

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 | Topic | Comment | Response |
|----|----------------|---------------|-----------------------------|------------------------|---|--|
| 1 | A Abduln | 1/11/2023 | McCuik Website Comment Form | 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 more affordable city and would bring in more weekend and holiday tourists. | <p>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 throughfare of I-35 between (S 290 East and (S 200 West) State Highway 71, by:</p> <ul style="list-style-type: none"> •Enhancing safety within the corridor. •Allowing demand by providing 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. <p>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 crash rates and over capacity travel times for all users, including emergency response vehicles and transit.</p> <p>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.</p> <p>TxDOT has also held several cross-agency meetings including team members from the City of Austin and CalMatters' 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 Lane via a new river crossing parallel to I-35 into downtown.</p> |
| 2 | Aaron | 1/11/2023 | McCuik Website Comment Form | 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 | Astin Barker | 1/11/2023 | VOH | Regional Connectivity | 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 re-evaluating our road traffic on existing highways such as SH-130 or leaving I-35 through the urban core of Austin. | <p>The I-35 Capital Express Central project proposal adding two HOV managed lanes in each direction, as well as strategic interconnection lanes, no additional mainlines are being proposed and I-35 would not be removed. The project team has considered and documented community feedback regarding existing traffic from I-35 or redesigning I-35 to SH-130. Our data shows more than 200,000 vehicles travel on I-35 within the project area (from US 290 East to SH 71, the 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 seeking to make deliveries along the I-35 corridor.</p> <p>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 western segment of Austin. The corridor is also part of the Central Texas Tanglewilde CTTW, which is made up of 130 segments from Georgetown to Bush, SH 45 North, Loop S 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 allocated for the I-35 Capital Express Central project would not be eligible for paying this outstanding debt. TxDOT would need a major revenue or remove the tolls. While this does happen, it is usually for a temporary scenario, such as construction.</p> |
| | | | | Racial Justice | Not only will this help have the downtown divide that has long been a source of inequity based on racial inequities, but it will also give Austinites and all Texas a capital 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. | <p>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 1950-1955.</p> <p>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 reconstruction would involve removing the upper decks and elevated lanes, lowering I-35 through the downtown core, and rerouting 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.</p> <p>TxDOT is making deliberate efforts to conduct outreach to underserved populations (seniors, migrants, geographically impacted/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 partners to participate specifically at locations where underserved and underserved 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.</p> <p>TxDOT is working closely with the City of Austin, CalMatters and the community to allow for outside funding to potentially be committed for the development of proposed lanes and enhancements.</p> <p>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 lanes and enhancements.</p> <p>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 orders, Executive Orders (EOs) and Title 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 adopted a Construction Noise Impact section that included noise barriers to help mitigate during construction for underserved populations.</p> |
| 4 | Aaron Lutz | 1/11/2023 | McCuik Website Comment Form | Community Alternatives | MultiModal Program Manager Tommy Abagin. 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 MetroRIS25s plan. Cities should not be in the way of interstate and international commercial travel, both for the sake of the traveler and for the sake of the residents of the city. | <p>Several alternatives were provided by community stakeholder groups, including Reconnect Austin, MetroRIS25 and I-35 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 in 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.</p> <p>Consistent with the report from community groups, TxDOT included many project design enhancements from the community alternatives in the preferred alternative. Some of the design enhancements are:</p> <ul style="list-style-type: none"> •Lowered travel lanes. •More than 12 widened east-west crossings, including a new connection at 5th Street for all users, and new pedestrian crossings at CalMatters's Red Line/Purple/Gold Line south of Airport Boulevard and between 51st Street and US 290 E. •Low design speeds on through roads. •The boulevard section in downtown. •Enhanced pedestrian-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. <p>The "Evaluation of TxDOT Build Alternative and Community Concepts" report prepared by TTI is available in Appendix T of the EIS.</p> |
| 5 | Aaron Madison | 1/11/2023 | VOH | Do not widen/hw 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 Texas 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 lane is a decent idea, but not at the expense of leaving 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). | <p>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, so it plays an important role in the transfer of people, goods and services across Austin and throughout Texas and the central United States.</p> <p>Alternative evaluation criteria were used to compare the alternative (build and no build) ability to meet the project purpose and need, review high-level engineering, noise, and understand potential impacts on environmental resources. Modified Alternative 3 has been identified by TxDOT as the Preferred Alternative. More information on alternative development and evaluation is available in Chapter 2 of the EIS.</p> <p>Capital Express Central project propose to maintain the same number of mainlines, three to four in each direction, including auxiliary lanes connecting ramps. The main additional capacity proposed as part of the project is in the form of four managed lanes, two on each direction, that seek to provide travel time reliability while limiting the negative impacts of induced demand by widening existing and new high-occupancy and mass transit vehicles. These managed lanes would be accessible to multimodal transit users, such as buses, van carpools or shuttles to reduce the overall lane miles traveled within the corridor. Express lanes are also being proposed to reduce congestion along I-35 at local levels and through grade-separated, controlled interchanges.</p> <p>TxDOT included many project design enhancements from the community in the preferred alternative. Some of the design enhancements are:</p> <ul style="list-style-type: none"> •Lowered travel lanes. •More than 12 widened east-west crossings, including a new connection at 5th Street for all users, and new pedestrian crossings at CalMatters's Red Line/Purple/Gold Line south of Airport Boulevard and between 51st Street and US 290 E. •Low design speeds on through roads. •The boulevard section in downtown. •Enhanced pedestrian-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 I-30 | SH-130 was built for that kind of use and should be left 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 program. | See comment #3 |
| 6 | Aaron Schwach | 2/27/2023 | Email | Do not widen/hw build | 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 already been heard about the project. 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. | <p>Dear TxDOT,</p> <p>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.</p> <p>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 already been heard about the project.</p> <p>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.</p> <p>Please look at the world around you and other highway examples to know that this is a mistake. Thanks for reading, Aaron.</p> |
| | | | | Reroute to I-30 | and by forcing west trucks to take the toll road around Austin (perhaps a reduced toll for them, or government subsidized could help). | See comment #3 |
| 7 | Aaron Schwach | 3/7/2023 | Email | Do not widen/hw build | MultiModal Program Manager Tommy Abagin. 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 Schwach | See Comment #5 |
| 8 | Aaron Voltner | 2/20/2023 | VOH | 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 alternative will remove upper decks, eliminate 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. | <p>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.</p> |
| 9 | Abby Brown | 3/7/2023 | Email | Widening | Hi, My name is Abby Brown, I live at 4205 Lohmoad Rd in the Whitehorse Wood/Scholarly Whitehorse neighborhood with my husband and two small children. The letter you received from the Scholarly Whitehorse neighborhood association notes up all the worst parts of why making Widening a cut through would be dangerous and detrimental to our community but I wanted to add my voice and share my concerns. Our neighborhood is design for low speeds. 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 and various ball games in the street, with 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 make an eye out for cars but if Widening becomes a cut through to Airport Blvd it will be a horrific accident waiting to happen. Please consider this as your planning. | <p>The new reconstruction at 45th was requested by the closest neighborhood association to provide better access to the Mercero Shopping Center, and specifically the REE. The proposed improvements for the I-35 Capital Express Central project will address both general safety than induced demand, which refers to fear that current lane space because of congestion or congestion. We've taken down several street through I-35 in favor of neighborhood streets, which are not designed for through traffic, causing further delays to local travelers.</p> |
| 10 | Abby Cotton | 3/9/2023 | Email | Do not widen/hw build | I am a resident of Austin, TX, 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-35/EXPRESS expansion. Expansion does not alleviate congestion, especially through a walkable, already congested downtown. None of the four of this city and it's people. Expansion will run what has taken years to build for this city. I reject TxDOT, Austin City Council, and other representatives to stand up for me because this is what elected them for. Stand up for our people, our city, and our businesses. Abby Cotton | See Comment #5 |
| 11 | Abby Penner | 3/7/2023 | McCuik Website Comment Form | General support | I am continuing in support of Option 3 for the I-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 a housing crisis and not providing 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 Penner | 3/7/2023 | Email | Do not widen/hw build | MultiModal Program Manager Tommy Abagin. My name is Abby and I live in the surrounding area that has experienced rapid growth and with that has come expansion of the interstate. I also just learned that Houston has the record for the widest highway. I don't think there'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 slip around cars and allows for more speed. I encourage you to look into different means. Abby Penner | See Comment #5 |

| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
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| | | | | Do not widen/halt | <p>I am a resident of Austin TX, Williamson County. I oppose TxDOT's plans for I35 and I10/POSE expansion.</p> <p>Highest congestion on our way into the Katy Freeway, on ramps and on-ramps, safety, and transportation options beyond driving 8 years of construction that will most definitely be delayed and scheduled is worth it for a couple years of congestion relief, only to be undone by a rapidly growing city. I do not want city to turn into Dallas or Los Angeles.</p> <p>I support TxDOT and the Austin City Council to stand up for my freedom and respect it as a resident of Austin. Against the never-ending stream of our public works.</p> <p>Thank you.</p> | See Comment #5 |
