must look at PM 2.5, PM 10, and NOx. TxDOT only analyzed CO which is easy to study and they know they would clear. – Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level. – The fact that we are so close to non-attainment for PM 2.5 is likely why TxDOT did not do the analysis. And likely why they are pushing for an FIES and Record of Decision by August (prior to Texas being required to comply with new standards). – TxDOT needs to do a quantitative analysis and health impact assessment for all pollutants. – Greenhouse gas emissions analysis is incomplete, it only looks at construction, not long term. Also, the models are based on the CAMPO regional growth forecasts, which assume the expected effects on housing and other real estate decisions that widening this freeway will cause. The model must be able to analyze the cumulative climate emissions outcomes of variable alternative investment scenarios, travel behavior assumptions, and regional growth alternatives, or it is somewhat meaningless. Thank you for all that TxDOT is doing to improve the health of all the people of the Austin region and reduce the heavy negative health impacts of our transportation system.	See Comment #20
3242	Tom Wald	3/7/2023	Email	tomwald@gmail.com	Multimodal transportation	The complete PDF is located in the public hearing summary, appendix F. Email Copy: Tommy Abrego, Attached is input from People United for Mobility Action (PUMA) for the I-35 Capital Express Central DEIS public hearing.	See Comment #20
3243	Tom Wald	3/7/2023	Email	tom@everyactioncustom.com	Multimodal transportation	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposals. I wish I did not have to drive as much as I have to drive today. Driving is one of the most dangerous way to travel in Texas, with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.. The travel demand models that only seek to optimize this project to slightly speed up long distance single occupant vehicle travel do not represent my needs and desires or the vast majority of the reasons that I need safe, multimodal access in the Austin region. The regional growth forecasts that project a future with the vast majority of residents living in car-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the lifestyle that I want to live. Please build an analytical model to be able to understand how different alternative transportation investment scenarios will provide for safe, multimodal access for each neighborhood in the Austin region. This should analyze how many jobs people from each census tract or transportation analysis zone can reach within a half hour by walking, biking, wheelchair, transit, and personal motorized vehicles in the no build, alternative 2, modified alternative 3, ReThink35, and Reconnect Austin scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable Transit-Oriented Development scenario that was made available to the Texas A&M Transportation Institute when they were developing analysis for this project. Please optimize any scenario to improve safe, multimodal access for people across the Austin region for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant vehicle trips. Thank you for all that TxDOT is doing to improve safe, multimodal access for all. Sincerely, Tom Wald	See Comment #20
3244	Tommy Elliott	2/6/2023	Email	thomas_elliott@live.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my T-Mobile 5G Device Get Outlook for Android	See Comment #8
3245	Tommy Pho	1/27/2023	Email	tpho@garzaemc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3246	Tommy Vinyard	2/9/2023	VOH	tman1115@gmail.com	Do not widen/no build	By its nature, a highway built for cars is hostile to pedestrians. As a citizen of Austin, who has lived here for 10+ years, I have walked across I35 on overpasses many times. Each time, it is a hostile experience. The feeling of loud cars traveling at 60+ mph below your feet is unsettling. It feels as though any wrong step could lead to getting hit. In fact, this corridor through Austin is (and has been) consistently the deadliest corridor for pedestrians in the entire city limits. Why then, would your proposal actually decrease the total number of pedestrian crossings of I35? Shouldn't we strive to vastly increase those crossings if this is to be a "superior" option? Please, consider adding additional pedestrian crossings. Please make them easier to access (not with a winding ramp that would double the overall length of the crossing). For the sake of the health and safety of the people of Austin, please help mitigate the impacts that this I35 corridor has on some of the most accessible and valuable land that our city has to offer. Thank you!	See Comment #5
					Reroute to 130	Also, why can't we move I35 to where IH130 currently sits and downsize its current footprint when the large majority of trips on the central corridor are local?	See Comment #3
3247	Tony Allison	1/12/2023	Email	tallison323@gmail.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3248	Tony C	1/4/2023	Email	tonygcummings@gmail.com	Do not widen/no build	Hello, I want to voice my extremely strong opposition to the planned widening of I35, specifically modified build alternative 3. I have lived in Austin for nearly a decade now. I strongly support demolishing the upper decks, making room for rail, and fixing east west interchanges. However, adding additional lanes or widening i35 and demolishing homes and businesses to do so is terrible and will accomplish nothing. Every traffic study available tells us that adding more lanes has never done anything for congestion, from Houston to Seattle. It would be foolish to expect the outcome in Austin to be any diferent.The renderings online showing people jogging or biking next to nearly 16 lanes of traffic is a farce - no one is going to want to walk anywhere near hundreds of noisy and dangerous cars going 60 miles per hour or more. It's dangerous, unsafe, and unpleasant. As it stands the noise pollution generated by i35 is harmful to human health, we shouldn't pretend adding more lanes will do anything to change that.We have an opportunity to do better. I35 today is ugly, dangerous, and a waste of taxpayer money. Shambling forward and widening it just because that's what we do is unacceptable. The talented folks at TxDOT are capable of better, Texans deserve more, and the country needs Texan leadership and innovation on traffic and highway development.Thank you very much for your time,-Tony	See Comment #5
3249	Tony Clark	2/9/2023	VOH	tony.clark@bridgefarmer.com	CapMetro	Will there be interim projects procured through CapMetro using the $9.4M to address maintaining travel service during construction?	TxDOT is coordinationg with CapMetro about maintaining travel service throughout the length of contruction and working with community organizations to provide bus passes to riders when appropriate.
3250	Tony Harrelson	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I HATE THE EXPANSION OF I-35!!! It won't help relive traffic and it will destroy the areas around it.	See Comment #5
					Community Alternatives	I support rethink I-35.	See Comment #4
3251	Tori Vogel	1/13/2023	Email	tori.vogel4@gmail.com	Do not widen/no build	Dear Chairman Bugg and Commissioners: I am a community member of Austin and I am writing to express concern with the I-35 expansion. Comparable highway expansions have not decreased traffic and so I do not support the plan. If we switched I-35 to be tolled and 183 to be not-tolled, that would help redirect the traffic of people passing through Austin to move around the city core rather than through it. I do not support the expansion of I-35 and our neighbors have similar concerns.	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
					Air quality/noise	I am also concerned about the increased noise and air pollution.	See Comment #34
3252	Torry Kesl	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I live and work in Barton Hills area of Austin. After researching current proposals I oppose the current plans and any plans that involve expanding the highway. Creating more lanes and a bigger highway system in general does not solve traffic which I am sure you already know.	See Comment #5
					Public transit/Multimodal transportation	Instead investment should be focused on making a more livable city, such as seeing project connect through to the end. Having an efficient public transit system and more bike routes for micro mobility will do more for this city than any design for I-35. Ultimately, cities should be built for people not cars.	See Comment #13
3253	Toussaint Biondi	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of 4309 Airport Blvd. Cross section of 35 and Airport. I am a physical therapist, my husband is a product manager, our small children are 1 and 3 years old and attend St George's Episcopal school right at the 45th street exit off 35. We are strongly opposed to txdot's plan to expand 35. We OPPOSE txdot's plan and I OPPOSE expansion. Expanding 35 will worsen congestion just like katy freeway did. Highway expansions DON'T work. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Please consider.	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Community Alternatives	I am FOR the rethink35 proposal.	See Comment #4
					Air quality/noise	They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
					Reroute to 130	10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #3
3254	Tracey Bradnan	3/2/2023	Email	tracey@bradnan.net	East/west connectivity	Mobility35 Program Manager Tommy Abrego, Hello. I am a voter and resident of Austin. My home is just a half-mile from I-35, so I am well aware of how its current iteration affects the city – dividing our neighborhoods, ruining walkability, and polluting our air. I OPPOSE the expansion of I-35 because of the terrible toll it will take on our city and its residents, plus the fact that this sort of city planning is neither modern nor forward-thinking. Highway expansions should NOT be happening in major cities, much less within 3 blocks of a state's top university and capital building. Thank you!	See Comment #20
					Reroute to 130	I favor the Rethink 35 proposal or designating SH-130 as an interstate.	See comment #3
3255	Tracie Matysik	3/7/2023	VOH	traciematysik@gmail.com	Racial Justice	Please do not expand I-35 through Central Austin. Austin has a long history of segregation that ran right along this corridor. It is still segregated in terms of access to resources and amenities. Expansion of I-35 will only make the city more divided. It will hinder accessibilty for bikers and pedestrians, especially.	See comment #3
					Reroute to 130	Large trucks can easily be diverted around the city via I-83 and 360. Our downtown should be IMPROVED and its connections to local neighborhoods ENHANCED rather than isolated and segregated.	See Comment #3
3256	Travis County EDSI	3/2/2023	Email	Travis_County_EDSI@traviscountytx.gov	Cooperating and Participating Agency	Comments attached and also sent via mail. Thank you.	TxDOT will continue to coordinate with Travis County on this project.
3257	Travis Cramer-Orozco	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Wtf? Is there some construction lobby asking for more work? If it will take 10 yrs to expand 35 it wont be the solution we need at that time.	See Comment #5
					Public transit/Multimodal transportation	No one wants to see i35 get bigger. Use those tax dollars to make 130 free and invest in public transport.	See Comment #13
					Business/residential displacement	It will have destroyed plenty of businesses along I35 in that time. And 10 years of construction traffic will cause people to find new routes and forget using i35 altogether	See Comment #21
3258	Travis Hilton	1/26/2023	MyCapEx Website - Comment Form	Travis.m.hilton@gmail.com	General support	Chairman Bugg & Commissioners, With the new proposed schematics and alternatives I ask that there be significant attention paid to drainage when going subterranean. After spending some years living in Houston it became quickly apparent that in heavy storm events these depressed areas easily become the "low spot" and can create significant ponding. Of course, we have a lot more topography than the Houston area, I just wanted to raise concern and make sure the designers are considering this in their approach. Otherwise, I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you,	See Comment #8
3259	Travis Krogman	1/26/2023	Email	krogmantravis@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Travis Krogman Austin resident & taxpayer Sent from my iPhone	See Comment #8
3260	Travis Lee Ratcliff	3/7/2023	MyCapEx Website - Comment Form	travratc@gmail.com	Parks	The proposed plan fails to properly address the traffic problems throughout the city, involves the seizing of parkland along the river, and destroys homes and businesses along I35. Furthermore, the increased noise that will be created for communities adjacent to I35 is simply not acceptable. I urge you to reconsider this plan and work towards a better solution that benefits all of Austin's residents.	See Comment #150
3261	Travis Robertson	2/8/2023	Email	Travis.Robertson@jll.com	General support		See Comment #8
3262	Travis Sawvell	2/8/2023	Email	Travis.Sawvell@jll.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3263	Travis Stone	2/9/2023	Physical Comment	tnsbandgeek@gmail.com	Do not widen/no build	I am opposed to this expansion in all forms. This expansion would destroy all opportunity in the near future to transition Austin to a more sustainable future. All independent studies have shown that this would make traffic worse. It would bring more cars into the city at a time when we are trying to expand our transit and grade networks and improve walkability. The expansion directly works against what the city is trying to achieve on its own. TxDOT is going against the wishes of the city and its residents! Stop this project.	See Comment #5
3264	Travis Stone	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I live in the Hancock neighborhood of Austin, right next to I35 and Airport Blvd. Expanding I35 is one of the worst possible uses of money and space that the state could conceive of. negate Austin's efforts to become a more sustainable city by investing in walkability, public transit, and bicycle infrastructure, and cause worsening traffic for the next few decades. The residents of Austin don't want a highway expansion and the city council is doing what they can in their limited power to influence the project, but many city council members would like to go even farther than the statement voted on last week. There are so many projects across Texas right now that could increase mobility, equity, and the livability of cities. Let Austin have the freedom to make our own choices about what kind of roads go through our city, how it impacts the environment, and how it shapes life here for the next several decades.	See Comment #5
					East/west connectivity	The expansion would widen the gap between East and West Austin,	See Comment #20
					Public transit/Multimodal transportation	At a time when cities across the country and world are removing freeways and replacing them with housing, parks, mixed use businesses, and public transit, all while seeing improvements in traffic, it would be inexcusable for Texas to go against all modern best practices by expanding I35.	See Comment #13
					Latent/Induced Demand	Expanding I35 will not work. All data on recent freeway expansions around the country shows this. It will be an enormous waste of our money that could be used to do so much good elsewhere. Reconsider, for the sake of Texas' future.	See Comment #18
					Reroute to 130	I encourage TxDOT to look at other options, including rerouting current I35 traffic onto Highway 130 and building a financially productive boulevard with apartments and businesses where I35 used to be, finally allowing East and West Austin to reconnect and heal.	See Comment
					Bike/ped safety	High speed rail proposals, light rail and metro systems, changing zoning laws to allow denser, more walkable neighborhoods where people aren't forced to drive, building improved bicycle infrastructure and offering rebates for pedal assist e-bikes. So much could be done in these spaces with the money currently allocated to expanding a failing freeway.	See Comment #30
3265	Trevor Bye	1/30/2023	MyCapEx Website - Comment Form	trevorthomasbye@gmail.com	Air Quality/Noise	I am a resident of Travis Green condominiums off of Mariposa Dr., located in between Riverside and Oltorf exits, immediately next to Whip In. While I am extremely concerned about the proximity of the 35 updates to my home, I am even more concerned about the sound abatement, and length of time the project's constructions sounds will be literally outside my front door. Take a look at various other projects around major freeways in Austin: Mopac took how long, again?	See Comment #34
					Construction	I have yet to be provided with any documentation that neither A) predicts or anticipates the expected amount of time the construction will take, B) how loud the construction noise would be, nor C) at what hours will the construction take place. I demand this information be released.	See Comment #178
					Air Quality/Noise	I am extremely concerned at the potential noise, total project duration and working hours the project would have by my home at Travis Green condos on Mariposa Dr I propose that the city/TXDOT/planners/contractors/anyone involved with the project in an official capacity discuss a commitment to the residents of impacted areas (or areas within a certain proximity to the project) that limits the following (but not limited to): Time (days/hours) of construction The noise (decibel levels/noise pollution) Total time to project completion (including survey/exploratory/analysis work). Additionally, I propose that the city/TXDOT/planners/contractors/anyone involved with the project in an official capacity REVIEW IN FULL, the discussions with those in the affected areas (or within a certain vicinity of the project) before determining the terms of the agreement. An open forum: Not a "Here's what we came up with, and this is what you're going to get" scenario. Furthermore, as part of the initial commitment,	See Comment #34
					Business/residential displacement	I propose that TXDOT commit to a financial obligation to compensate those in the affected areas (or within a certain vicinity of the project) if the ANY of the terms, in any fashion, of the overall commitment are ever violated. The compensation should not be singular: There should be a commitment to compensate with each violation.	See Comment #21
3266	Trevor Hackett	3/3/2023	Email	trevorhackett4@gmail.com	Do not widen/no build	Hello, I live near 45th and Red River St, less than a half mile from i35. I am strongly opposed to the widening of i35 from US 290 East to US 290 West/SH 71 in general. The entire premise of the proposed changes to the highway are built on the premise that we should make it easier to travel via the highway.	See Comment #5
					Multimodal transportation	Given that the population of Austin is set to double in the near term, we should be building a city which encourages walking, biking, and transit. Austin already has Project Connect to encourage transit and the city actively works to build pedestrian and biking infrastructure.	See Comment #20
					Public transit/Multimodal transportation	Another premise I'd like to call into question is that because more people are moving to Austin, we need the road infrastructure to support the drivers who will be coming in. Brad Wheelis with TxDOT said that 92% of Austinites rely on driving. It was also mentioned and 80% of trips going through downtown Austin via i35 start or stop in the downtown area. This is actually a great argument in support of better biking, pedestrian, and transit infrastructure and in opposition to a bigger highway. If most stops are local, then most of those stops can be replaced by a bike ride or a short ride on a train. Better to keep those passengers off the highway (and out of their vehicles anyway).	See Comment #13
					Bury/tunnel	I am in favor of TxDOT removing the upper deck and lowering the highway below grade. But they should not add lanes to the highway.	See Comment #25
					Air Quality/Noise	On top of the proposed changes to i35 being based on an entirely false premise, TxDOT needs to start prioritizing sustainable infrastructure. Relying on single passenger vehicles to move about the city of Austin and our state has a huge environmental impact. Transportation is the #1 source of greenhouse gas emissions in the United States, accounting for 29% of all U.S. emissions in 2019. Within transportation, passenger vehicles are the largest contributor, accounting for 58% of transportation emissions. We need to be moving toward transit via rail, and if TxDOT doesn't prioritize rail infrastructure we may cause irreversible damage to the environment.	See Comment #34
					Latent/Induced Demand	Widening the highway might make driving easier in the short term, but in the long term driving demand will rise to meet the increased highway capacity meaning more people are going to be sitting in the same amount of traffic. This is called Induced Demand.	See Comment #18
3267	Trevor Hackett	3/3/2023	MyCapEx Website - Comment Form	trevorhackett4@gmail.com	Do not widen/no build	Hello, I live near 45th and Red River St, less than a half mile from i35. I am strongly opposed to the widening of i35 from US 290 East to US 290 West/SH 71 in general. The entire premise of the proposed changes to the highway are built on the premise that we should make it easier to travel via the highway.	See Comment #5
					Multimodal transportation	Given that the population of Austin is set to double in the near term, we should be building a city which encourages walking, biking, and transit. Austin already has Project Connect to encourage transit and the city actively works to build pedestrian and biking infrastructure.	See Commen #20
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					Latent/Induced Demand	Widening the highway might make driving easier in the short term, but in the long term driving demand will rise to meet the increased highway capacity meaning more people are going to be sitting in the same amount of traffic. This is called Induced Demand.	See Comment #18
					Air Quality/Noise	On top of the proposed changes to i35 being based on an entirely false premise, TxDOT needs to start prioritizing sustainable infrastructure. Relying on single passenger vehicles to move about the city of Austin and our state has a huge environmental impact. Transportation is the #1 source of greenhouse gas emissions in the United States, accounting for 29% of all U.S. emissions in 2019. Within transportation, passenger vehicles are the largest contributor, accounting for 58% of transportation emissions. We need to be moving toward transit via rail, and if TxDOT doesn't prioritize rail infrastructure we may cause irreversible damage to the environment.	See Comment #34
					Bury/tunnel	I am in favor of TxDOT removing the upper deck and lowering the highway below grade. But they should not add lanes to the highway.	See Comment #25
3268	Trevor Ibarra	1/31/2023	MyCapEx Website - Comment Form	tribarra@gmail.com	Regional Connectivity	Hello, I think making a rail between Austin and San Antonio would be a fantastic idea. Not only would it increase tourism in San Antonio from those in Austin who want a break from the busy city life, but also would greatly increase the number of individuals living in San Antonio and working in Austin. This would also work to decrease traffic congestion on I-35 and improve continued dependence and therefor expansion of public transportation. With Austin currently working on a subway as well, I could definitely see high utilization of a high speed rail	See comment #1

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
3269	Trevor Lazar	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin District 9, and I oppose TxDOT's plans for expansion. Highway expansions have never worked, including the Katy Freeway expansion in Houston. I expect my elected representatives at the state and local level to serve communities, and expanding i35 will harm this community.	See Comment #5
					Reroute to 130	Instead of expanding 35, invest in public transit and reroute i35 along SH-130.	See Comment #3
					Community Alternatives	For the sake of our community, I35 expansion plans should be cancelled in favor of a boulevard-style replacement. Rethink35's plan is the path the City of Austin and TxDOT should follow.	See Comment #4
3270	Trevor Robinson	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I'm a 20 year resident of the Delwood 2 neighborhood in Austin. I live one block away from I-35 and see it out my living room and office windows all day every day. Therefore it should be no surprise that I strongly oppose TxDOT's current plans for I-35 expansion. It trades 10 years of construction impacts and billions of dollars for just a few years of congestion relief. The Katy Freeway is an environmental and quality of life disaster that does not need to be replicated in Austin.	See Comment #5
					Public transit/Multimodal transportation	Let's replace I-35 with a transit and pedestrian friendly Great Streets boulevard, similar to the original East Avenue that it replaced. Or if I-35 cannot be removed, let's depress ALL lanes through the entire CapEx Central corridor, so it can be capped and stitched.	See Comment #13
					Latent/Induced Demand	The current proposal is flawed and harmful for many reasons. It ignores Induced Demand and relies on flawed traffic modeling.	See Comment #18
					Air Quality/Noise	Like most highway expansions, it will worsen long-term congestion and air, water, and noise pollution.	See Comment #34
					Reroute to 130	There are other highway options for non-local traffic to go around Austin, and like many Austin residents, I don't want to use an interstate highway for my local trips. Let's designate a highway that doesn't go through the heart of Austin, such as SH-130, as an interstate.	See Comment #3
					Racial justice	The current I-35 is a concrete embodiment of the racial and economic divides of 1930s Austin, and nearly 100 years later, this is a long overdue opportunity reduce rather than expand those divides.	See Comment #3
					Community Alternatives	Instead of I-35 expansion, I support proposals like those from Rethink35 and Reconnect Austin.	See Comment #4