| 13 | Ashly Mathu Kanna | 3/7/2023 | Email | Public Transit / Multimodal Transportation | <p>I am not a public transit first project as an alternative. This also serves further outside the cities of Austin, and lock us into a car based economy, curtailing our freedom to choose our mode of transportation.</p> | <p>Managed lanes would help manage overall traffic demand and provide quality, vehicle use on 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 Control project will provide direct access routes between managed lanes and frontage roads for transit vehicles.</p> <p>TxDOT has also held several cross-agency meetings including team members from the City of Austin, CapitalMetro and Project Connect to ensure the Capital Express Control project aligns with other transportation project goals by the City of Austin. The proposed Project Connect new light rail line will cross the I-35 Capital Express Control Project at Riverside Drive and cross Lady Bird Lake via a new crossing parallel to I-35, into downtown. More information can be found in Project Connect on the Central website: https://m35capex.com/projects/35-capital-express/.</p> <p>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.</p> <p>TxDOT is evaluating multimodal enhancements to road-side crossings, including wider and more accessible crosswalks at multiple locations in the project. TxDOT is also coordinating with the city to be into the city street network as well as the Butler Pike and Blue Trail at Lady Bird Lake for continuity of bicycle and pedestrian accommodations. In addition, 18.6 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.</p> <p>TxDOT supports a multimodal transportation system and will continue to collect public feedback and host cross-agency meetings.</p> |
| 14 | Alex Rodriguez | 1-21-2023 | M35&E Website Comment Form | Regional Connectivity | <p>Not 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 means to travel between the 2 cities and the town between them, provided there are stops in those towns. Creating car racks, expanding existing highways and providing public transportation routes that use faster 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.</p> | See comment #1 |
| 15 | Arlayne West | | | Do not widen/halt | <p>MOBILIS Program Manager Tommy Aragon I OPPOSE TxDOT's plans for I35 and I10/POSE expansion, highway expansions etc. 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. Arlayne West</p> | See Comment #5 |
| | | | | Reverts to I30 | <p>I am for redesigning another highway such as SR130 as a public transit first project, putting people as the priority, not the vehicles.</p> | See comment #3 |
| 16 | Axe Sahaswani | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Axe</p> | See Comment #6 |
| | | | | Do not widen/halt | <p>Thank you for the transformation work over the last several years at the Texas Department of Transportation. I adopt a safe systems approach and advocate work toward the Road to Zero goal of ending 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.</p> <p>The Texas Transportation Commission Member Order 124841 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 road vehicle crashes can be prevented. Widely restricting fatalities. It is further ordered that the division and districts of the department shall develop and implement strategies required to reduce the number of deaths on Texas roadways 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 best 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 not large to meet the 2035 goal is not our aim. 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.</p> <p>Thank you, Adam</p> | See Comment #9 |
| 17 | Adam | 3/7/2023 | Email | Do not widen/halt | <p>MOBILIS Program Manager Tommy Aragon. 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 MetroBus proposal, redesigning another highway such as SR130 as an alternative, a boulevard going through town, a public transit first project, among others. I believe that TxDOT's plan for this project is flawed and fails to take into account several critical factors.</p> <p>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.</p> <p>Sincerely, Adam</p> | See comment #3 |
| | | | | Air Quality/Climate Change | <p>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 long been known 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. Annual air highway expansions have failed to provide any long-term benefits and have only worsened congestion, air, and noise pollution, and safety.</p> | <p>Regarding the Criteria Pollutants, a Carbon Monoxide (CO) analysis was required and developed for the project under the National Environmental Policy Act (NEPA). Although normally for Particulate Matter 2.5 (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 unclassified 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 for Ozone and are addressed under Ozone requirements apply.</p> <p>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. City Green is currently over the nonattainment standard, but it has been on the decline (see the chart is available in the Public Hearing website at www.m35capex.com/traffic/). 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 combined 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 these pollutants. For all of the above reasons, additional analysis of the Criteria Pollutants would not be warranted.</p> <p>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 PEIS. 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 monitoring data from EPA's National Air Toxics Trends Station (NATTS), which show a declining trend for MSAT nationwide.</p> <p>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 2020 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.</p> |
| | | | | The Issue | <p>Additionally, the construction impacts, particulate matter pollution from the wear, and flared traffic bottlenecks are all significant concerns that TxDOT must address before moving forward with this project.</p> | <p>The 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 unclassified area for PM, applicable CAA regulations do not recommend additional analysis. FHWA NEPA guidance also does not recommend additional PM analysis beyond the CAA regulatory requirements.</p> |
| | | | | Lanes/Induced Demand | <p>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.</p> | <p>I-35 in the project area is one of the most congested roadway sections in Texas. The Capital Express Control project is being proposed to keep this multi-functional interstate moving, as it plays an important role in the transfer of goods, people, and services within Austin and throughout Texas and the central United States.</p> <p>The Capital Express Control project proposes to maintain the same number of maximum lanes, 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 by restricting usage to high occupancy and mass transit vehicles, such as buses, vanpools, or ride sharing to reduce the overall lane miles traveled within the corridor. Express lanes are also being proposed to reduce congestion along I-35 at local streets and frontage roads to allow drivers to avoid congested interchanges.</p> <p>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 use latent demand when drivers bring 35 in favor of neighborhood streets. As a result, traffic spills into neighborhoods causing further delay 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. Based the TxDOT design alternatives would help alleviate traffic from the local street network.</p> |
| 19 | Adam Boone | 1/11/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Adam Boone</p> | See Comment #6 |
| 20 | Adam Campbell | | | East/West Connectivity | <p>I am fully opposed to the expansion of I35 through Austin.</p> <p>I grew up near to the Katy Freeway/DeWitt interchange (what was for a while the widest highway in the world, has been on crashes on the feeder road right by the old Sims Club, and my dad would commute an hour each way on the highway. TxDOT is broken worldwide for building equally large highways, and in countless examples across 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.</p> <p>Thank you for the opportunity to comment on this project. Please take into account my comments and those of our community, Adam Campbell</p> | <p>TxDOT improving east-west connectivity by introducing cross street bridges for wider, safer bicycle and pedestrian crossings. The I-35 Capital Express Program includes 18 bridges or crosswalks, none of which are more than a mile apart. The distance between these bridges or crosswalks includes:</p> <ul style="list-style-type: none"> • 1.41 at mile or less. • 8.6% at 1 mile or less. • 2.9 miles to 10 or more. • 2.9 miles to 10 or more. <p>TxDOT will improve or reconstruct all the bridges as part of the program or current MOBILIS35 projects. For each of these bridges, we are providing bicycle and pedestrian paths and bring them into the adjoining street network. The Preferred Alternative for the Capital Express Control project also includes a proposed frontage road with southbound lanes from Green Street and Green Channel Street to create a business-like section within the project limits. We are also working with the City of Austin to provide 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 parks, or caps. TxDOT believes this partnership could further help connect the east and west sides of the I-35 and improve connectivity within neighborhoods.</p> <p>Additionally, proposed improvements include lowering the lanes to remove the visual and psychological barrier in Austin.</p> |
| | | | | Multimodal Transportation | <p>For Austin to become the world class city its growing to be, I35 should be no wider, it should be capped all the way up to Airport Blvd, crossings should be frequent (quarter mile), and bike, pedestrian, and transit infrastructure should be prioritized.</p> | <p>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.</p> <p>TxDOT is evaluating multimodal enhancements to road-side crossings, including wider and more accessible crosswalks at multiple locations in the project. TxDOT is also coordinating with the city to be into the city street network as well as the Butler Pike and Blue Trail at Lady Bird Lake for continuity of bicycle and pedestrian accommodations. In addition, 18.6 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.</p> <p>TxDOT supports a multimodal transportation system and will continue to collect public feedback and host cross-agency meetings.</p> |
| | | | | Do not widen/halt | <p>Chief Copy Chair Mr. Aragon and the I35 Capital Express Central Project Team. Please find an updated version of the letter that Refthov-35 sent you two days ago regarding the I35 Capital Express. Our core message remains the same: I-35 expansion would be deeply harmful to a widely respected among the public and local leaders, and we have a tremendous opportunity for a transformative alternative that would be an international success story. So let me know if you have any questions. Thank you for your attention to this matter. Best, Adam Greenfield Executive Director, Refthov-35 Completed PDF is included in the public hearing summary, appendix F. Increased vehicle-related deaths and the resulting 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 Goals, Imagine Austin Comprehensive Plan, Great Streets Master Plan, climate goals as set forth in Austin City Council Resolution 20150420-024, 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 taking down, not speeding up. TxDOT has not taken a "hard look" at a meaningful range of alternatives, as NEPA requires. The analysis of Refthov-35 and Reconnect Austin in the DEIS is inadequate. We challenge the following conclusion in separation with Refthov-35 in particular: "This is not within TxDOT's jurisdiction" (DEIS, Appendix 1, section 4 on page 14).</p> | See Comment #5 |
| 21 | Adam Greenfield | | | Do not widen/halt | <p>I am a resident of Austin TX, Williamson County. I oppose TxDOT's plans for I35 and I10/POSE expansion.</p> <p>Highest congestion on our way into the Katy Freeway, on ramps and on-ramps, safety, and transportation options beyond driving 8 years of construction that will most definitely be delayed and scheduled is worth it for a couple years of congestion relief, only to be undone by a rapidly growing city. I do not want city to turn into Dallas or Los Angeles.</p> <p>I support TxDOT and the Austin City Council to stand up for my freedom and respect it as a resident of Austin. Against the never-ending stream of our public works.</p> <p>Thank you.</p> | See Comment #5 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
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| | | | | NEPA | TDDT'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." 12 | As stated in section 2.25 of the Environmental Impact Statement (EIS), TDDT has participated in the National Environmental Policy Act (NEPA) assessment program since 2014. Under the NEPA assessment program, TDDT is subject to the same procedural and substantive requirements as would apply if the transportation were constructed by the Federal Highway Administration (FHWA). As required by FHWA's regulations pertaining to actions involving NEPA, the Capital Express Central project consists of legal terms US 299 East and US 299 West (SRT), has independent utility and significance, and does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. See 23 CFR 771.110. 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 legal terms and were properly addressed in their own NEPA studies. In the EIS for the Capital Express Central project, TDDT did not 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 2.2.4.4. |
| | | | | Barreness/Habitat Displacement | The destruction of over 1000 homes and businesses, 84% of which are in the environmental justice category, and the loss of land and sea base, in addition to the impacts on nearby properties, both during and after construction. | Minimizing the amount of right-of-way to one of the major objectives of TDDT's Mobility35 Program, which includes the US Capital Express Central project. Right of way continues 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 TDDT and others. The information about displacements can be found in Section 3.6.7 of the EIS. |
| | | | | Air Quality/Climate Change | Increase in 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 TDDT's study of air quality (DES 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 TDDT and area generators. A quantitative analysis and health impact assessment should also be performed for all pollutants. TDDT's greenhouse gas analysis (DES Appendix V) is only for construction impacts, not long term impacts. TDDT should assess the project's long-term greenhouse gas impact consistent to the No-Build scenario. | See Comment #18 |
| 22 | Adam Hite | | MCiQueX Website-Comment Form | Do not widen/ho build | I do not support the latest proposal by TDDT. We need to tear down I-35, I-35 is the most dangerous roadway in Austin, and TDDT is expanding to 20 lanes against the wishes of the community and the people who depend on 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 |
| | | | | Do not widen/ho build | Mobility35 Program Manager Tommy Alving: I am a resident of Austin TX, and I opposed TDDT's plans for the CE expansion. Having lived in several cities throughout this country for various points of time, I just can't understand how TDDT believes that this major metropolitan should have an interstate running directly through the heart of downtown. There are many other cities in this country that do, because a road is not essentially an even angle one of them, who have a very simple ring structure to route their traffic around the heart of downtown. While we are the 12th largest city in this country by population, and still our major downtown highway is in of traffic not engineering our formulating anywhere within city limits, we're Rethinking. I'm not saying that the idea of I-35 would be replaced by routing traffic along SR 130 as originally intended, if undisturbed correctly. Instead, with the toll, we have made it both more expensive to enter the city and longer. Who would do this under the current scenario? Presumably no one which is why all traffic just clogs through downtown. I don't see how we have the barrier for having SR 130 and prohibit traffic on I-35 downtown portions. I-35 is built as a barrier that blocks this city at two. Truly, it's a completely terrible and dangerous to try and work from one side of I-35 to the other nearby anywhere within city limits and long term this has to be dealt with. But other than massive expand the highway and further encourage thru traffic to made through the heart of our nation's 12th largest city, let's think first about traffic control methods to make the portion of this huge highway that run through the city actually serve the city and its surrounding area. Once we have a sense of how traffic might get with a ring system using SR 130, we can begin discussions about how to lower this highway to create more pedestrian friendly coverings without expanding it. This is a win in a generation choice and people 40 years are going to be living with the consequences of our 22 lane you kidding me? decision. We can, and must, do better. | See Comment #5 |
| | | | | Reverts to I-30 | But how for starters let's get rid of the toll for traffic taking this route and post signage that thro-traffic needs to exit. I'm sure there are enforceable ways to make SR-130 absorb a tremendous amount of thro-traffic that ending up on the downtown segment of SR-130 car use. | See comment #3 |
| 24 | Adam Johnson | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Great Street of Texas, all Texans should call for bold and decisive action to transform this critical artery of infrastructure into a roadway that will accommodate the rapid and continuous growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TDDT. Thank you for your consideration of this request. Sincerely, Adam Johnson, P.E. | See Comment #6 |
| 25 | Adam Koutz | 3/6/2023 | Email | Bury/turn | Mobility35 Program Manager Tommy Alving: I visited Austin for a meeting this past year. While there I was asked with driving around the city to pick up a few riders. I just want to say how massive highway I was constantly on were pretty frustrating. They were way too big and made the city less and less connected and city. Do not expand the 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, TDDT received feedback about having, tunneling and capping I-35, specifically Alternative 1 which considered tunneling I-35. TDDT found the following reasons Alternative 1 was not considered feasible as the Preferred Alternative: - Preferred Alternative will be carved forward based on: - Faster response time for EMS, police, fire department and hospitals. - Shorter construction duration of 5.5 years. - Improved traffic operations during construction with fewer lane closures. - Fewer utility conflicts and lower relocation costs. - Fewer change orders. - Lower construction costs. - Lower annual and lifetime maintenance requirements and cost. TDDT, through coordination with the City of Austin, is looking to utilize deep deck panels, 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. TDDT is working closely with the City of Austin, which is leading the conceptual analysis of caps and other local enhancements, as well as University of Texas on this initiative. They have identified the specific locations and limits to be suitable for this project. Further, based on input from community groups including Downtown Austin Alliance, Reconnect Austin and RethinkTX, TDDT implemented a proposed boulevard concept within the project limits. |
| | | | | Do not widen/ho build | Mobility35 Program Manager Tommy Alving: I'm writing to express my opposition to the TDDT plan to widen I-35. This city will 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 this city and someone who works in Austin. I've lived in Austin for 10 years and I've never had to go into Indianapolis to get through it. I think more people would use I-35 if it had been designed with a toll. Lastly, I feel compelled to say that the traffic in Austin is not too terrible that it warrants such a massive and destructive project. Even at peak hours, I give up in the New York City area and we've never really had. Plus there are local options. I prefer to drive a few extra minutes down Lamar or airport or marion 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 daily gridlock destination site. | See Comment #5 |
| | | | | Reverts to I-30 | I can speak first hand to the benefits of retaining solutions that move traffic AROUND the city. The best way to get from 290 to the north or 71 in the south is to go down I-35. 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 | VHR | Do not widen/ho build | Do not widen I-35! Many studies have shown that widening highways does not reduce congestion, it simply induces more demand to be used by the 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 this, but to make the problem, it may also displace many local businesses. Please first ways to direct through traffic around the city and provide better alternatives for local commuters so the freeway is not the only way to where people are going. | See Comment #5 |
| 28 | Adam Longley | 3/7/2023 | MCiQueX Website-Comment Form | Caps/Deck Panels | As a native Austinite and father of two currently living here, I'm a 2.4 mile from I-35 (just south of the airport exit) I wanted to humbly suggest that TDDT reconsider the existing plans in favor of a plan that caps 25 from downtown to at least north of UT campus. I understand the need to improve the existing infrastructure but this 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 (residential, residential and commercial development and future public transportation expansion opportunities. Additionally, this a great opportunity for TDDT to be the hero and provide an innovative and bold plan that is forward thinking and in line with the values of the folks that live, work and commute in the shadow of I-35. Thank you much for your consideration, Adam | See Comment #42 |
| 29 | Adam Norwood | 2/25/2023 | Email | Do not widen/ho build | Hi TDDT TDDT, Having reviewed the current DES draft and related presentation materials, I'm disappointed that TDDT is only moving forward with Build Alternative 2 and Modified Build Alternative 3 (the No-Build Alternative) I 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 disorder through the current century. Other regional highway expansion efforts, like the Katy Freeway, are possible for contributing to even slower, more equitable, and safer transportation for the residents of Katy and Houston. The continuous cultural division, poor downtown connectivity, and the assumption that one solution to congestion traffic completion is to add more of it, if historical precedents of other expansion efforts continue to hold true, seems to be contrary to the stated need and purpose for this project, as stated in the DES. While "best development" might indeed be outside TDDT's purview, it doesn't make sense that such a massively impactful project connected to the alternatives proposed by the commission that it ultimately serves. Adam Norwood | See Comment #5 |
| 30 | Adam Penning | 3/7/2023 | MCiQueX Website-Comment Form | Bike/ped safety | I live on the east side of I-35 and work on the west side. I bike to work and it's already very difficult, not safe, and not comfortable to cross I-35 to get to and from work. I am worried expanding the infrastructure will make my situation worse, maybe preventing my ability to bike at all. I am 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 safer transportation options. Additionally, I have heard that Austin taxpayers will be footing the bill for this? It does not understand why we would do this for an interlocking project, and would most 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 complete 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 elements of the proposed improvements included in the I-35 Capital Express Central project, including the proposed enhanced bridges, and also informed TDDT's 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. TDDT continues to coordinate closely with the City of Austin on their trail connections and bicycle and pedestrian paths. For more details, see section 6.1 in the Environmental Impact Statement (EIS) here. TDDT 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 28.6 miles of shared use paths in construction or design, 13 connections to the urban trail network and bicycle network, and over 25 connections that connect bicycle lanes to reduce through-traffic and create safer areas for people walking, biking and riding. Based on input from community groups including Downtown Austin Alliance, Reconnect Austin and RethinkTX, each east-west crossing within the project has been enhanced to include wider bridge structures including 30-foot of combined shared use paths and buffers between bicycle and pedestrian lanes and vehicle travel lanes to make biking and walking across the corridor a safer and more user-friendly experience. All bridge road intersections, safety improvements for bicyclists and pedestrians include proposed enhanced crosswalks along and signage as well as improved right-of-way lanes that will provide better visibility for drivers, bicyclists, pedestrians and slow moving vehicles. When a TDDT roadway is located within the Austin city limits, TDDT works with the City of Austin to ensure new bridge infrastructure meets the City of Austin bike lane criteria. The criteria recommends 22 feet for a two-way protected bike lane or 20 feet in a constrained environment that remains of share. Smaller widths are acceptable for one-way bike lanes and might vary by street level, but are recommended to be 7- to 8-foot-wide with a minimum effective width of 5 feet permitted for short distances (<100 feet) to navigate obstacles. Additional criteria regarding buffers, signs, lane use separation and how can be found in the Austin, TX Transportation Criteria Manual. |