3271	Trey Farmer	3/7/2023	MyCapEx Website - Comment Form	trey@forgecraftarchitecture.com	Air Quality	We need greater measurements of air quality during this "environmental" review Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source) We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle; We should have bus only lanes (god forbid TXDOT actually plan for rail here - that would be truly awesome) - but we need PREFERRED transit options. We should have more caps (bury the freeway in longer segments so we truly create connections between east and west) Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	See Comment #558
3272	Trey Webb	2/7/2023	Email	TWebb@cleanscapes.net	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Trey Webb Clean Scapes 512.924.8933 www.cleanscapes.net	See Comment #8
3273	Triana Ramon	2/2/2023	MyCapEx Website - Comment Form	Triana_re@hotmail.com	Regional Connectivity	Rapid rail would allow fast movement between the nearby cities of Austin and Dallas, thus benefitting all individuals working in the area.	See comment #1
3274	Tricia Voelkel	2/7/2023	Email	voelkel.tricia@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Tricia Voelkel	See Comment #8
3275	Trishta Nguyen	2/11/2023	MyCapEx Website - Comment Form	trishtanguyen@gmail.com	Do not widen/no build	!!!	See Comment #5
3276	Trishta Nguyen	2/11/2023	MyCapEx Website - Comment Form	trishtanguyen@gmail.com	Do not widen/no build	Don't expand I-35 and displace the tea house	See Comment #5
3277	Troy Gilbert	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hi - I'm a resident of Hyde Park, Austin Texas. Their proposal is the best for our city and I DON"T support Texas DOT's I35 expansion plan. I35 has been a horribly gash through our city.	See Comment #5
					Community Alternatives	Please utilize the ReThink35 proposal for I35.	See Comment #4
					Latent/Induced Demand	It is a well-established fact that expanding highways through cities only makes congestion worse, not better. Texas DOT needs to move in to this century with their thinking and solutions.	See Comment #18
3278	Trudie Redding	2/9/2023	Physical Comment	info@email.actionnetwork.org	Lower Speed Limits	I would like to see a minimal amount of added acreage to the freeway system in Austin. Use what is there. Slow the speed. Set lanes fas for commuting times. Use lighted signage for lanes. Have the signs tall the speed to go and how close in the next exit! Change the entrance ramp that is too short to be longer and allow the cars to merge. With a closed lane mearly see picture. Use moneys for group transport projects. Stagger work hours for traffic control. Keep the land, the trees, etc. in tact and plant more trees.	See Comment #395
3279	Tucker Rice	2/8/2023	Email	tucker.rice@streamrealty.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3280	Turner Kerr	2/8/2023	MyCapEx Website - Comment Form	turnerkerr@gmail.com	Do not widen/no build	I do not support the current plan for the I-35 Capital Express Central Redesign.	See Comment #5
					Racial justice	The project in it's current form further widens the scar through Central Austin, reduces Austin's tax revenue from existing properties, and deepens the divide between East Austin and Central Austin.	See Comment #3
					Bury/tunnel	Please consider burying I-35, reducing the total number of added lanes, and allowing the capped portions of the freeway to be developed (thus increasing taxable property value for the city and state).	See Comment #25
3281	Twila Willis	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	We can NOT build our way out of this dangerous highway. Highway extensions do NOT work. We are paving over what character is left of Austin. I expect TxDot and Austin to do so MUCH better. I do not use the highway unless I absolutely have too. Never for local trips.	See Comment #5
					Community Alternatives	Mobility35 Program Manager Tommy Abrego, Please please please....STOP this plan extension plan no do not want it. RETHINK35 It!!	See comment #4
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Reroute to 130	Can the big trucks use Toll 130 for free and prohibit them from using I-35?	See Comment #3
3282	Ty Fleeman	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin and I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR a public transit-first project.	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #34
3283	Ty Griffin	2/6/2023	Email	Ty@tygriffin.net	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3284	Tyler Davis	1/31/2023	MyCapEx Website - Comment Form	joel.tyler.davis@gmail.com	Regional Connectivity	I'd like to see many more options for commuters including dedicated commuter busses and rail between San Antonio and Austin to help ease congestion on I-35.	See comment #1
3285	Tyler Espino	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello, I am writing to express my opposition for TxDOT's plans for I-35.	See Comment #5;
					Latent/Induced Demand	The current plan It ignores Induced Demand,	See Comment #18
					Air Quality/Noise	construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. As a taxpayer, I urge you all to reconsider.	See Comment #34
3286	Tyler Grooms	2/7/2023	Email	tgrooms@manifoldre.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3287	Tyler Hurley	1/31/2023	MyCapEx Website - Comment Form	thurley4397@gmail.com	Regional Connectivity	I am in support of passenger rail. How are we the largest city without passenger rail. It's an embarrassment.	See comment #1
3288	Tyler McCoy	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Travis County, living in South Austin, 78745. I oppose TxDOT's plans for I-35 and the planned expansion. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Please do everything in your power to stop this.	See Comment #5;
					Community Alternatives	I am absolutely in support of the Rethink35 proposal, a boulevard going through town, a public transit-first project, or other people first options.	See Comment #4
					Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #25
3289	Tyler Pursch	1/20/2023	MyCapEx Website - Comment Form	tpursch@hotmail.com	Do not widen/no build	As a citizen of a growing San Antonio and someone who cares deeply about future generation's health, I demand that a plan be included up revive the Lone Star Rail proposal.	See Comment #5
					Regional Connectivity	More tax dollars to repair infrastructure on decades-long timescales that are perpetually in need of maintenance. It's time to look forward. Texas could pioneer and be the example for High Speed Rail instead of investing our money into a project that serves only a short-term purpose. Texans want high speed rail, not more pollution and asphalt.	See Comment #1
					Latent/induced demand	Expanded highways have predictable results: it induces more demand, more of the same traffic, and more pollution.	See Comment #18
3290	Tyler Stern	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Widening a highway like I-35 is only going to make traffic, pollution, construction, maintenance costs, and accident rates all increase !! Waste of resources that disregards Austin residents like myself and our health, safety, and comfort. I strongly oppose the proposed solution.	See Comment #5;
3291	Tyra Grant	1/20/2023	MyCapEx Website -	tyra.grant@rocketmail.com	Do not widen/no build	Widening I-35 only causes more demand and the same amount of traffic,	See Comment #5
					Regional Connectivity	revive the railroad system plan between San Antonio and Austin.	See Comment #1
3292	Uday Raj	1/30/2023	Email	udayraj.vy262@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Regards, Uday	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
3293	Uel Trejo	1/20/2023	MyCapEx Website - Comment Form	ueltrejo@gmail.com	Do not widen/no build	Stop adding more lanes. Stop funneling money into stupid car infrastructure that is old and outdated. Just because gas companies and automotive companies are filling your pockets to push these things that they have convinced the general public that they need, we all know people would be much happier if they had a better mode of mass transit. Fund rail projects. Make our cities more walkable. Car accidents are so deadly and every single day in this state someone's life is taken from a car. FUND RAIL. FUND RAIL. FUND RAIL. Stop adding more lanes, they add more traffic and add millions of dollars in improvement projects and LOSE TEXANS MONEY. Get over yourselves and do what's best for Texans.	See Comment #5
3294	Upayan Mathkari	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As a growing city, Austin needs to invest in its infrastructure to make transit effective for all Austinites but expanding I-35 is decisively the wrong answer. I have seen what happened in my hometown of Houston when I-10 expanded. Traffic got worse because the lanes induced more demand. It would be such a pity if the same happened to the charming Austin that I love. I oppose TxDOT's plans expansion especially when there are so many better alternatives.	See Comment #5
					Multimodal transportation	lets create a more walkable Austin by replacing I-35 with boulevard that allows for multimodal transportation.	See comment #20
					Community alternatives	I think Rethink35 offers a much more cohesive and all-encompassing solution.	See Comment #4
					Air Quality/Noise	Instead of increasing pollution and traffic by expanding the highway inducing more car demand,	See Comment #34
3295	UT Rethink35	3/6/2023	Email	ut.rethink35@gmail.com	Do not widen/no build	Dear TxDOT, We are the Rethink35 student group at The University of Texas at Austin and we are writing to voice our concerns regarding the proposed I-35 expansion. We recently held a rally on our campus and the turnout proved that opposition to the expansion is felt not only within the city but particularly among students. During the rally, many students expressed various objections to the proposed project. As students, we are the next generation and we are the ones who will bear the consequences and make amends if this catastrophic decision is made.	See Comment #5
					Community Alternatives	We urge you to reconsider this expansion with our welfare in mind, to create a future that values people over cars, and to use this opportunity to advocate for a transformational and sustainable transportation system. Sincerely, The UT Rethink35 Student Group	See Comment #4
					Bike/ped safety	The expansion will make public transit, walking, biking, and other alternative transit options incredibly dangerous.	See Comment #30
					Public transit/Multimodal transportation	Since students who do not have or cannot afford a car must resort to these alternative forms of transportation, socioeconomically disadvantaged students will be impacted the most.	See comment #13
					Air Quality/Noise	The construction project and expansion will only promote more vehicle-related emissions in the Austin area. According to research conducted by the Dell Medical School at UT, kids in Travis County are hospitalized for asthma at a rate 60% higher than the national average, and since there is a link between pollution and asthma, TxDOT's plan will only exacerbate this increasing health problem. Furthermore, a large portion of UT students are from the Houston area, where they have experienced a highway widening to 26 lanes, and they can personally attest to the failure of the expansion to reduce traffic.	See comment #34
					Climate change	UT Austin prides itself on the fact that students are able to use the knowledge they learn at this university to make an impact in their communities. The slogan "What starts here changes the world" inspires us to take initiative and make a difference in the world where we see room for improvement. Students across the university have all learned about the devastating impacts of pollution and how anthropogenic factors contribute to global warming. This has become an issue that impacts our daily lives and to ignore it would go against what this university has taught us. Therefore, it would be a betrayal of our values to support an expansion that will contribute more to pollution and climate change.	See comment #51
3296	Valarie Gold	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a born and raised Austinite and a current resident in 78745. I oppose TxDOT's plans for I-35 and I oppose the current plan for expansion. The current TxDOT plan is not an effective way to address our worsening congestion.	See Comment #5
					Public transit/Multimodal transportation	Austin needs to prioritize public transit such as the CapMetro Project Connect instead of highway expansion that destroys several long-standing Austin businesses and housing.	See Comment #13
					Reroute to 130	Instead, I suggest TxDOT looks into redesigning SH-130 as an interstate. I expect TxDOT, Austin City Council, and other representatives to stand up for myself and other Austinites who live with the ever changing traffic and population of Austin on a day-to-day basis. I appreciate you taking public comments such as my own into consideration.	See Comment #3
3297	Valerie Champion	1/20/2023	MyCapEx Website -	valeriechampion94@gmail.com	Do not widen/no build	The I-35 expansion project is a waste of money.	See Comment #5
					Regional Connectivity	Consider high speed rail transit. It would be so much easier to travel between cities. Please.	See Comment #1
3298	Valerie Durham	1/11/2023	Email	valerie@mfs.team	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
3299	Valerie Durham	2/14/2023	Email	valerie@mfs.team	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3300	Valerie Menard	3/6/2023	Email	vmenard@email.com	Do not widen/no build	To Whom it May Concern, I am writing to submit my comments regarding the I-35 Capital Express Central Project from US 290 East to US 290 West/SH 71. I'm opposed to this plan because it is too expensive and too disruptive	See Comment #5;
					East/West Connectivity	and doesn't show that it will reduce traffic congestion but rather make crossing from east to west of downtown easier for pedestrians and cyclists. TxDot should look at cities with successful planning like San Antonio, with 500,000 more residents, that has no toll roads and two loops to manage traffic. Conversely, Austin has multiple toll roads yet none have a HOV lanes and no loop. What Austin has always needed was a freeway system with a loop, NOT TOLL ROADS. I propose we open toll roads, at an estimated cost in 2016 of $5.5 billion, rather than start such a destructive process. Judging by continued conjestion, toll roads have failed to provide any relief to traffic. Let's see if opening toll roads, which is less costly and disruptive, would have an impact first and focus on building a loop around the city that connects existing highways, before embarking on yet another boondoggle.	See Comment #20
3301	Valerie Sims	3/1/2023	Email	info@sg.actionnetwork.org	Community Alternatives	Mr TxDOT TxDOT, As an Austin resident who would prefer to bicycle or walk to destinations, I would like to see more study of alternatives to the proposed expansion of I-35. Reconnect Austin and Rethink 35 are two organizations which have presented possible solutions that would be preferable to expanding I-35. Why are such alternatives not on the list of proposals for community input? I avoid I-35 if at all possible due to the problems of dangerous traffic, slow movement of the vehicles, and the distasteful surroundings. Why can Austin not have safe walkable and bikeable streets instead of adding to a dangerous, unsightly behemoth or doing nothing to the freeway? Studies have shown that such thoroughfares induce demand rather than solving any problems. Thank you for considering other community needs and wishes.	See Comment #4
3302	Valerie Wilson	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a Texas resident and I frequently travel to and through Austin. I do not support the construction on highway 35. Widening highways does not work. I support Rethink 35's plan instead. I have been hit while driving on 35 and I've driven on the road while it was under construction; during that time, the construction was so poorly done that no one could see the lane markers and people were driving all over the road.	See Comment #5;
3303	Van Vo	3/7/2023	MyCapEx Website - Comment Form	melissavanvo@gmail.com	Water quality	We need greater measurements of air quality during this "environmental" review Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #125
					Public transit/Multimodal transportation	We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle; We should have bus only lanes (god forbid TXDOT actually plan for rail here - that would be truly awesome) - but we need PREFERRED transit options. We should have more caps (bury the freeway in longer segments so we truly create connections between east and west) Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	See Comment #13
3304	Vanessa Konynenbelt	3/2/2023	Email	info@email.actionnetwork.org	Bike/ped safety	Mobility35 Program Manager Tommy Abrego, Safety has long been a primary issue I'm concerned about. I've been in a head on collision, countless close calls while biking, lost a friend who was hit by a car while biking to class, and have another close friend who suffered permanent brain damage from a car crash. I say my two goals in life are to never hit anyone with my car and to never get hit by a car. A lot of people laugh at me when I say this, but I'm dead serious. I have very little capacity to inflict any mortal harm on anyone until the time I get behind the wheel. And traffic injuries are the leading cause of death for my age group. When I graduated college, I made a short list of cities that would enable me to live the life I desire, which is simply, to be able to bike or transit where I need to go safely. Easier said than done in the States, but Austin was promising. I am so blessed to be living in a city like Austin, a place with genuine people, gorgeous bike-able weather, and flat bikeable roads. But I mourn the fact that interstate expansion would ever be considered given the extensive research demonstrating the devastating effects it has on a city. Namely: gutting the heart of the city, inhibiting mobility, decreasing pedestrian and cyclist safety, isolating parts of the city, inviting further traffic, and creating an uglier, unhappier, and generally more frustrating experience for drivers, cyclists, and pedestrians alike. The happiest part of my week is biking 12 miles round trip to the springs. I ride on pot-holed roles, bike in lanes that peter into nothing leaving me unprotected in car traffic or force me into pedestrian lanes, on streets that are poorly lit or unlit, and yield to car traffic in places with poor visibility that leave me at risk of not being seen and getting hit by cars. And despite all this, it's still the happiest part of my week because riding my bike through the city makes me feel a part of and connected to my Austin community. But it's far from safe. If Austin truly has any merit behind the goal of zero traffic deaths, do not support 1-35 expansion. I'm imploring you- before you consider spending another dollar on roads for cars, please first consider roads for people. It is, in all sincerity, a matter of life and death. Ps... even if an interstate could ever be considered safe- it kills all the joy in the world and I'd rather bike uphill both ways than sit in traffic polluting the air and burning my time. I'm begging you, do not make me use an interstate for local trips.	See Comment #30
3305	Vanessa McElwrath	1/12/2023	Email	VMcElwrath@mlrpc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Vanessa McElwrath	See Comment #8

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3306	Vanessa Mitchell	3/7/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, TX. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR The Rethink35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See comment #3
3307	Varinder Singh	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Highways suck. They lead to unfriendly people cities. Walkability gets ruined. Make it under the ground and cap it.	See Comment #5
3308	Venkat Sadineni	1/30/2023	Email	meetsadineni@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3309	Veronica Castro de Barrera	3/7/2023	Email	vcdb@mac.com	Do not widen/no build	Comments to TxDOT on IH-35; Thank you for the opportunity to submit my thoughts on this massive infrastructure reconstruction project that intends to cost billions of dollars without voter approval. The letter I am submitting now is quite similar to previous letters I have written to TxDOT because the design of this project has not improved sufficient over time. My concerns are still very valid as I've voiced in the past. Our region needs to address the exponential growth in a way that doesn't continue to damage our lives, our fragile environment and our communities. I lived and raised my children in the shadows and polluted air of IH-35 highway for more than a decade until I could not take it anymore as I witnessed my son's health deteriorate from the effects of concentrated air pollution. The latest design alternative of the highway reconstruction in an attempt to "fix congestion" while continuing to rip the city of Austin apart, is a huge mistake! Induced Demand IS REAL AND DEVASTATING. DO NOT DOUBLE DOWN ON A BAD IDEA. I support doing something about this IH-35 through the heart of our city. I do. What we have right now is LETHAL, DEAFENING AND WRONG. What I don't support are the disingenuous scare tactics in which you are dismissing community-led visionary plans such as Reconnect Austin, Rethink-35, Downtown Austin Alliance/Urban Land Institute's plans and many others, especially when these plans respect our community's values and aspirations. Adding bike lanes and sidewalks across this deep, loud abyss does not make it a desirable mobility option. We are led to believe that if we "Reconnect Austin", the surrounding communities will be heavily impacted by a car tsunami flooding our neighborhood streets. But we know drivers can adjust their routes, habits and trucks can be re-routed to SH-130, US-183, etc. We are not afraid of vehicles on our neighborhood streets, we are afraid of repeating mistakes from the past that put so much investment into the wrong things such as obese highways that create more congestion, concentrate pollution, prevent children from walking and biking to school, and ultimately kill more people. Our city, our state, our region deserves better. I am urging TXDOT to give transit an opportunity to succeed in our community with Project Connect's voter-approved program of mass transit first. Once we have provided our community with more sustainable, efficient, high-quality transit options, we can then move on to tackle replacing this highway with a beautiful, tree-lined, multi-modal avenue that serves ALL OF US. Listen, we know that TxDOT is not a monolithic organization. You all are our neighbors too and we know you care deeply about the world and what you will bestow to future generations. Ask yourselves if your	See Comment #5
3310	Veronica Gonzales	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Additional lanes don't absolve interstate congestion. Displacement along the I35 corridor downtown will have more negative community impact considering affordability and gentrification. I support public transit education and accessibility throughout the greater Austin area. This kind of focus would take time, but has a major benefit in long term transportation solutions.	See Comment #5;
3311	Veronica Schleiss	3/7/2023	MyCapEx Website - Comment Form	ronnie.schleiss@gmail.com	Air quality	I am writing because I care about the future and the development of I35 through Austin - both people& the environment.We need greater measurements of air quality during this "environmental" review Engineers should safely treat the water runoff & keep it out of our lakes.	See Comment #558
					Multimodal transportation	We need direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle; We should have bus only lanes (god forbid TXDOT actually plan for rail here - that would be truly awesome) - but we need PREFERRED transit options.	See Comment 20
					Bury/tunnel	We should have more caps (bury the freeway in longer segments so we truly create connections between east and west) TXDOT needs to pay for the project - NOT Austin taxpayers.	See Comment #25
3312	Veronica Wolferman	3/1/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion.	See Comment #5
3313	Veronika Redensek	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Greetings, I'm writing out of concern for the highway expansion. While traffic is a concern for me as it is for most Austin residents, highway expansions rarely are a solution to the problem, and often create more problems along the way. Interstate traffic shouldn't be directed through the city, rather, possible expansion or further development of a highway outside the city of Austin would help divert many drivers that unnecessarily clog city roads and alleviate local traffic. Additionally, expanding public transit and bike lanes would encourage many commuters to choose an option that encourages personal and public health through movement, reduction in vehicular pollution, and in many cases saves time (traffic) and money (gas and parking). In summary, I oppose TxDOT's plan for I-35 and oppose expansion. I am for Rethink35's proposal and the expansion of public transit and bike lane infrastructure. Thank you for your time and consideration.	See Comment #5
3314	Veronique Placke	3/6/2023	Email	info@sg.actionnetwork.org	Air Quality/Noise	Mr TxDOT TxDOT, Hello, I am writing to you today to express my opposition to I-35 expansion. Empirical evidence suggests that adding more lanes to highways only attracts more cars and leads to more congestion. This increased use leads to more air and noise pollution, creates heat islands (in an already hot enough city), and has adverse health impacts in the community. These issues should be top of mind for TXDOT planners. Yet, road expansion is the only solution that has been proposed despite proven failures across the state. As an Austin resident, I don't want to travel around town on crowded, congested highways. We need investment in other forms of transportation such as public buses, trains, biking paths, or sidewalks, all of which reduce our carbon footprints, pollution, and congestion. While these projects are long term, capital intensive, and necessitate a transformation of our infrastructure, these circumstances are not much different from the proposed expansion.	See Comment #34
					Community Alternatives	I implore you to invest in a reimagined future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied and invested in.	See Comment #4
3315	vianey hernandez	1/12/2023	Email	vianeyhernandez44@yahoo.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8
3316	Vickie Korenek	2/7/2023	Email	VKorenek@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. VKorenek@heritage-title.com200 W 6th Street | Suite 1600 Austin, TX 78701 HeritageTitleofAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at (512) 505-5000, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8
3317	Victor Butcher	2/23/2023	MyCapEx Website - Comment Form	victorbutcher@gmail.com	Do not widen/no build	This plan will cause serious harm to the people of Austin. It will not make traffic better. It's too big. It's too ugly. Too many people are going to die on it no matter how you design it. All just to get people through Austin a few minutes faster? There are alternative transportation solutions that would prevent thousands of people from needlessly dying, but TxDOT does not care. They'd rather build things that kill people. It's engineering malpractice, frankly, but the whole profession is intellectually vacant, unfortunately. Every city has traffic. Traffic means the city is vibrant and people want to be here. Trying to get everyone to drive a car for every trip and expect free-flowing level of service is just an insane idea. If they were actually interested in improving Texan's quality of life, they would pressure the federal government to let them fund transportation solutions that are actually safe, reliable and don't kill nearly as many people. But they're not, and that's why they produce plans like this.	See Comment #5
3318	Victor Castano	1/31/2023	MyCapEx Website - Comment Form	victorccastano@gmail.com	Regional Connectivity	It is completely ridiculous and unacceptable that this system has not been created yet. There should be a rail system from Houston to San Antonio to Austin to Dallas. I know we are a big state but everybody else has seem to figure this out. Seriously Texas.	See comment #1
3319	Victor Guajardo	1/31/2023	MyCapEx Website - Comment Form	Vicctorguajardo@gmail.com	Regional Connectivity	I could benefit monetarily from a rail system.	See comment #1
3320	Victor J Cardona	1/31/2023	MyCapEx Website - Comment Form	victorcardona90@gmail.com	Regional Connectivity	Please make a corridor that extends to San Antonio. The convenience and economic benefit it would bring to both cities would be immense.	See comment #1
3321	Victor Trac	2/23/2023	Email	info@sg.actionnetwork.org	Reroute to 130	Mr TxDOT TxDOT, As a resident of a neighborhood that is only a few blocks from I-35, I strongly oppose the expansion of I-35. This is a huge, costly project that will be extremely disruptive to the entire city with questionable benefits. Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. If the goal is to make North-South I-35 traffic faster while removing congestion within Austin, then I think a better solution is to remove the toll from 130 to encourage transport traffic to bypass Austin and turn I-35 into a toll road for vehicles passing through the city. For people traversing I-35 within Austin city limits, the toll should be free. This will: * save billions of dollars and years of construction * encourage transport traffic to use 130 * remove congestion from I-35 inside city limits	See comment #3
3322	Victor Ude	3/7/2023	MyCapEx Website - Comment Form	victorude@gmail.com	multimodal transportation	Trains, not lanes. Rail trains. Freight trains. Passenger trains. Stop being wasteful.	See Comment #20

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3323	Victoria Nelson	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose the I-35 expansion. I live near an urban freeway in Houston and it is loud, smelly, and unwanted. Non-local traffic should be routed around Austin, not directly through it where people are trying to live. Austin residents deserve a nice, walkable city center that prioritizes a healthy, safe environment instead of another freeway expansion. Freeway expansions don't relieve traffic congestion, and there is tons of data showing this. Rethink the I-35 expansion. Urban freeways are not needed and not wanted!	See Comment #5