| 31 | Adam Stern | 3/7/2023 | Email | Do not widen/ho build | Hi TDDT TDDT, More concrete is not the answer. Increasing lanes is proven to be ineffective. Please listen to Austin to invest in LongTerm benefits. | See Comment #5 |
| 32 | Adam Thomas | 1/31/2023 | MCiQueX Website-Comment Form | Regional Connectivity | Can we have a bullet train from San Antonio to Austin? | See comment #1 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response | |
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| 33 | Adam Wilson | | McCluskey Website Comment Form | Business/Residential Displacement | Please 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. Thank you for considering the need of the central Austin neighborhood! | 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 (Hyle Park) and the whole city. | See Comment #21 | |
| | | | | Reverts to I-35 | The best possible outcome is for truck traffic to be routed around Austin in Loop 130. | See comment #3 | |
| | | | | Do not widen/ho build | <p>MOBILIS35 Program Manager Tommy Strang,</p> <p>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 long trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.</p> | See Comment #5 | |
| | | | | Letter/Induced Demand | I ignore 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 | |
| | | | | Topic | Comment | | |
| | | | | | | Response | |
| 34 | Ashla Turnbull | 3/7/2023 | Email | | <p>I've seen congestion (as we see 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.</p> <p>Air Quality/Noise</p> | <p>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 EIS. 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 unclassified 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 (FHWA) regarding project effects on air quality (see the Air Quality Toolkit: https://www.txdot.gov/roads/air-quality/environmental-compliance-toolkit-air-quality.html). For the traffic noise analysis, TxDOT performed a field evaluation of the existing conditions for select locations along the corridor. These evaluation 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 Assessment 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 2, would impact 49 out of the 94 representative receptors analyzed. A barrier analysis determined that noise barriers would benefit 238 noise receptors for this alternative at the following locations:</p> <ul style="list-style-type: none"> Cherrywood Neighborhood Kara University Park Apartments Gracie Hill Units MMU Exotica Apartments Residences at South Apartments Shiloh Apartments Paradise Rowview Apartments Model 6 Grace Woods Apartments Natural Beach Community Garden and Food Forest <p>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 pricing of property owners and residents associated with a proposed noise barrier.</p> | |
| 35 | Adison Hill | | | | <p>Air Quality/Noise</p> <p>Mr. TxDOT, Good afternoon, I am writing to share that I oppose expanding I-35. It is 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. Sincerely, Adison Hill</p> | See Comment #34 | |
| | | | | | Public transit / Multimodal transportation | Money would be better spent on public transportation options. | See Comment #13 |
| 36 | Alburn Eastel | 2/10/2023 | McCluskey Website Comment Form | 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 we do not need it at all. | See Comment #8 | |
| 37 | Alburn Hayne | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Hayne | See Comment #8 | |
| 38 | Aditya Ali | | | Do not widen/ho build | <p>MOBILIS35 Program Manager Tommy Strang,</p> <p>I strongly oppose this expansion and think it's wrong for the direction of the city of Austin.</p> | 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 | | McCluskey Website Comment Form | Do not widen/ho build | <p>MOBILIS35 Program Manager Tommy Strang,</p> <p>I oppose TxDOT's plans for I-35 and I oppose the expansion of this road.</p> <p>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's to or from the airport, or to town to visit my parents. This is because it is ill-placed and a highway expansion will simply invite more traffic to the Austin area. Texas already sees this with the Katy Freeway.</p> <p>As a young adult looking to buy a house and make a life for myself in the city I give you guys up. I'm honest I will never be able to afford housing here. As a member of staff at work I have a week instead 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 citizens such as myself: reject TxDOT's Proposal. Aditya Tewari</p> | 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 | How and how 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 Alternative | Another more acceptable idea is the Rethink-35 route to turn I-35 into a boulevard that can be used to release 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's a double. | See Comment #34 | |
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| 40 | Adrian Hillman | 1/31/2023 | McCluskey Website Comment Form | Regional Connectivity | Would like to emphasize support for mass public transportation especially from SA to Austin. | See comment #1 | |
| 41 | Adina Medici | 2/6/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our 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 Luak | | VOH | Capex/Check Phases | <p>TxDOT should help pay for the decks. It is TxDOT's decision to make adjustments to the corridor, though 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 as they should pay for them.</p> <p>All environmental aspects have to be implemented. If this is indeed Biking about the future of growth along the corridor and in Austin, don't throw this up. The city has to deal with this and has no choice. TxDOT can at least think critically about the impact of industrial and traditional construction terms, wisely 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 left another failed project or another project that did not reach its potential when it had the chance.</p> <p>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 in the nation.</p> | The Preferred Alternative proposes to accommodate potential gaps which could be built forward. TxDOT is working closely with the City of Austin and the University of Texas, which is leading the analysis of gaps and other local enhancements. The City of Austin could potentially implement our and other development. Funding and implementation within the Capital Express Central project, outside funding is committed. TxDOT's proposed improvements will include the structural infrastructure to support the city's gap and other plan. Working together with the city, our agencies can bring improvements to enhance connectivity within our city. The actual deck gaps are not included in the project. Similar projects across Texas were funded through local partnerships, such as the Hylek Warren Park in Dallas. | |
| | | | | Air Quality/Noise | Incorporate every environmental aspect focused on traffic congestion, emissions, or build up from excessive use, unprecipitated temperatures and heat waves, any living being along the corridor. | See Comment #34 | |
| 43 | Adrienne Maria Henning | | McCluskey Website Comment Form | Do not widen/ho 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 toddlers and families walk to school and/or the community park. | See Comment #20 | |
| 44 | Robin Karsmoad | | VOH | Do not widen/ho build | <p>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, eg. what happened in San Francisco in the 90s when they "reopened" 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 big car, and better access to freight rail for all trucks that use I-35 to travel Austin.</p> <p>I fundamentally do not see how any car-based solution will solve problems caused by our over-reliance on 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 in the time. It's time for a future-looking TxDOT that can pivot to promoting efficient, accessible, and environmentally-friendly mass transit options over sufficient and speedily built-out expensive single-person means of transit.</p> | 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 | |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
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| 45 | Aidan Maxwell | | | Do not widen/ho build | Dear TxDOT Capital Express Central, Dear 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 Capital Express Central and for the significant improvements to active transportation and public transit infrastructure currently included in the proposal. 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 changes that I want to see. Thank you for 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, Refit/35, and Reconnect Austin scenarios. This analysis should use realistic reasonable future growth scenarios including the equitable Texas/Chowder 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 ways 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 the location of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't. | See Comment #13 |
| 46 | Aidan Vaughan | | | Do not widen/ho build | Mobility35 Program Manager Tommy Arango, 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 hugging 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 convincingly 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, not to just prioritizing other means of travel. Fewer vehicles leads to less congestion. The plan to expand I-35 is doing something for the sake of doing it, and nothing more. All Bus and Bike lanes, which would then make public transit more appealing as transit fares would naturally 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 on the table. It's a god awful plan. We should be discussing ways for us to decongest 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 reduced to another major 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 easier to build new housing and retail on the edges of the city than it will be to expand 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 far behind the rest of the modern world regarding our approach to transit that is lightweight and sustainable. 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 time 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 project | See Comment #34 |
| Response | | | | | | |
| | | | | 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 | Ashling Maxwell | 3/7/2023 | Email | Do not widen/ho build | Mobility35 Program Manager Tommy Arango, I oppose the current I-35 plan. I want something better for Austin, please do not add 200 lanes of highways Ashling Maxwell! | See Comment #5 |
| 48 | Al Mattingly | 2/9/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously understaffed roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical artery of infrastructure into a roadway that will accommodate the rapid and increasing growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Ann Gasker | | VGH | Labor/Inbound 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 I-35 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. Inbound 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 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. I-35 is dangerous and car crashes are out of control. | See Comment #18 |
| | | | | Reverts to I-30 | We also need to retract change and make it mandatory for large trucks to use I-30 when they are just passing through Austin. | See comment #3 |
| 50 | Alan Casares | 1/31/2023 | M/C&U&E Website Comment Form | Regional Connectivity | I'm in support of the creation of a network connector rail system between San Antonio and Austin. | See comment #1 |