3324	Victoria Rodriguez	1/31/2023	MyCapEx Website - Comment Form	victoria.rdgzgil@gmail.com	Regional Connectivity	I'm strongly supportive of a high speed rail between Austin and San Antonio. Please make this happen and relieve the traffic from I-35!	See comment #1
3325	Victoria Salazar	3/1/2023	Email	info@email.actionnetwork.org	Regional Connectivity	Mobility35 Program Manager Tommy Abrego, I am HIGHLY UNSUPPORTIVE of TxDOT's plans for expansion on I-35. Expanding our highways will not help with traffic congestion, they will only bring upon an extensive ten years of roadway construction traffic, waste our resources, pollute our environment, and waste precious space that could be much more sustainably utilized. I do not want to use an interstate highway for local trips. I am in favor of bullet trains and railway systems. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See comment #1
3326	Vidal Bejar-Padilla	3/6/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, Hi Tommy, My name is Vidal Bejar-Padilla, a resident of Cherrywood. I oppose plans for I-35 expansion in support of the Rethink35 proposal. As a daily user of public transit I am confident that shifting infrastructure focus from car centric construction projects, which are inevitably short sighted and ineffective in achieving their ostensible goals, to more sustainable and resident-friendly public transit options will better achieve TxDOT's goals. This project is a crossroads for Austin, for whether we want to turn into one of the many major cities across the country that are perpetually plagued by miserable traffic resulting from short-sighted infrastructure projects, or into a city that is a model for innovative and sustainable solutions for transit.	See Comment #4
3327	Vince Trevino	2/13/2023	Email	VTrevino@mlrpc.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3328	Vincent Calzone	2/9/2023	Physical Comment	vinnycalzone@gmail.com	Public transit/Multimodal transportation	Based on the diagram of the proposed changes to I-35, it looks like this will be an insignificant improvement to the highway, and will only put Austin in the same position it's currently in. TxDOT should be focused on bringing transportation into the 21st century by transporting people, not cars.	See Comment #13
					Reroute to 130	Expanding I-35 will only further entrench Austin's dependability on cars, at the expense of other forms of public transportation. I would be willing to support a proposal to divert I-35 around the city, so the city can reclaim the land currently used by I35 and use it for more productive transportation.	See comment #3
3329	Vincent Natiello	2/24/2023	VOH	v.natiello27@gmail.com	Caps/deck plazas	While the preferred alternative is a large improvement over the initial versions of this plan, it still doesn't go anywhere close to far enough in reconnecting the parts of the city that are split by I-35. As someone who lives very close to the interstate, the option to build caps over the two stretches that are currently in the plan would be a huge improvement in quality of life for those around them. The issue with this, however, is that the ability to construct caps shouldn't be limited to these two stretches. Even if it takes years to fully build out, the final design should leave the city with the opportunity to cap the full stretch of I-35 that will be below grade. The added connectivity, health, safety, and general quality of life of those near the interstate would be vastly improved, and this expansion shouldn't limit this potential like the current design does.	See Comment #42
3330	Virginia Hemstreet	3/6/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, I oppose TxDOT's plans for I-35 and I oppose the possible expansion. Many other cities such as Houston are proof that highway expansion doesn't solve the problem. Cities expand so quickly and the plans that are developed and eventually implemented are not working. What I hope TxDOT will do is look into is redesignating another highway such as SH-130 as an interstate. Or what about a boulevard going through town? Could there be improvements in public transit?	See comment #3
3331	Vishal Jani	1/27/2023	Email	vishjani02@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. –	See Comment #8
3332	Vivian Abagiu	3/7/2023	VOH	esparza.vivian@gmail.com	Air quality	I am concerned that this plan will only make our traffic and pollution worse. Expanding the highway will add more vehicles to Austin's roads. Widening freeways worsens serious and fatal traffic crashes, air pollution, noise and carbon emissions, all of which disproportionately impact low-income communities and communities of color. Your plan does harm to our community and I do not support it.	See Comment #558
3333	Viviano Solan	3/6/2023	Email	info@sg.actionnetwork.org	Community alternatives	Mr TxDOT TxDOT, Hello, I am writing to you today to express my opposition to I-35 expansion. Empirical evidence suggests that adding more lanes to highways only attracts more cars and leads to more congestion. This increased use leads to more air and noise pollution, creates heat islands (in an already hot enough city), and has adverse health impacts in the community. These issues should be top of mind for TXDOT planners. Yet, road expansion is the only solution that has been proposed despite proven failures across the state. As an Austin resident, I don't want to travel around town on crowded, congested highways. We need investment in other forms of transportation such as public buses, trains, biking paths, or sidewalks, all of which reduce our carbon footprints, pollution, and congestion. While these projects are long term, capital intensive, and necessitate a transformation of our infrastructure, these circumstances are not much different from the proposed expansion. I implore you to invest in a reimagined future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied and invested in.	See Comment #4
3334	Vivienne Miller	3/6/2023	Email	info@sg.actionnetwork.org	Community Alternatives	Mr TxDOT TxDOT, Hello, I am writing to you today to express my opposition to I-35 expansion. Empirical evidence suggests that adding more lanes to highways only attracts more cars and leads to more congestion. This increased use leads to more air and noise pollution, creates heat islands (in an already hot enough city), and has adverse health impacts in the community. Road expansion is the only solution that has been proposed despite proven failures across the state. These issues should be top of mind for TXDOT planners: as an Austin resident, I don't want to travel around town on crowded, congested highways; we need investment in other forms of transportation such as public buses, trains, biking paths, or sidewalks, all of which reduce our carbon footprints, pollution, and congestion. While these projects are long term, capital intensive, and necessitate a transformation of our infrastructure, these circumstances are not much different from the proposed expansion. I implore you to invest in a reimagined future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied and invested in. Thank you,	See Comment #4
3335	Vlad Marom	2/8/2023	MyCapEx Website - Comment Form	vlad@idsmgt.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
3336	Vladislav Marom	1/26/2023	MyCapEx Website - Comment Form	vlad@idsmgt.com	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
3337	Vladislav Marom	3/6/2023	MyCapEx Website - Comment Form	vlad@idsmgt.com	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
3338	Walker Jones	1/31/2023	MyCapEx Website - Comment Form	walker.jones.213@gmail.com	Regional Connectivity	Please implement a rail public transportation system through the state of Texas and its cities. The growth of our state (and cities') populations and commuting as a result will further overburden roads that already need updating. The costs incurred will return greater productivity for businesses, better quality of life for taxpayers, and reduce economic, productivity, and life loss from over-congested roadways.	See comment #1
3339	Wallis Goodman	3/3/2023	Email	wallisgoodman@gmail.com	Air Quality/Climate Change	Mobility35 Program Manager Tommy Abrego, Do people understand that *climate change is the existential threat of this and future generations*??? The goals of the current plan for the expansion of I-35 *does not prioritize our need to address climate change*! And there are also racial factors (continued division of segments of Austin, and the fact that *through traffic can already take the toll road outside of town*. Why can't we have a compact, livable city, with lively pedestrian paces. And we haven't even talked about the *air pollution that will accompany any expansion of the freeway,* regardless of whether some pedestrian connecting overpasses are created.	See Comment #18
3340	Wally Vog	1/14/2023	Email	wallyvog@gmail.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Wallace Vog	See Comment #8
3341	Walt Ferguson	1/12/2023	Email	waltf@whiteconst.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely,	See Comment #8
3342	Wayne Decker	3/6/2023	VOH	waltf@whiteconst.com	Do not widen/no build	Widening I-35 is a horrible idea. Studies have shown that bigger roads quickly fill up with more traffic, making them just as crowded as before the widening. Construction delays would lead to even worse traffic Leave I-35 alone!	See Comment #5
					Business/residential displacement	Destruction of existing homes and businesses would be terrible.	See Comment #21
					Reroute to 130	Persuade drivers, especially truckers, to use 130.	See comment #3
3343	Wende Parks	3/6/2023	Email	wendeparks@moreland.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3344	Wendy	1/31/2023	MyCapEx Website - Comment Form	Yayahue@gmail.com	Regional connectivity	light rail system between austin and san antonio more people in one cart defies the usual single commuter of one car that takes up a good chunk of space on our highway system. people want fast. adding lanes where everyone is trying to get off around the same area is not a solution when it creates more congestion.	See comment #1
3345	Wendy Alston	2/8/2023	Email	walston@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Wendy Alston ,	See Comment #8

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
3346	Wendy Kalthoff Lerner	3/7/2023	MyCapEx Website - Comment Form	wendybethkalth@gmail.com	Do not widen/no build	My concern is that we are growing too fast , and the new IH 35 plan will make it so that people will be on the interstate for a long time.	See Comment #5
3347	Wendy Todd	2/16/2023	VOH	wendypricetodd@rocketmail.com	Woodland	As an officer and active member of a neighborhood association that extends across the interstate between Riverside Drive and Ben White, the preferred alternative of closing Woodland and adding a pedestrian/bicycle bridge is not adequate to restitch the community. The speed limit along the north and south feeders must be reduced. Riverside and Oltorf are already dangerous east/west roads and adding lanes will only contribute to additional air quality , noise, and safety concerns.	See Comment #238
3348	Wendy Travis	2/6/2023	Email	wegtravis@att.net	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Wendy Travis	See Comment #8
3349	Wes Youngblood	2/8/2023	Email	wyoungblood@konainc.net	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3350	Weston Roof	3/2/2023	Email	info@email.actionnetwork.org	Public transit/Multimodal transportation	Mobility35 Program Manager Tommy Abrego, The proposed I35 expansion does nothing to solve modern transit issues. I am a resident of Austin and strongly oppose this plan.	See Comment #13
3351	Whitman Schorn	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I was born and raised in Austin and now live here after 8 years in New York City. I realize it may seem extreme, there is no way around it: Austin is throwing away billions of dollars in potential business and growth by expanding I-35. I am confident that with proper planning that accounts for traffic capacity and the economic activity generated, Austin could produce the most valuable city center in the entire state of Texas. If we sacrifice this opportunity, it will because we follow short-sighted and lazy analysis by complacent engineers. A few simple changes could transform our infrastructure and produce unprecedented economic growth. I have an extensive background in financial analysis businesses via machine learning, along with several years innovating in online tools for trucking logistics. My honor's thesis at Oberlin College was an analysis of traffic algorithms. I have thus considered this issue from every side, including the perspective of the trucker driving through a cramped metropolis - they hate it too! I can see no argument for the ruining of our public roads. Please allow the true neighborly character of Austin to shine through, let our small businesses thrive and our communities flourish. Allow the citizens to use public roads, instead of sacrificing them to interstate traffic. If we continue down the path of blind highway expansion, we may wreck our city's future.	See Comment #5
3352	Whitney Arostegui	3/6/2023	MyCapEx Website - Comment Form	whitney.arostegui@gmail.com	Bike/ped safety	I support Austin City Council in their opinion that this is a once in a lifetime chance to make forward-thinking changes to I-35 that make our city more connected and more mobile. I live within two blocks of I35 and want to maximize safe pedestrian and cyclist crossings as well as caps that promote green space and livability.	See Comment #30
3353	Whitney Behr	3/6/2023	Email	info@sg.actionnetwork.org	Do not widen/no build	Mr TxDOT TxDOT, It is well documented that simply adding more lanes to congested highways does not reduce traffic long term. Austin's population is growing and we need to plan intelligently for future population growth. Expanding I-35 through the middle of the city will mean that Austin will become more a highway than a city. We have an opportunity to build Austin for the future, rather than for the past. I think we should take advantage of this opportunity to be a city for the 21st century. Do not expand I-35.	See Comment #5
3354	Whitney Kincaid-Ary	2/7/2023	Email	wkincaid@heritage-title.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Whitney Kincaid Ary Whitney Kincaid	See Comment #8
3355	Will Branch	3/3/2023	Email	info@sg.actionnetwork.org>	Racial justice	Mr TxDOT TxDOT, It's time to look at this situation holistically, and remove the blinders narrowing the focus to "expansion at all costs." First of all, I-35 is a historical scar on this city, born out of racist policy. Practically, it is not an efficient way to get into downtown or to drive through Austin.	See Comment #3
					Air Quality/Noise	The through traffic needs to be directed somewhere else, in order to preserve this city's livability, cut pollution (noise, air, ground, water and light pollution), and increase connectivity in our community. Rebuilding I-35 will only increase the pain, and delay a solution.	See Comment #34
					Reroute to 130	Move I-35 to a loop instead, and restore East Avenue, the historical route through central Austin. Return the street to ground level and add trams or trains to provide an alternative to vehicular traffic. This is the only way to provide scalability for the future, as Austin continues to grow exponentially.	See comment #3
3356	Will Branch	2/22/2023	Email	info@sg.actionnetwork.org	Reroute to 130	Mr TxDOT TxDOT, Rather than expanding I-35 in Austin, which will only bring further gridlock for the next decade, spend our money wisely by relocating I-35 (perhaps with an expansion and un-tolling of the toll road?) and then restoring East Avenue as a central boulevard through the city. Move the traffic, the noise, the pollution outside the central city,	See comment #3