| 51 | Alan Dumea | | | Do not widen/ho build | Mobility35 Program Manager Tommy Arango, Hi, I oppose the plan to widen the I-35 for many reasons. Firstly widening highways and buildings needs just more demand and bring more cars that then block the road shortly after works. Yours, Alan Dumea | 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 I of the Environmental Impact Statement (EIS). The total quantity of air-emitted GHG emissions will be reduced through changing vehicle technology, primarily EVs or other advanced technologies, with nominal reductions from the design of any particular roadway segment. In section 3.34.2, there is a brief summary of account for and proposed EVs vehicle standards that will provide substantial emission reductions (about 13.14 billion lbs CO2 reduction nationwide). Strong ties to issues of concern associated with climate and, as such, is addressed through the Clean Air Act (CAA) process of conformity for ozone constituents. Since the project is in an exempt or unclassifiable area for ozone, additional CAA regulations do not recommend additional analysis. FHWA NEPA guidance also does not recommend additional ozone analysis beyond the CAA regulatory requirements. |
| 52 | Alan Groves | | M/C&U&E Website Comment Form | Do not widen/ho build | I am extremely concerned about the plans for the I-35 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 US 30 to Airport Blvd through Wilshire Wood seems particularly inappropriate given that there is already an existing connector just 150 yards further north. | See Comment #5 |
| | | | | Reverts to I-30 | I feel strongly that traffic should be being routed around the city center rather than through it. | See comment #3 |
| 53 | Alan Hecht | | | Do not widen/ho build | Hi, I oppose expanding I-35! No understanding is that expansion will only worsen traffic. | See Comment #5; |
| | | | | Bike/ped safety | There should be many more crosswalk 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 Refit/35. | See Comment #4 |
| 54 | Alan Newberg | 2/8/2023 | M/C&U&E Website Comment Form | 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 2nd worst in the state. I-35 through Austin is essential for representatives 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 Sainka | 1/31/2023 | M/C&U&E Website Comment Form | Regional Connectivity | Would love train access to Austin. May benefit from low price given the support you fly out of. | See comment #1 |
| 56 | Alastair Lyon | | | Do not widen/ho build | Mobility35 Program Manager Tommy Arango, Hi, I'm writing 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 needlessly in several areas. Please put a stop to this insanity, regardless, 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 | Alisa England | 1/31/2023 | M/C&U&E Website Comment Form | Regional Connectivity | I would like there to be concrete plans to build a connector railway system between San Antonio and Austin. It would help decongest the traffic along I-35 and provide a more reliable and timely transportation for travelers. | See comment #1 |
| 58 | Alie D | | | Do not widen/ho build | Mobility35 Program Manager Tommy Arango, 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, Alie | See Comment #5 |

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| | | | | 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 | | MCi/CEA Website Comment Form | Bike/ped safety | Our house is approximately 500 feet from I-35 between 38th street and 22nd street. The street connects Mueller and Cherrywood (East) with Penick 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 has no 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 gap at this intersection that has pedestrians and bikers in mind. A well designed gap at this intersection 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 |
| 80 | Ale De Angulo | | | Do not widen/no build | Mobility35 Program Manager Tommy Alrings. Hi, TDC, this and the issue 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 |
| | | | | Reverts to I-30 | Let's separate interstate traffic from city traffic. Let's divert load 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 |
| 81 | Alec Ajmudin | 3/7/2023 | Email | Air Quality/Noise | Mobility35 Program Manager Tommy Alrings. As a fan of our air quality and pollution in our urban areas are driven by cars. This project will add more vms and hurt us all. We can't keep building lanes! Alec Ajmudin | See Comment #34 |
| 82 | Alejandra Chavez | | | Do not widen/no build | Mobility35 Program Manager Tommy Alrings. 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 I-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 let the community benefit from that access. | See Comment #13 |
| 83 | Alejandra | | | Do not widen/no build | Stop expanding highways. | See Comment #5 |
| | | | | Regional Connectivity | Support Interstate Transit. | See comment #1 |
| 84 | | 1/21/2023 | MCi/CEA Website Comment Form | Regional Connectivity | We need high speed rail in Texas. | See comment #1 |
| 85 | Alejandra Orta-Gomez | 2/10/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Personally, I am writing today to express my complete support for the I-35 Capital Expense Central design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 |
| 86 | Alella Jasso | 3/7/2023 | Email | Do not widen/no build | Mobility35 Program Manager Tommy Alrings. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Alella Jasso | See Comment #5 |
| ID | Commentor Name | Date Received | Source | Topic | Comment | Response |
| 87 | Alessandra Burelli | 2/9/2023 | Website | General support | Alessandra Burelli, with -- a neighbor with Berkshires Parkway, 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 story which I'm not exactly sure what that means. But I'm going to look into it. The normal density is a factor of 2.2 and I think there are buildings being approved at -- in the 20s and 30s. So I'm very concerned about that. Even though I love this project, I'm not 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 cap. I like the pedestrian crossings. Those were amazing. I really have more positive things than negative but I am -- I am concerned about the pollution factor for Rainey and the downtown area. Already the congestion through Cesar Chavez is impacted just with normal traffic. So I think it's a matter of how to be more concerned with how things might impact the residential area of Rainey Street as it grows, and the downtown area as it grows. | See Comment #6 |
| 88 | Alex | 3/2/2023 | MCi/CEA Website Comment Form | 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. Write in support of the I-35 Capital Expense Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas. | See Comment #8 |
| | | | | 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 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 for our gridlock and deadly roads we have to invest in public transportation, pedestrian crossings and protected bike lanes? Why can we move away from our car-centric cities? Why? Most people hate driving on I-35, wasting hours waiting in traffic and putting their lives in danger every day. I live about 100 feet from I-35 and I hate 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 reimagine 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 |
| | | | | Reverts to I-30 | Make I-35 a toll road and SH130 a free road for trucks and commercial 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, 2018b). 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 of the 84 representative receptors analyzed. A barrier analysis determined that noise barriers would benefit 218 noise receptors for this alternative at the following locations: •Cherrywood Neighborhood •Auss University Park Apartments •Sawade Hill Loft •M&E Executive Apartments •Residences at Saffro Apartments •Stellar Apartments •Berkshire Riverside Apartments •East 6 •Grava Woods Apartments Garden and Pool Front 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 posting of property owners and residents associated with a proposed noise barrier. | See Comment #30 |
| 70 | Alex Brown | | MCi/CEA Website Comment Form | 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 north-south corridor with another. Europe has been investing in public transit before cars entered and it works if you take the time and effort. More accessible public transit = increased density in housing = more apartments/houses = more property taxes and income for the state of Texas. Increasing highway lanes is and increases. | See Comment #5 |
| | | | | Reverts to I-30 | The solution to the problem is making a loop around downtown Austin, utilize toll road I-30 and invest more in public transit. | See comment #3 |
| | | | | | Mobility35 Program Manager Tommy Alrings. Hi, I have been a resident of Austin, TX since 2013, currently living in District 11. As someone who is familiar with the streets and highways in Austin, I oppose the expansion of I-35. Having the freeway add all 4 currently does is already a major expense. Having a major interstate run through the urban core of a city simply doesn't make sense. It has been made clear by many experts and studies that highway expansion does not work to reduce congestion, not to mention the environmental impacts of it all. I am in favor of converting I-35 as it fits 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 |
| 71 | | 3/2/2023 | Email | Reverts to I-30 | | |
| 72 | Alex De La Fuente | 2/9/2023 | MCi/CEA Website Comment Form | 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 Expense Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas. | See Comment #6 |

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| 73 | Alex De La Fuente | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and ongoing growth we are experiencing in our great State. Accordingly, I am writing today to 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 Day | | McCluer Website Comment Form | Do not widen/ho build | Generally opposed to large scale expansion of I-35 as a solution to traffic congestion given the lack of evidence of its effectiveness. | See Comment #5 |
| | | | | Remains to I-35 | Should be better to reroute thru traffic around the city. | See Comment #3 |
| | | | | Caps/Deck Plaques | If the expansion goes through, highly encourage efforts to cover or cap the highway in multiple areas beyond downtown including at S 1st street to create better connections from side to side and to be pedestrian/bike friendly. | See Comment #42 |
| 75 | Alex Elix | 3/1/2023 | Email | Do not widen/ho build | Mobility35 Program Manager Tommy Alving. I can see I-35 from my front porch 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 there is 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 Elix 78105, Texas, 78105 | See Comment #5 |
| 76 | Alex Fernandez | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and ongoing growth we are experiencing in our great State. Accordingly, I am writing today to 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 | | | Do not widen/ho build | NE 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 weeks traffic is just as bad as if has always been but now with an even larger highway. Austin needs options other than driving the have a beautiful city full of nature. We need more ways to experience that city not drive it in exhaust and noise pollution. See 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 have that's right next to car going in excess of 40 mph. We need far better cycling infrastructure. I like 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 | | | Do not widen/ho build | Mobility35 Program Manager Tommy Alving. It's not worth it. The idea "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 | | | Do not widen/ho build | Mobility35 Program Manager Tommy Alving. Please consider not expanding I-35. It's worse in other cities. Doubling 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 | | | Do not widen/ho build | Dear I-35 Capital Express Central, Draft Environmental Impact Statement. Dear Governor Abbott and other Executive 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 TI study purporting to show the "benefit" of cut through traffic in no way considered the impact upon the State of Texas and its residents. Given that the rate of traffic deaths per vehicle mile 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 TI study was interesting, it is no way 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 of the ReThink35 and Reconnect Austin proposals. | See Comment #4 |
| | | | | | | |
| 81 | Alex Lamb | | VOH | Air Quality/Noise | | See Comment #69 |
| | | | | Sound walls | And the highway is so damn NOISE. Please put up tall walls on the sides of the highway to contain the sound and force it upwards. | See Comment #5 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| 82 | Alex Larson | | | Remains to I-35 | 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 I-35 | See comment #3 |
| | | | | Caps/Deck Plaques | We should spend more money routing traffic away from the city's center and instead focus on cap and stitch projects for I-35 | 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 Lina | 1/24/2023 | McCluer Website Comment Form | 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 Mead | | | 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. The more we widen a car-only roadway to public transit and, especially, on roadways 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 low, the traffic heavy. I have to memorize where to cross, then either wait worse for a traffic light to change or, if there isn't one, just dash across the bridge/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 wall on the Austin urban edge, a wedge of noise, traffic, and it still divides Austin today. You can see it in everything from road comparisons 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 research the legacy or demands. I hope you will do the latter. | See Comment #3 |
| 85 | Alex Reynolds | | | Bike/ped safety | NE TxDOT TxDOT. The more driver behind this expansion is supporting unsustainable, petroleum heavy transport of goods on I-35. As a bike commuter, getting across I-35 is already incredibly unsafe. This change will only worsen options for walking and riding, especially as large venues (DVR stadium, moody arena, Waterloo gateway) are built without any truly accessible means to access them safely. See 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 Schuettler | | | Do not widen/ho build | Mobility35 Program Manager Tommy Alving. Hello, my name is Alex Schuettler and I live in Austin. I am writing in opposition to TxDOT's I-35 expansion plans and my support of transit projects such as Project Connect. Expanding I-35 will not and has not solved the traffic problems, and will in fact exacerbate them. Our transportation system is broken. I-35 has to be built as a city street and an interstate highway. Its 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 ability to work with it, in addition, as an expensive obligation. Most of the time I feel 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 Schuettler | See Comment #5 |
| | | | | Remains to I-35 | 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 |

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|-----|---------------------------|---------------|-----------------------------|--|--|--|
| 87 | Alex Shaver | | | Do not widen/ho build HOV 3+ Business/Residential Displacement | Mobility35 Program Manager Tommy Abrego. Hi Y'all, I'm Alex, and I live in a big new apartment complex right on US 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 building and supporting 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 we were connected by the highway rather than further divided. Thanks for your consideration! Alex Shaver | See Comment #5 |
| | | | | | My favorite restaurant in Tejaparra Luv Alita, which will be demolished if the expansion goes forward as planned. | See Comment #21 |
| 88 | Alex Verdugo | | | Do not widen/ho build HOV 3+ Business/Residential Displacement | No TxDOT TADOT. Hi Y'all, I wholeheartedly oppose the growth of US 35 expansion will make Austin less appealing and further drive down economic growth. Alex Verdugo | See Comment #5 |
| | | | | | 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 |
| | | | | | This will discourage cycling and walking through the Austin Metropolitan Service Area. | See Comment #30 |
| | | | | | 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 |
| | | | | | Let us support initiatives that rethink US35 and provide equitable solutions that will keep the city thriving economically. | See Comment #4 |
| 89 | Alex Zhu | | | Do not widen/ho build Public transit / Multimodal transportation | HOV 3+ The expansion of US 35 is a band-aid solution to the traffic congestion Austin sees. 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 #5 See Comment #13 |
| 90 | Alexa Lund | | | Do not widen/ho build Latent/Induced Demand Bike/ped safety | Mobility35 Program Manager Tommy Abrego. particulars 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 TADOT's process in this project is flawed. It ignores Induced Demand, construction impacts. Focus of pedestrian safety and add more walking areas! | See Comment #5 See Comment #18 See Comment #30 |
| 91 | Alexa Roland | 2/14/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that US 35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | | | Do not widen/ho build Racial justice Bike/ped safety Public transit / Multimodal transportation Community Alternatives | Mobility35 Program Manager Tommy Abrego. This US expansion project will not reduce traffic and will be a giant waste of taxpayer 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 so close and personal how US has deteriorated 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 we are driving for car down 35 to campus is not usually an option. The commute from round rock is long and that with traffic all times of day and this will only worsen it as expansion. The only way to reduce traffic is to provide options that have some advantage over driving a car. TxDOT's US expansion plan is an act waste of money and is not taking into account the actual needs of residents. The construction of 35s further expansion in Austin and an expansion of it to just further supporting the already extensive damage 35s has done to Austin and its surrounding communities. 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 30 lanes of traffic instead of 4. I want Austin to become a city that is well connected through public transportation. Rethink35's plan is an alternative support to benefit the general public more. | See Comment #5 See Comment #3 See Comment #30 See Comment #13 See Comment #4 |
| 93 | Alexander Mastan | | | Do not widen/ho build Public transit / Multimodal transportation Air Quality/Noise | 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 roadway in some places, or for you Americans INTERSTATE, then the congestion just moves further along. More cars means more pollution means more death! I respect TADOT, Austin City Council, and other representatives to stand up for me. Warm regards Alexander I am in favor of a public transport project that would solve 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 #5 See Comment #13 |
| 94 | Alexander Novinsky | 1/18/2023 | Email | General support | More cars means more pollution means more death! I am 100% for this plan. The only thing I would improve is getting it done faster. | See Comment #34 See Comment #8 |
| 95 | Alexander Pasch | | MC35e4 Website Comment Form | Do not widen/ho build Public transit / Multimodal transportation Air Quality/Noise | 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 resilient 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 policies and referendums that support other options. We as a city are trying to change, but we are starting from a point which has heavily considered the needs of anyone besides drivers. We dedicate more space, money, and resources to cars than other modes of transport by far. Continuing this model is a mistake, especially for a project that will not solve traffic, increase our other transit projects further. 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 affluent city. I want the TADOT to acknowledge that cities the Austin have learned his, which doesn't to Austin, please do not go forward with this project, and if it must be done, redesign 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. If more resources were directed towards other transit options so 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 #5 See Comment #13 |
| 96 | Alexander Tedford Bentley | 1/26/2023 | MC35e4 Website Comment Form | Do not widen/ho build Air Quality/Noise | Car travel is less energy efficient, more dangerous, more anti-social, more polluting, takes much more space, and promotes a more sedentary and less healthy lifestyle. I-35 is a money pit 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. TADOT 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 other transportation. | See Comment #34 See Comment #5 |
| 97 | Alexandra Authier | | | Do not widen/ho build Bike/ped safety | No TADOT TADOT. Wide polluting highways through town are not what I want for Austin. Alexandra Authier I want safe, pleasant, and healthy and beautiful streets. | See Comment #34 See Comment #30 |
| ID | Committee Name | Date Received | Source | Topic | Comments | Responses |
| 98 | Alexandra Boone | 1/31/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TADOT. Thank you for your consideration of this request. | See Comment #8 |
| 99 | Alexandra Boone | 2/8/2023 | MC35e4 Website Comment Form | 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 essential for representatives 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 TADOT. Thank you for your dedication to serving the citizens of Texas. Alexandra Boone | See Comment #8 |
| 100 | Alexandra Evans | 3/1/2023 | Email | Do not widen/ho build | Mobility35 Program Manager Tommy Abrego. As a member of the Austin community, I greatly OPPOSE expanding I-35. It's tragic to think that more lanes = less traffic at this point in time when all research concludes otherwise. | See Comment #5 |
| 101 | Alexandra Kryva | | MC35e4 Website Comment Form | Do not widen/ho build Business/Residential Displacement Public transit / Multimodal transportation | Expanding US 35 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. It is not worth displacing local businesses, increasing pollution, and decreasing the quality and visual appeal of Austin. 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 #5 See Comment #21 See Comment #13 |

| ID | Commenter Name | Date Received | Source | Type | Comment | Response |
|-----|-----------------------|---------------|------------------------------|--|--|-----------------|
| 102 | Alexandra Smither | 3/7/2023 | Email | Do not widen/ho build | <p>MOBILITY35 Program Manager Tommy Ahng.</p> <p>My name is Aly 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 time for TxDOT to update their modeling systems to account for science instead of the intuitive planning fallacies into political coffers and passing concrete on forms. Expanding I35 will cause irreparable damage. Be better. Don't do it. Chart a new course.</p> <p>Aly Smither</p> | See Comment #45 |
| 103 | Alexandra De Luna | 1/20/2023 | MyCause Website Comment Form | Do not widen/ho build | Quit expanding I35 and give us an efficient not spenders efficient public transportation or shut FLICK THE EXISTING ON I35 | See Comment #45 |
| 104 | Alexandria Kiriakidis | | | Do not widen/ho build | <p>Hi TxDOT TxDOT,</p> <p>Belief</p> <p>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. One expense and do the right thing. Every time I walk for bus someone cringing a major road like airport or 35 is a complete disaster. Be better, use the best part of your brain. Do you want to waste a concrete hellhole like Houston, or would you rather visit Barcelona?</p> <p>Thank you for your time! Alexandria Kiriakidis [REDACTED] 1308 Singleton Ave Austin, Texas 78702</p> | See Comment #45 |
| | | | | 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 | Alexa Angelides | | | Do not widen/ho build | <p>MOBILITY35 Program Manager Tommy Ahng.</p> <p>I am a resident of Austin, TX, I oppose TxDOT's plans for I35 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 respect TxDOT, Austin City Council, and other representatives to stand up for me, Alexa Angelides</p> | See Comment #45 |
| | | | | Community alternatives | I am in support of a public transit-first approach, and in support of the Metro35'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 |
| | | | | Land/Induced Demand | TxDOT's promise in this project is flawed: it ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the future of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. | See Comment #18 |
| 106 | Alexa | | MyCause Website Comment Form | Do not widen/ho build | <p>To whom it may concern, I am writing to VIGOROUSLY oppose the expansion of I35 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 800+ 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 I35 is not conducting this process in good faith. I believe you are unwilling to work with us. We will oppose any project that expands lanes and removes housing and jobs. Moreover, I oppose the expansion of I35 on the basis of public health. Adding more lanes to I35 in such a dense urban zone will increase traffic, air pollution, noise pollution, traffic related injuries and fatalities, and auto-pollution 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.</p> <p>Expanding certain highways in Texas, anywhere, will encourage car travel in an environment that is more suitable for bus and train travel.</p> | See Comment #45 |