					East/West Connectivity	and heal the divide between East and West Austin.	See Comment #20
3357	Will Ghiselli	2/7/2023	Email	wghiselli@stonelake.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Will Ghiselli Investment Analyst Stonelake Capital Partners	See Comment #8
3358	Will Maxwell	3/7/2023	Email	will.jmaxwell@gmail.com	East/west connectivity	TxDot, I am writing as an individual citizen to support the efforts of Safe Streets Austin. I feel strongly that I-35 should not be expanded. I believe: • I oppose expanding I-35. • East-west crossings should be at least every 1/4 mile.	See Comment #20
					Lower Speed Limits	All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users.	See Comment #395
					Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes.	See Comment #34
					Bike/ped safety	I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets.	See Comment #30
					Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
3359	Will Mederski	1/5/2023	Email	wmederski@gmail.com	Business/residential displacement	hello there, resident of Cherrywood here.details of what businesses and properties are at risk of demolition have finally been made public, yet i see no details of how 100+ businesses and hundreds more families are expected to relocate. in a city where real estate has ballooned far passed affordability, where few options exist for those who've lived here for decades and can't afford the $$$ condos and luxury homes that are filling up downtown and replacing razed homes in surrounding neighborhoods... what options are their for those displaced by the highway expansion? i'd like to see this directly addressed. most of these displaced folks are renters, so while the property owner will cash out, renters will be forced into one of the most competitive markets in the country. will mederski	See Comment #21
3360	Will Thomas	2/7/2023	Email	WThomas@hpitx.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Will Thomas Leasing Agent Mobile: 214-532-4059 Direct: 512-538-8703 | Main: 512-835-4455 Address: | Austin,TX 78746 We have a new look. Learn More → hpitx.com | LinkedIn | Instagram This e-mail may contain privileged information. If you are not the intended recipient please notify the sender and immediately delete this message.	See Comment #8
3361	Will Thomas	2/8/2023	Email	wthomas@stonelake.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Will Thomas Associate	See Comment #8
3362	Willa Staats	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, My name is Willa Staats. I have lived next to I-35 my entire life; first on east 8th street and then on east 11th. I have lost friends on that highway, I had my own first accident on that highway, and it's been my daily commute for as long as I can remember, to and from school and then to and from jobs. Please, please, rethink your plans to expand. I do not want to do battle, daily, with semi-trucks. We are quite literally dying on this highway while trying to buy groceries, go to the gym, visit friends. Please be kind to the residents of Austin, Texas. Give us something beautiful, and ask us all to slow down.	See Comment #5
3363	William Abshire	3/7/2023	VOH	cabshire@capitalareaum.com	Latent/Induced Demand	I am against the expansion. More lanes does not mean less traffic. Just more people driving through our city with the same congestion.	See Comment #18
3364	William Alexander	2/9/2023	VOH	williamericalexander@gmail.com	General support	I have things I like and things I don't like about the proposed alternative - while overall the plan is cohesive, well engineered, well thought out, and a good approach to expand the bottleneck of IH-35, it appeases local concerns in some areas and respects while disregarding them in others. As to the benefits, I feel that the means of providing for cap-and-stitch approaches from Dean Keeton St. to Cesar Chavez are an excellent opportunity to reconnect our downtown and provide much-needed green space to an overly concrete-and-glass-filled urban nuisance. I appreciate the relatively minimal impacts this will have on Town Lake per the design - it will look much better aesthetically than the bridge over the Brazos in Waco. From a transportation engineering perspective, this will provide significantly better mobility through this bottleneck, but more importantly it will provide a SIGNIFICANTLY safer roadway. I can't stress this enough - the current IH-35 design is a safety disaster, and this project mitigates that substantially. But there are several drawbacks to this plan as well. The most glaring of these are the issues surrounding the design between 32nd St. and Airport Blvd. The residents of the Cherrywood neighborhood have criticized this plan repeatedly and loudly for its design, but we have not seen any alternative design options for this stretch that could alleviate some of their (not my) concerns. This seems like a dereliction of duty - the very local community has complaints, and they haven't received much in the way of alternatives beyond a stonewalling "this is the only option" response that lacks in rationalizations thereof. I feel the public deserves a more detailed explanation of why more can't be done to provide a more aesthetically pleasing and community-focused approach here.	See Comment #8
					Managed Lanes	Two other critiques that I have are a) the choice of high-occupancy restrictions as the managed lane policy and b) the limited considerations that have gone into some locations' pedestrian and bicycle facility designs. As for HOV as the managed lanes policy, research has shown time and time again that they are difficult to enforce, provide limited direct financial incentive, and are frequently abused by single-occupancy drivers. An easy example of this is the North Central Expressway project in Dallas. It is perpetually in a state of disrepair, and when it is being enforced (which is rarely), the traffic induced often causes the facility to have /longer/ travel times than the main lanes. A much better approach would be to use a variable tolling approach similar to those employed by the MoPac Express Lanes. I understand our state executive leadership is against this, but, withstanding their stubbornness, there are no good reasons that this should not be pursued. The criticisms regarding inequity in usage are easily defeated - if we can subsidize bus fare, why can we not subsidize tolls? While I recognize that the design, as engineered, would allow for a change to tolled operation in the future, the locations of entrances and exits to the managed lane facility are probably dependent on traffic modeling assuming HOV driver behavior, rather than tolling. I hope that project designers have accounted for the possibility of a change in management scheme in their demand modeling.	See Comment #305
					Bike/ped safety	My final nitpick is this: Austin is a very biking/walking-centric city. I personally have enthusiasm about the opportunities for green space arising from the downtown cap-and-stitch projects. But I lament that there are locations in the project schematic where pedestrian and bike facilities seem to have been given little thought. The largest problem exists in the areas between MLK and 15th St. where there are design choices made for the shared use path which seem to take little into account for pedestrian traffic patterns before and after large UT events. I believe more direct access should be provided between the eastern side of IH35, the Moody Center and DKR Texas Memorial Stadium, as well as campus in general. Additionally, given the high bicycle usage in this area, I'm disappointed to see sharp 180 degree curves engineered into the ramps up to SUP bridges which will cause headaches for bikers. While it is unlikely that these will matter much if the caps and stitches are built, designers should spend more time on these locations' SUP facilities as a safeguard in the event they are not funded. As a minor addendum to this, I haven't seen justification for the offset of the Woodland Ave. SUP bridge away from the roadway (I may have missed it). If the cap here isn't built, this seems like an odd place for the crossing. I would prefer one in which there is a crossing located directly at Woodland Ave. and another located halfway between it and Riverside Dr., as this would probably have limited impact on cost and would provide significantly better bike and pedestrian mobility. Wishing the best to the engineering staff. Your hard work is showing, and I'm excited to see this implemented.	See Comment #30

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
3365	William Bradley	2/11/2023	VOH	webspells@gmail.com	Business/residential displacement	I'm here to voice concern on the impact to the often forgotten alternative culture that is thriving here in the bat city. It is notable that D-66 retail and D-67 (incorrectly marked as vacant) retail serve this alternative community extremely well and bring the culture together. The historic nature of these structures would not be easily replaced, let alone the time, money, and energy, the proprietor has put into growing these locations currently known as the glass coffin (D-66) and the velvet casket (D-67). I'm urging due consideration be taken for these businesses that keep Austin wierd and glorious. They are a hall mark of the community and the older structures these businesses reside in are a huge factor of the character and charm that makes them what they are.	See Comment #21
3366	William Brooks	3/6/2023	Email	info@email.actionnetwork.org	Public transit/Multimodal transportation	Mobility35 Program Manager Tommy Abrego, I do not want I-35 to be expanded. Historically, this does not improve congestion, is wildly expensive and unsustainable, and only exacerbates our existing traffic issues. We instead need to reinvest that money in our bike networks, trains, and bus systems. Doing so provides alternative methods of transportation that is far better for everyone and the environment, and doesn't leave our most vulnerable stuck in their homes. I want trains, buses, and fully connected bike networks.	See Comment #13
3367	William Curtis	3/7/2023	Email	info@email.actionnetwork.org	Business/residential displacement	Mobility35 Program Manager Tommy Abrego, Hello, This message is to inform you of the sever harm the proposed expansion of I35 could have on the Austin community, specifically those surrounding the highway. Please reconsider this plan.	See Comment #21
3368	william davis	1/5/2023	MyCapEx Website - Comment Form	wdavis@taylormorrison.com	Reroute to 130	I think this is a bad idea and too expensive. 5 billion for the central project and we only get two toll lanes in each direction. I would think for 5 billion the two lanes would not be tolled. I think money could be better spent. There is much simpler solution, and cheaper. Make the existing toll road around austin (130), make it free. Extend loop 1 to the west, and to the north. Make a loop like most big cities, like san antonio and houston. Drivers can choose the best of 3 options. All these billions on I35 and we only get 2 toll lanes is a vanity project. A boondoggle.	See comment #3
3369	William Forbes	2/22/2023	Email	bforbes04@gmail.com	Bike/ped safety	Mr TxDOT TxDOT, I oppose expanding I-35. Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. This project will discourage walking and bicycling and transit use. Wide polluting highways through town are not what I want for Austin. I want safe, pleasant, and walkable and bikeable streets.	See Comment #30
					Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied	See Comment #4
3370	William Gee	3/7/2023	Email	w.f.gee@att.net	Reroute to 130	What percentage of I 35 traffic is local vs through traffic? If through traffic percentage is significant build a new bypass highway to the east of I 35.	See comment #3
3371	William Hayden Glasstetter	2/8/2023	MyCapEx Website - Comment Form	whglass@gmail.com	Caps/deck plazas	I think you all are going about solving a problem in the wrong way. This project is a half measure and it will scar the city in a permanent manner. Your focus should be on easing congestion while adding open space with moderate development opportunity. These projects (Boston Big Dig & Klyde Warren Park) are more expensive, but they are the right answer. The cities made the same mistake we made decades ago and they had to spend a lot more money fixing them. Creating a wide hole in the earth will devastate the connectivity between the east and west sides. Please look at projects in Dallas like Clyde Warren Park or Boston's big dig... https://www.klydewarrenpark.org/ https://www.mass.gov/info-details/the-big-dig-project-background#:~:text=It%20reduced%20traffic%20and%20improved,Artery%20(I%2D93).	See Comment #42
3372	William Holleman	1/12/2023	MyCapEx Website - Comment Form	wkholleman@gmail.com	Do not widen/no build	When will txdot learn? Widening highways does not help. It only increases traffic. Please please please reconsider this plan before it's too late. https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html	See Comment #5
						Commenting (again) on the I-35 Capital Express Central Project. I'm begging you to reconsider this "widening" and "more lanes" plan. The Greg Abbot- commissioned highway team is a farce. For Abbot to just call for "turning dirt" for the sake of turning dirt is a total waste of money and time. It'll take us back to the 1950s - before we had ample studies to tear apart Abbot's Highway Commission's obvious cronyism-based highway parking lot theories. I35 is currently broken BECAUSE of this past ignorance and cronyism. Why not make it right this time? TXDOT - You have a once in a (many) lifetime chance to make a positive change on this large of a scale. Do the right thing. I call for NO widening. Instead - burying and capping without widening. Divert traffic away from central Austin, not right into it. Austin deserves something more creative than just "turning dirt" for the good ol' boys who don't even live here.	See Comment #5
3373	William McClure	1/31/2023	MyCapEx Website - Comment Form	wmcclure7@gmail.com	Regional Connectivity	Would love to see a railway from San Antonio to Austin	See comment #1
3374	William McNally	2/16/2023	Email	williammcnally229@gmail.com	Business/residential displacement	Please don't displace the local businesses to expand the I-35 Freeway.	See Comment #21
3375	William Medaille	3/1/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, Dear TxDOT, I am a life-long Texan and resident of Austin. I write to oppose TxDOT's plans to expand I-35 through Central Texas and Austin specifically. Decades of research have demonstrated that highway expansions do not work in cities, especially given their massive costs and disruptions to the area residents. I ask TxDOT to support building a robust public transportation system within the Austin metro region, and to focus on making SH-130 an interstate route for longer trips through the corridor.	See comment #3
					Community Alternatives	I encourage you to engage with Rethink35 and other local groups who are engaged with the residents and understand their needs well. Doing "more of the same" will not solve our problems, now is the time for creative solutions.	See Comment #4