| | | | | 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 | Alexa Antonson | | | Do not widen/ho build | <p>MOBILITY35 Program Manager Tommy Ahng.</p> <p>I am a resident 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, after which we as Austin residents are expected to just get used to continuous expansion of I35 that does reduce traffic in higher density housing areas 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.</p> <p>Alexa Antonson</p> | See Comment #45 |
| | | | | 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 | Alexa Barter | 2/18/2023 | Email | General Support | <p>Dear Chairman Bagg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 109 | Alexa Hering | 2/7/2023 | Email | General support | <p>Dear Chairman Bagg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> <p>Alexa Hering</p> | See Comment #8 |
| 110 | Alexa Kavas | | | Do not widen/ho build | <p>To whom it may concern, I am writing to VIGOROUSLY oppose the expansion of I35 through central Austin. I oppose proposal number 3, but I also oppose all other lane expansion proposals through central Austin.</p> <p>As a longtime tax payer and homeowner in Central and East Austin, I believe that I35 is not conducting this process in good faith. I believe you are unwilling to work with us. We will oppose any project that expands lanes and removes housing and jobs. Moreover, I oppose the expansion of I35 on the basis of public health. Adding more lanes to I35 in such a dense urban zone will increase traffic, air pollution, noise pollution, traffic related injuries and fatalities, and auto-pollution 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.</p> | See Comment #45 |
| | | | | Business/Residential Displacement | Any plan that displaces hundreds of homeowners and businesses, and causes 800+ 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 certain 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 | Alexa Lavin | | | Do not widen/ho build | <p>MOBILITY35 Program Manager Tommy Ahng.</p> <p>I am a strong resident of San Antonio and oppose TxDOT's plans for I35 and I oppose expansion because of the threat 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 respect 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 go well to represent their constituents and their entire property.</p> | See Comment #45 |
| | | | | 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 fixed and actively ignores the historical failure that has been highway expansions. | See Comment #21 |
| 112 | Alfonso Lucio | 2/8/2023 | Email | General support | <p>Dear Chairman Bagg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> <p>Best Regards, Alfonso Lucio</p> | See Comment #8 |
| 113 | Ali | 1/26/2023 | MyCause Website Comment Form | General support | <p>Dear Chairman Bagg and Commissioners:</p> <p>Thank you for your support to address I35 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. I35 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 M300/M301 endorse. Thank you for your dedication to bringing the citizens of Texas.</p> | See Comment #8 |
| 114 | Ali Baghani | | | East/West Connectivity | <p>Hi TxDOT TxDOT,</p> <p>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 2-4 miles.</p> | 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 | Fewer community alternatives to expansion to be considered, like those that Reconnect Austin and Metro35 have proposed | See Comment #4 |
| | | | | Do not widen/ho build | <p>MOBILITY35 Program Manager Tommy Ahng.</p> <p>I am a resident of Austin and I OPPOSE TxDOT's plans for I35 and I OPPOSE expansion.</p> <p>I am very concerned about the major impacts of air, noise, and water pollution expanding through the dense population of the city. I am also concerned that expanding I35 is the wrong solution for improving intra-city transportation of all kinds (not just cars) and will worsen the East-west divide.</p> <p>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.</p> | See Comment #45 |
| | | | | Community Alternatives | I am FOR the Metro35 proposal, and redesignating another highway such as SH 130 as an interstate. | See Comment #4 |
| 116 | Ali Brown | 2/22/2023 | Email | General support | <p>Dear Chairman Bagg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 117 | Ali Chouari | 1/12/2023 | Email | General support | <p>Dear Chairman Bagg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |

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|-----|-----------------|-----------|------------------------------|--|---|--|
| 118 | | 1/16/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Al Khawarizmi | See Comment #8 |
| 119 | Alice Andrews | | | Capex/Deck Phases | Mobilize35 Program Manager Tommy Alving. I have lived in District 9 for 45 years and in that time #35 has changed from an impediment to a true barrier to getting around town for local pedestrians, bicyclists, 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 vehicles unable to get through. I am not even sure if our current ways to get across town to see Mother as an alternative northbound route are 5200, 70, and 38. I'd be glad to go to school. We are slowed by traffic that will not be alleviated by widening #35 through downtown. Using the old and often-misused #35 as a northbound route from 2000-70 is a northbound go long way from redeveloping areas by west Austin to the east of the city. It may also help ease the pollution on underground lanes to more industrial stretches of #35 north and south of those areas, rather than to the heavily populated tourist, government, and university areas and neighborhoods that border it through downtown. Austin is a core valley and adding more vehicles in central city makes no sense. Alice Andrews | See Comment #42 |
| | | | | Renovate to I-35 | Renovate this to #35 with all through traffic would be forced to use Lanes 130 and 45 to get past Austin. Even since NAFTA the increasing number of 18-wheelers on #35 is downright dangerous, preventing smaller vehicles from getting around between them to their ends as they move through town. I have followed thousands of trucks that do not use any downtown ends. They do not need to be on #35! Move them to the less dense areas served by these lanes please. No green would be to use NOT TxDOT's plan on all of #35 through town, not just the main lanes. Perhaps why the lanes should be widened for 3 lane trucks specifically as a solution, or perhaps the new #35 lanes could come with even higher tolls than the lanes charge. Reduced downtown through traffic would also reduce the number of new lanes needed for local traffic making it easier to plan them underground. | See comment #43 |
| | | | | 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 #35 expansion 50 years ago and move traffic out of the city. Do not turn our city into concrete spaghetti lanes like Houston and Dallas. Please, please let us continue to support the rest of the city with more green space, less pollution and noise, and fewer semi trucks. | See Comment #45 |
| 120 | Alice Clausen | 1/21/2023 | M/Capex Website Comment Form | 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 Grauly | | | Do not widen/no build | Mobilize35 Program Manager Tommy Alving. 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 my grandmother's description was. We are about to get it wrong again, and we can never go back. I grew up on 7th St. where I still live. I have a 7.6m det and a 2.6m det. Nothing makes me want to move away more than the thought of 25 getting bigger. There are no possible ways to add more highway lanes when we have projects in the works for buses, when we know that highway only creates more traffic after just a short period of congestion relief. Austin is another great city. Highways are not going to attract more visitors or dwellers. If highway expansion works, 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 I could do anything to help, I would be happy to help. I am a resident of Austin. This is my only chance to get this right. Please stand up for Austin. This is my only chance to get this right. Alice Grauly | 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 |
| | | | | Renovate to I-35 | Send traffic around Austin, seek alternative ways of relieving congestion | See Comment #43 |
| 122 | Alice Hargis | 3/7/2023 | M/Capex Website Comment Form | Funding | Early plans suggest 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 CAMPS and other transportation dollars. |
| 123 | Alice Kitchin | 2/10/2023 | VH | Capex/Deck Phases | I hope that the addition of park space patches would be reconsidered and added as part of the main plan. Instead that the documents stated that these patches 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 spaces is needed. | See Comment #42 |
| 124 | Alice Min | | | Do not widen/no build | No TxDOT TxDOT. I want to go 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 | Alice Anshelmo | | | Air Quality/Noise | Mobilize35 Program Manager Tommy Alving. To whom 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 the YALs are trying to try to 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 Prevention Plan (SWPPP) (heavily concerned with pollutant control during construction, P&SE, 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 b-1(d) impacts to waters of the U.S., requiring wetlands permits with preconstruction notifications. • Separator system would be installed on the I-35 depressed lanes contained tunnel segments to separate out pollutants (chemical spill and vehicle leakage, etc.) • Channeling tunnel would be designed as an inverted option 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 migration 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 3.13 of the Environmental Impact Statement (EIS) for more detailed information about water quality measures TxDOT has conducted. | |
| 126 | | 3/7/2023 | Email | Widening | 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 35 across the Interstate to the east side to join Wilshire Boulevard and Escobedo Avenue as a continuation to Airport Boulevard. The proposed would change Wilshire Boulevard from a quiet residential street into a busy, generally dangerous road cut through thoroughfare. I live on Wilshire Blvd and have for many years. I am opposed to this connection, without added 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 lowering the investments already made in our neighborhood to encourage safe and walkable streets and increase bicycle traffic. | See comment #9 |
| 127 | Ariqa Wilcox | | | Do not widen/no build | No TxDOT TxDOT. I oppose the expansion of 35 for environmental, aesthetic, and health reasons. Instead, Alice Wilcox | 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 | Aria Vidina | 3/7/2023 | Email | Do not widen/no build | Mobilize35 Program Manager Tommy Alving. 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 going to build more and bigger highways rather than considering alternative modes of transportation to move Texans. Aria Vidina | See Comment #5 |
| 129 | | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Aaron Sait | See Comment #8 |
| 130 | Allison Walgren | 2/16/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Allison Walgren | See Comment #8 |
| 131 | Aaron Wenzel | | | Do not widen/no build | Mobilize35 Program Manager Tommy Alving. Hello, I am an Austin resident and 10th Generation Texan and strongly oppose I-35 expansion. Highway expansion does not work - research has proven this time and time again. - Texas needs to transition to work, open loops around our major cities, instead of digging a deeper divide through a city. Aaron Wenzel | See Comment #5 |
| | | | | Air Quality/Noise | With a city the size of Austin, there's no reason for this traffic to funnel through the heart of the city, impeding local traffic and causing intense air pollution to communities of Texans who don't have any other choice but to live beside the freeway | See Comment #34 |
| 132 | Ariana Price | | | Do not widen/no build | Mobilize35 Program Manager Tommy Alving. Hello, I am a resident of Austin City Council District 7. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Highway expansion DOESN'T work. They worsen congestion (as we see 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. 50 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 respect 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 Redlink I-35 proposal and a public transit-centric project. | See Comment #4 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
|-----|-----------------|---------------|------------------------------|--|--|------------------|