3376	William Merriman	3/7/2023	VOH	bmerriman@mhparch.com	General support	I am concerned about the loss of small businesses that are so important to our neighborhood. I am also concerned about increased traffic. However, I am happy to see that the freeway will be below grade in our neighborhood, which should substantially reduce noise.	See Comment #8
3377	William Moore	2/9/2023	Physical Comment	willmoore03@sbcglobal.net	Do not widen/no build	TxDOT should be coordinating with City of Austin and Project Connect (CapMetro) about the possibility of substantial mode changes within Austin if I-35 were removed (since 80% of the traffic is local). The remaining 20% of the traffic could be accomodated by what is now the toll road, and TxDOT is well aware that the costs of removing the toll designation would not come close to the $4+ billion being spent on the I-35 expansion. Please have an informed planner/traffic engineer/representative reach out to me via email to discuss this. It is a major oversight considering the extreme scope of this project.	See Comment #5
					Reroute to 130	In reference to 2.1.1 of the Environmental Impact Statement, concerning the redesignation of SH 130 as I-35, why wasn't this idea developed/researched any further? The reasons left in the EIS are ignorant and undeveloped.	See comment #3
					Do not widen/no build	I disapprove of this project and any expansion of I-35 through Austin. Numerous studies have shown that highway expansions induce more demand and worsen traffic overtime. There was no indication to me today that there was any consideration of rerouting I-35 onto what is currently tollway 45/130, but I think it is imperative that this be considered. . No more displacement.	See Comment #5
					Reroute to 130	Austin would be more connected, equitable, and all around a better city without I-35 running through it. The world's best cities for transportation terminate freeways on the edge of metro areas or go around them not through them. TxDOT's plans are shameful, given the racist history of urban freeway projects in the US, including that of I-35 in Austin. Alternative transportations will never be viable as long as we continue to heavily invest in a car infrastructure	See comment #3
3378	William Tetrud	2/9/2023	Physical Comment	bitetrudpublic@gmail.com	Do not widen/no build	Expanding the freeway in the middle of a downtown area is an incredible waste of valuable real estate and will not substantially improve the problem of freeway congestion and traffic. It is a subsidized piece of infrastructure not significantly funded or maintained by drivers and so represents a socialistic transfer of wealth from non-drivers to drivers and from Austinites to non-Austinites. the money used would not only be a waste but would exacerbate the urban sprawl which has made places like LA so difficult to get around in. Don't turn Austin into another LA. Also the plan really sucks for pedestrians. It's a bad plan. Do not expand.	See Comment #5
3379	Willie D	3/1/2023	Email	info@email.actionnetwork.org	Air quality/Noise	Mobility35 Program Manager Tommy Abrego, Please do not go through with this. The environment can't handle more destruction and resources going towards unsustainable methods of transportation. The noise, the pollution..	See Comment #34
					Public transit/Multimodal transportation	it's not worth it. Invest in mass transit, cycling infrastructure, and density. This will not improve anything long term and will only be a waste of money and resources while lowering quality of life.	See Comment #13
3380	Willy Woods	2/7/2023	Email	willy.woods@MarshMMA.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3381	Win Smith	2/7/2023	Email	wsmith@riversideresources.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Win Smith	See Comment #8
3382	Witt Featherston	3/7/2023	MyCapEx Website - Comment Form	wmfeath@gmail.com	General support	Please reconsider moving forward with Modified Build Alternative 3, as the benefits would not justify the costs and impacts on the community. The No Build Alternative is the most prudent at this time. The loss of productive, income and tax generating land along the entire length of the project is only the most financially tangible negative impact. The opportunity cost of reinvesting in a broken transit paradigm is immeasurable. There's no sense in doubling down on massive single-vehicle infrastructure through the heart of a city, thus minimizing its social, environmental, and economic potential. It's not smart business at the human scale, nor the macro economic scale of Texas.	See Comment #8
3383	Wolfgang Burst	2/28/2023	VOH	Wolfgangburst@gmail.com	Do not widen/no build	It is essential for the future of our city that we focus on not creating a greener and more human-centric world. We have to leave old ways of thinking in the past. Many studies show that widening this highway will not have the effect that the state believes it will have. If anything, the highway needs to be lowered and capped and paid for 100 percent by the state. We have the chance to really make an impact in the fabric of this city. We Boston removed highways, Seattle removed highways, Austin can remove highways as well. It's now or never.	See Comment #5
3384	Wyatt Beere	3/3/2023	Email	info@email.actionnetwork.org	Community alternatives	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin, I live in Riverside. I STRONGLY OPPOSE TxDOTS plans for 35 and I OPPOSE expansion. I STRONGLY AFFIRM Rethink 35's plan to convert inner city 35 to a boulevard and	See Comment #4
					Reroute to 130	redirect non-local traffic around the city. Please review their proposition for full details. It has been well proven that Highway expansion does NOT work and actually WORSENS the conditions for driving as well as living near the Highway. Speaking of I live near a stretch of 35 that will face expansion under TxDOTS proposal, and I detest the idea of starting construction in this area. I DO NOT WANTTO YSE AN INTERSTATE HIGHWAY FOR LOCAL TRIPS. I love this city and want to see us as a community set an example for what infrastructure should look like. A boulevard in place of 35 will drastically increase walkability, improve the quality of life for so many Austinites, and make out city even more beautiful.	See comment #3
					Bike/ped safety	Additionally we ought to be expanding public transportation, bikability, walkability, and mobility for those with disabilities. NOT EXPAND THE HIGHWAY. I expect the city of Austin to represent my interests, and stand up for me and what's best for the city by rejecting 35 expansion. We do not need to make Austin ugly.	See Comment #30
3385	Wyatt Cornell	3/7/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, I don't live in Austin. I don't even live in Texas. But, the proposal to expand I-35 is so monumentally absurd that I must voice my opinion. The expansion comes with way too many downsides than upsides. The destruction of homes, business, and other buildings will change the lives of so many people who live and work in the areas around the highway. Also, society has progressed too much to not only continue this racially segregating highway, but to expand it. Not to mention the massive environmental impact that all the construction and increased traffic will have. There have been too many other examples of these types of expansions not working, and it would be a shame for Austin to follow in their footsteps. Rethink35's vision for the highway is far better because they care about the people in the community. Their plan to turn the highway into a boulevard is far more people-friendly and values life. And so I have one last thing to say: how many lives does TxDOT have to ruin before they're satisfied?	See Comment #4
3386	Xavier Talley	3/6/2023	Email	xaviertalley369@gmail.com	Business/residential displacement	My name is Xavier Talley. I'm opposed to relocation of the several residents and businesses that will happen if this current proposal passes instead of an alternative. Also this decision should not be made just by collecting feedback via online and voicemail. But should be made after hearing the feedback in a city council meeting. Meeting with those that will directly be affected by the aftermath of this current proposal. More human interaction is needed to ensure equal representation.	See Comment #21
3387	Ya Ma	3/2/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose all plans for I35 expansion. The city is already headed the opposite direction with Project Connect and zoning changes. A highway expansion is the last thing that Austin needs. Given that the city council also opposes the current plans, I do not think the current plans should go forward. Investing billions into a highway expansion that residents don't event want is a waste of taxpayer dollars.	See Comment #5
3388	Yader Gomez	3/1/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin and I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am in favor of Rethink35's proposal to redirect highway traffic around the city and not through it. The current portion of 35 thorough Austin should be converted to a boulevard with public transit and medium density housing.	See comment #3
					Tire Wear	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. This will not solve anything but add more congestion and frustration. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. I want a solution that actually addresses the root causes and not a solution that's been proven to not work simply being forced upon Austin by TxDOT.	See Comment #18
3389	Yasmin Yasmin	3/7/2023	Email	info@email.actionnetwork.org	Public transit/Multimodal transportation	Mobility35 Program Manager Tommy Abrego, My family came to Austin after fleeing Bosnia. I love this city and now call it my home. Expanding the highway will not fix the transportation problems we have (many cities have seen this failure) and it ignores what the working class here really want. Come up with better transportation solutions that support everyone, like more busses, a light rail, a high speed train. I know you can do better. Please act to maintain the city I love.	See Comment #13

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
3390	Yasmine Ben-Brahim	3/7/2023	Email	info@email.actionnetwork.org	Public transit/Multimodal transportation	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin in the Oak Hill area. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. The construction on I-35 has gone on too long with barely any relief. There needs to be more effort put into public transportation methods like trains and busses.	See Comment #13
3391	Yma Luis	1/20/2023	MyCapEx Website - Comment Form	whyluis@gmail.com	Regional Connectivity	I do not support the expansion of i35 and DO support a rail line between San Antonio and Austin.	See comment #1
3392	Yorgos Economos	1/5/2023	Email	ecowill.geo@gmail.com	Woodland	Hello, The project represents a massive expansion of vehicle traffic in my community and I'm firmly against it in its current state. It seems all prior community comments have been ignored or not acted upon. You've closed down access to Woodland for our neighborhood of Travis Heights, made a bicycle/ped bridge that makes it extremely inconvenient and longer to travel from Travis Heights by bike, and designed a convoluted exchange at Riverside Dr that will accelerate vehicle speeds on secondary roads as cars speed up to get on the highway.	See Comment #238
					Business/residential displacement	The boulevard should be expanded across town lake and continue south, but instead you're providing no community benefits, taking land from businesses, and paving over the city. You should add more connections between east and west, not remove them. There are opportunities to do so at Woodland, Mariposa and St.Eds Drive. You should be working with community groups to reduce the footprint of the highway, not expand it. Thanks, Yorgos	See Comment #21
3393	Yorgos Economos	1/28/2023	Email	ecowill.geo@gmail.com	Reroute to 130	I am firmly against you current designs and plans for 35 through Austin. TxDot would be better served to buy out the tolls from 130 and designate that as 35. Then we need to see new options where 35 is now through Austin's core city. We do not support an expansion through Austin and you are destroying our city by trying. At this point the No Build option is the best out of the options TxDot has presented. Best, Yorgos	See comment #3
3394	Yorgos Economos	3/1/2023	Email	info@email.actionnetwork.org	East/west connectivity	Mobility35 Program Manager Tommy Abrego, Hello I'm a resident not far from the proposed expansion of 35 south of Town Lake. I've repeatedly commented on this project but no changes or options have been offered by TxDot to acknowledge concerns and make the appropriate updates. Bottom line, you should be working to reduce the footprint of the highway that exists today rather than expanding it. The preferred design will only widen the distance between neighborhoods and exacerbate existing connectivity problems. Near where I live, TxDot is actually removing a direct connection on Woodland Ave and replacing it with a circuitous cycling route. Instead you should be healing the scar of the highway and not just turning it into a moat. The American Lung Association has made the risks of highways on public health very clear-- funneling cars near where a dense population lives, goes to school, and run businesses just doesn't make sense. There are schools along this route-- some that are directly on the Freeway. Think about the negative impact you are causing for those students. Furthermore, while our population has exploded in the last decade, traffic on 35 has been relatively unchanged, so I really don't see the rationale for expanding this highway. It's clear that people want other choices for getting around our city and region than by car. I firmly oppose the plans for an expanded I-35. I am for a reevaluation of community proposals from Rethink35 and Reconnect Austin. Additional studies should take into consideration induced and reduced demand.	See Comment #20
					Reroute to 130	In lieu of expansion, we should be routing traffic on existing infrastructure on 130 and redesigning that highway as 35. TxDot should explore an option with a completely tunneled option, a smaller footprint parkway, an option with a surface boulevard going through town and a public transit-first project. In Germany, they often have rail right of way alongside car infrastructure, since trains can move vastly more people than cars in a smaller footprint. Why not provide that right of way instead of doubling down on failed highway planning? Maybe run a service similar to the privately run Brightline service in Florida, another conservative run state. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the past failures of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. I don't want to use an interstate highway for my local trips and trips to nearby cities like Buda, San Marcos, New Braunfels, and San Antonio. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See comment #3
3395	Yoya Nass	3/7/2023	Email	ynassif@hawkmail.hfcc.edu	Community Alternatives	Mobility35 Program Manager Tommy Abrego, I am a resident of the state Michigan and I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion, as I believe it wouldn't work plus is not worth the pollution. Instead, I am for the Rethink35 proposal	See Comment #4
3396	Yuliia Korabelska	3/6/2023	Email	info@email.actionnetwork.org	East/west connectivity	Mobility35 Program Manager Tommy Abrego, I am against I-35 expansion in Austin. With the current state of I-35, it separates the east central and downtown parts of town creating noise pollution and possesses safety issue for pedestrians. I never liked driving and especially driving on highways. I think most of us can agree that Austin is the "next big thing" in terms of places to live, however, comparing to other major cities in the US (and especially comparing to cities worldwide) Austin really lacks walkability and public transit which are the options that younger generations prefer. That being said, there are so many other issues the city can address with the I-35 construction budget. We can help Austin fix commute issues by bringing more mixed use development and higher density living projects which means less urban sprawl which ultimately means less reasons to use I-35 or any other highway.	See Comment #20
					Bike/ped safety	I would much prefer to cycle or use public transit to commute to work.	See Comment #30
3397	Yvette Ruiz	3/7/2023	Email	yruiz@goanteater.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3398	Yvonne Campos	3/7/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, I am a resident of Travis County, City of Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR The Rethink35 proposal or redesignating another highway such as SH-130. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #3
3399	Zach Allen	3/6/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose the expansion of I-35 through the heart of downtown Austin. It is beyond frustrating that when it comes down to it - Austinites do not have much choice in how to get around besides the car. It also feels that we don't have much choice in a machine that is solely built to build and expand highways and the entire affair of pushing through this highway through Austin doesn't feel like it meaningfully includes the people it will affect. Many studies have shown that expanding doesn't fix congestion and despite recognizing this when it is brought it up, it doesn't stop the messaging that *does* imply it will ease congestion. What is also not often cited is how long traffic will be disrupted for minimal gain. Roads are one of the worst return on investments in terms of the marginal value of adding more. Other modes of transportation like connected walking, and biking trails as well as rail continue to gain a lot of benefit for more capacity added. Trains through more cars, signaling and adding more rail if necessary all while being more efficient.	See Comment #5
					Public transit/Multimodal transportation	I would rather see the money we would have to use to make even the "best" I-35 proposal not a pedestrian hellscape - used for continuing to expand and improve on existing public transport, or adding to the Project Connect plan. These mistakes are on orders of decades if we continue to use the hammer because TXDOT thinks everything looks like a nail.	See Comment #13
3400	Zach Beresin	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose the TxDOT plan!	See Comment #5
3401	Zach Davis	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Its dumb, end of story Bro	See Comment #5
3402	Zach Faddis	3/7/2023	Email	zach@zfadd.is	Bury/tunnel	Mobility35 Program Manager Tommy Abrego, I35 is universally seen as a scar on our city that has divided us for decades. By expanding I35, you will only make this worse. You are taking dozens of acres of the most valuable land in texas and paving over it, decreasing the tax base of our city and further dividing it. The least that TxDOT could do is bury it, if it does not want to do so,	See Comment #25
					Reroute to 130	I suggest you demolish it and resign one of the similar highways you have surrounding our city. Such as 183 or 360. Please do not subject our city to your highway expansion. It will work against our mobility, climate, and modeshare goals.	See comment #3
3403	Zach Velky	1/28/2023	Email	zachvelky@gmail.com	Do not widen/no build	This plan to expand IH35 goes against good city planning. Cities should not have highways run thru them, they should bypass around or well underground. This was historically a boulevard which one could walk across(albeit with racial segregation at times) and supported local traffic. Besides the obvious racial divide this road represents, there is a continued environmental and health impact whose burden is born disproportionately by the citizens of Austin who have to deal with the noise and particulate pollution created by 3 nations worth of North-South thru traffic. With new technologies on the way, we should be seeking to undo the shortsighted decision of yesteryear to make room for the future, not continue to sink more costs into a broken system. Thanks, Zach Velky East Austin Resident	See Comment #5
3404	Zach Waldis	1/31/2023	MyCapEx Website - Comment Form	Waldis.zach@gmail.com	Regional Connectivity	Please add rail to this plan. It would do so much more for our trips between SATX and Austin. Also, the sidewalk on the sides looks like a miserable area for pedestrians	See comment #1
3405	Zachary Dunn	3/7/2023	V0H	zachrdunn@gmail.com	Bury/tunnel	Please bury and cover this roadway to connect downtown and east Austin. Waaaay too much money is being spent to not improve Austin as a whole. Its more than just a road. Its 2023 and there are dozens of successful projects to reference. The Austin urban and mobility experience greatly suffers from I35 bifurcating the city nearly in half. It would do so much for the city to cover it. Dont leave it half-finished for the city to have to do their own connection solution after the fact.	See Comment #25
3406	Zachary Michalka	3/2/2023	Email	info@email.actionnetwork.org	Caps/deck plazas	Mobility35 Program Manager Tommy Abrego, The plans I have seen come out of TXdot are obscene. This city is my home and nobody wants this ugly scar thorugh our city. At worst, you should be considering a green space cap like Dallas has, allowing the two sides of i35 to be connected and at best, you should be considering routing it around the city. The impact of this may will be decades long and this is a juncture between an urban, walkable future and more highways. Please do not build this wide, community dividing road in our city.	See Comment #42
3407	Zachary Stockton	3/7/2023	Email	info@sg.actionnetwork.org	Air Quality	Mr TxDOT TxDOT, I oppose the I-35 expansion because it will only lead to increased pollution and will not help traffic. Increasing the lanes on a highway only increases the amount of cars, which leads to the same congestion as before but with more pollution. The additional lanes through downtown on service roads will only increase pedestrian deaths in our city. Instead, we need to fund better ways of traveling the benefit everyone in Austi	See Comment #558
					Public transit/Multimodal transportation	n. This includes more bike and light rail trains as well as more biking paths. This will make our city safer and more equitable. Proposals from Reconnect Austin and Rethink 35 are better proposals than a lane expansion that will give us no benefits.	See Comment #13
3408	Zachary Welsh	3/1/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, Hello, I am a resident of district 3 and am opposed to both TxDOT's plans for I-35 and expansion. After seeing alternative plans like the Rethink35 proposal and the redesign action of another highway like SH-130 as an interstate, I strongly urge an alternative solution to expansion. Highway expansion has been a mistake in most instances with a long history of evidence dating back nearly 100 years in the United States. This is a chance to avoid a similar mistake. 10 years of construction for just a few years of congestion relief is NOT worth it. Alongside many other residents, I don't want to use an interstate highway for my local trips and I don't want to suffer the consequences of expansion mentioned above. I expect TxDOT, Austin City Council, and other representatives to stand up for me and my fellow residents and oppose this proposal.	See comment #3;
					Tire Wear	TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #18
3409	Zack Hamburg	3/7/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, I am a resident of Houston TX, but I visit Austin often. I strongly oppose the I-35 expansion because it won't fulfill any of its promises, and it is not the kind of transportation solutions needed for the 21st century. Highway expansions do nothing but encourage driving, which increases traffic and pollution. We need creative, holistic solutions, like those proposed by Rethink35 that focus on moving people, not cars. We need solutions that create a sense of place, not paving over communities. I oppose the I-35 expansion as designed, and	See Comment #4
					Community Engagement	I oppose TxDOT's poor community outreach and lack of vision.	See comment #320
3410	Zack Schlosberg	2/24/2023	V0H	zack.schlosberg@gmail.com	Do not widen/no build	Please do not expand I-35 I will literally leave Austin if you do this, the highway is absolutely the most horrible thing about this place	See Comment #5

ID	Commenter Name	Date Received	Source	Contact information	Topic	Comment	Responses
3411	Zaesha Thompson	3/7/2023	Email	info@email.actionnetwork.org	Business/residential displacement	Mobility35 Program Manager Tommy Abrego, The space that you are going to turn into a highway would take away space for a factory or something else that would give your citizens jobs	See Comment #21
3412	Zain Khataw	1/17/2023	Email	zain@khataw.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.Thank you!	See Comment #8
3413	Zane Drummond	2/9/2023	Email	ZDrummond@Balfourbeattyus.com	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3414	Zane P Gordon-Bouzard	3/7/2023	MyCapEx Website - Comment Form	zanepgb@gmail.com	Multimodal transportation	I wanted to register my complete dissatisfaction with the I-35 expansion project. Traffic studies have shown that adding more lanes will do nothing to alleviate traffic issues, and that the solution lies in better public transportation. This plan, as it is, would displace people living along the I-35 corridor and create more congestion, pollution, and generally make things worse in this city. The audacity of the moneyed people behind this who think they can get away with ramming this plan down the public's throat will only be rewarded if the people responsible for planning this do the right thing, which would be to scrap this plan entirely. I know this is a plea that will likely fall on deaf ears, but know that by implementing this plan as-is, you will have done nothing to contribute to the future. You will in fact have been a leech on the quality of life of future generations due to greed, shortsightedness, and the willingness to let a small group of moneyed interests negatively dictate garbage infrastructure. Please don't be a leech.	See Comment #20
3415	Zane Vesper	3/7/2023	Email	info@email.actionnetwork.org	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Widening the highway will only make traffic worse & disrespect the local community. Do your research please!	See Comment #5
3416	Zania Morgan	3/7/2023	Email	info@email.actionnetwork.org	Community Alternatives	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion and I support the rethink35 plan. Traffic will never go away until we have better transportation. Stop letting these vehicle corporations run stuff!!!	See Comment #4
3417	Zerek Kroll	2/21/2023	MyCapEx Website - Comment Form	kroll.zerek@gmail.com	Caps/deck plazas	We should cap more of this for more parks and a more pedestrian friendly environment.	See Comment #42
3418	Ziah Grace	3/6/2023	Email	cabshire@capitalareaum.com	Community alternatives	Mr TxDOT TxDOT, I oppose expanding I-35. In September of last year, I was struck from behind by a vehicle going 90 miles per hour. My vehicle was flipped entirely where it skidded across 4 lanes of traffic. Thankfully, I came to rest at the shoulder of I-35 and no oncoming traffic struck me. My car was completely destroyed and I was left with possibly permanent spinal damage and badly cut legs after I had to kick my way out of the car. Since then, I have trouble being on the road in any capacity, a problem that is hugely exacerbated by having to be on the freeway. Unfortunately, there are parts of Austin where a freeway is simply unavoidable. Expanding it would only make that problem worse. It would not alleviate traffic, and with the current state of Austin drivers who treat the freeway like a drag race strip to begin with, I can't imagine ever feeling safe on that highway again. Please look into community alternatives to expansion so that traffic accidents go down and more Austin members feel e mpowered to walk or bike or utilize public transit instead of trusting their lives to the consideration of other drivers.	See Comment #4
3419	Zoe Fedde	3/7/2023	Email	info@email.actionnetwork.org	Reroute to 130	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin and oppose TxDOT's plans for I-35 and I OPPOSE expansion because expanding interstates does not curb traffic or make it better. It makes it worse while harming surrounding communities along the way. I am for alternatives such as the Rethink35 proposal, that suggests redesignating another highway such as SH-130 as an interstate, and using the existing I-35 through downtown Austin as a boulevard going through town, that would promote pedestrians, local businesses, and public transit. Studies upon studies tell us citizens are happier without a long commute and with safer, cleaner community transit options. Expanding an interstate through the heart of downtown is NOT IT. Highway expansions have shown not to work. They worsen congestion (as we saw with the I-10 Katy Freeway). Have we learned nothing from years and years of flawed city and transportation planning in large metroplexes. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. In fact, I avoid the interstate at all costs and most everyone I know who resides in Austin and the surrounding areas does as well. An expansion will only exacerbate the current issues we face with I-35. I expect TxDOT, Austin City Council, and other representatives to stand up for their constituents and me. Please please consider the long-term positive impact you could have with simply	See comment #3
3420	Zoé Thomas	3/7/2023	Email	zethomas@utexas.edu	Air Quality/Noise	Mobility35 Program Manager Tommy Abrego, Expanding I-35 is a massive mistake and an egregious misuse of funds for what is simply an ineffective bandaid on the issue of traffic in Austin. I have lived in Austin for years, and the idea of expanding I-35 at the price of demolishing parts of downtown, the increase in noise and air pollution, and the inevitable increase of congestion, is abhorrent to me. I demand that my government representatives stand up for my rights and views. We do not want the I-35 expansion. There are MANY other options that must be exhausted, like the Rethink35 Proposal, before you resort to further damaging the urban fabric of Austin.	See Comment #34
3421	Zoe Vocke	1/31/2023	MyCapEx Website - Comment Form	zoe.vocke@gmail.com	Regional Connectivity	Having a rail line connecting Austin and San Antonio would be great for both cities and in the long term reduce the need to expand highways between the two. Having ease of access between San Antonio and Austin would increase my visits as currently the traffic on 35 is terrible even when planning trips outside of rush hour.	See comment #1
					Bury/tunnel		See Comment #25