| | | | | Lateness/Induced Demand | TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway networks, and its traffic modeling software. | See Comment #18 |
| 133 | Ariana Zachary | 3/7/2023 | Email | Do not widen/ho build | <p>Mobile35 Program Manager Tommy Ahring:</p> <p>I'm a lifelong resident of Austin and I think the planned expansion of I-35 to 28 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 be solved in 20 years, again, when there's really no more room. Instead of being a little bit smarter now. See e.g. the Katy Freeway which had the same thing I hoped. 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 bike more welcome. That would be the most logical act, unless we've had before there are more more similar.</p> <p>I 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 35? I have not heard any reason an expansion of Mopac wouldn't relieve central city congestion by diverting long trucks and trailers. Please vote into the fleet.</p> <p>I expect TxDOT to follow best practices and the actual peer reviewed data on traffic management rather than thirdly veiled political whims. I expect the Austin City Council to fight like hell against this abusive plan.</p> <p>Sincerely, Ariana Zachary</p> | See Comment #5 |
| | | | | Topic | Comment | Response |
| | | | | Air Quality/Noise | The second issue is the incredible increase in pollution that would be caused by both the construction process and the proposed finished product. | See Comment #34 |
| | | | | Recur Justice | This plan is stupid. It's an insult. I have to think it is motivated by irrational factors like racism, classism, or a desire to "punish" Austin for not being a hot 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 a few of our state reps to want to devour land in East Austin with the intent of increasing the growing political power of historically Black and Hispanic communities. They've been pretty open about closing acceptable parking places. An expanded 28 lane I-35 would only make disenfranchisement easier | See Comment #3 |
| 134 | Allen Cook | | MCi/CEU Website Comment Form | 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 priority over single-person vehicles, and 3. There should be "Bus Only" lanes. | See Comment #13 |
| 135 | Allen | 2/8/2023 | MCi/CEU Website Comment Form | 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 | Alan Gross | | MCi/CEU Website Comment Form | Do not widen/ho build | I oppose the I-35 Capital Express project. Please stop adding lanes to highways. There are enormous expenses that do nothing to solve transportation problems. This just creates more demand, use more land, divide and destroy communities, lower density, increase commutes, and pollute. 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 concerned, and I hope TxDOT shifts toward rail and other alternative modes of transportation. | See Comment #13 |
| 137 | Alan Gross | | | Do not widen/ho build | Mobile35 Program Manager Tommy Ahring: I oppose I-35 expansion. Please stop adding lanes to highways. This way of thinking is further entrenching us in a highly inefficient mode of transportation and a car-centric society. Alan Gross | See Comment #5 |
| | | | | Air Quality/Noise | There are enormous expenses that do nothing to solve transportation problems. This just creates more demand, use more land, divide and destroy communities, lower density, increase commutes, and pollute. | See Comment #34 |
| | | | | Multimodal Transportation | Our money would be much better spent on rail between cities as far as TxDOT is concerned, and I hope TxDOT shifts toward rail and other alternative modes of transportation. | See Comment #30 |
| 138 | Alan Huh | | | Capex/Deck Phases | <p>Mobile35 Program Manager Tommy Ahring:</p> <p>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 opposes the idea that larger freeways aid in congestion or provide a benefit to the citizens of the city.</p> <p>I recently drove on 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 fast 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 were going to create a very similar dynamic, and that's unacceptable. I grew up in California and realize how how much of my childhood was wasted sitting in traffic. We do not have to make the same mistake.</p> <p>During that same trip to Dallas, I also spent time playing with my children at the Kyle Warren Park in Dallas after spending the morning at the Perot Museum and was taken back by the vision that could be. By reconfiguring 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.</p> <p>If you happen to visit Dallas, I would encourage you to check out both sides (75 freeway straddling the SMU campus and Kyle Warren Park) to give an idea of what could be. Thank you for your attention.</p> <p>Alan H</p> | See Comment #42 |
| | | | | Blue jay 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act to bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State accordingly. I am writing today to 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 | MCi/CEU Website Comment Form | 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 Dresh | 3/7/2023 | MCi/CEU Website Comment Form | Business/Residential Displacement | I support the Austin City Council's demands for the I-35 project, especially the plan to minimize the number of homes and business displaced, incentivizing 28 wheelers to use I-35 instead, and please phase please do not shut down parts of the blue and take for 10 years. That is an awful, awful idea. | See Comment #21 |
| 142 | Allison Selay | | My City or My We | Do not widen/ho 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 Garris | | | Do not widen/ho build | <p>Mobile35 Program Manager Tommy Ahring:</p> <p>Hello-</p> <p>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 C, and have a small business 1 mile from downtown, in District B. Please listen to the people you represent in our plea to rethink this flawed plan. Sincerely, Allyson Garris</p> | See Comment #5 |
| | | | | Community Alternatives | If we were to divert the highway around downtown, as modeled by the Metro35D proposal. | See Comment #4 |
| 144 | Alma Vasquez | 1/12/2023 | Email | General support | I approve it | See Comment #8 |
| 145 | Alonso Ramon | 1/31/2023 | MCi/CEU Website Comment Form | 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, TEXot, and occasionally Dasher 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 responsive. San Antonio is the only major US city without a public light rail system, and it would be extremely beneficial for them to have a light rail system within the city or connecting to Austin and other in between. | See Comment #1 |
| 146 | Aly Therp | 3/6/2023 | Email | Climate Change | <p>Mobile35 Program Manager Tommy Ahring:</p> <p>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 the traffic flow.</p> <p>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 successfully adapt for 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 recommendations of federal and IPCC climate reports summaries for land use, and infrastructure on land use as quickly as possible.</p> <p>Aly Therp</p> | See Comment #51 |
| 147 | Alyssa Galloway | | | Do not widen/ho build | <p>Mobile35 Program Manager Tommy Ahring:</p> <p>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 mistake, expensive, and a source to waste our communities once it's constructed. It's time for the central Texas community to be better. Expanding this highway is a downright heritage for the Austin traffic waste. 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.</p> <p>Alyssa Galloway</p> | See Comment #5 |
| | | | | Bike/jay 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 at least 6 use such and use this area for local city transport, bike paths, and creating additional green space into what has been a concrete nightmare for too long. | See Comment #30 |
| 148 | Alyssa Peters | | | Do not widen/ho build | <p>Hi,</p> <p>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.</p> <p>Thanks, Alyssa</p> | 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 | MCi/CEU Website Comment Form | Do not widen/ho 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 relief from the Lone Star Rail proposal. | See Comment #5 |

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| 150 | Amelia Brazeal | 3/7/2023 | McCluskey Website Comment Form | Parks | It is not okay to waste acres of precious park land on Walker Beach to expand DS. It is not okay to expand DS. The highway is big enough and intrusive enough and long enough as it is. You have an opportunity to do something quiet, concise, and community-focused. Don't perpetuate the original road highway just 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 explores how Modified Alternative 3 incorporates all possible preserving or mitigating adverse impacts or offsets to preserve protected under Section 4(f) of the Department of Transportation Act of 1965, Section 4(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 offsets 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 Stone of Town Lake_3 and Edward Rendon parks. |
| 151 | Amelia Brazascano | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahlgrin. I'm a resident of south Austin, right off 35, and I am strongly opposed to expanding 35. Expanding highways doesn't work and adds to congestion and pollution. Amelia Brazascano | See Comment #5 |
| | | | | Multimodal Transportation | Austin needs and deserves a better solution that relies on alternative modes of transportation. | See Comment #20 |
| 152 | Amelia Cause | 2/8/2023 | Email | General support | Dear Chairman Rugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously substandard roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 153 | Amelia De Santiago | 1/31/2023 | McCluskey Website Comment Form | 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 | Amelia Gibson | 2/7/2023 | Email | General support | Dear Chairman Rugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously substandard roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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, Amelia | See Comment #8 |
| 155 | Amelia gullian | 2/5/2023 | McCluskey Website Comment Form | Regional Connectivity | Please build a metro rail of some sort from Austin to San Antonio. | See comment #1 |
| 156 | Amelia Juergens | 1/27/2023 | McCluskey Website Comment Form | Regional Connectivity | I would love to have a commuter rail between Austin and San Antonio. I would prefer that than driving! | See comment #1 |
| 157 | Amelia Mada | 2/9/2023 | Email | General support | Dear Chairman Rugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously substandard roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Amelia Pincay | 1/31/2023 | McCluskey Website Comment Form | Regional Connectivity | A commuter rail between San Antonio and Austin, and in the future expanded to CPW would provide a much needed interconnection for TX. | See comment #1 |
| 159 | Amelia Pincay-Rios | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahlgrin. 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. Amelia Pincay-Rios | See Comment #5 |
| | | | | Business/Residential Displacement | Displacing hundreds of businesses and people to expand 35 is impossible 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 | Amelia Rose | | McCluskey Website Comment Form | Do not widen/ho build | My comments for the record re: Capital Expansion project of I-35S. 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 with better with fresh and creative eyes, and with additional funding from the 2022 Infrastructure Bill. This one is a lifetime project could have a lasting positive impact on generations of travelers | See Comment #5 |
| | | | | East/West Connectivity | Austinians and we deserve more creative solutions, including much better east- / west- connections and better crossings at grade including more cap and switch interchanges. | See Comment #20 |
| 161 | Amelia Wolfe | | | Do not widen/ho build | Hi TxDOT TxDOT: Early release mitigation very temporarily and in fact increases the demand exacerbating the original congestion. Austin is growing yes, but we need to make our city LEIS 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 70% a mess and the proposed plans will only make it worse. Do better! A more holistic rethinking of 35 is long overdue. | See Comment #5 |
| | | | | Label/Inbound 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 expanding 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 | | | Do not widen/ho build | Just this is why: it won't help with congestion in the long run. All the studies show this. Shame on TxDOT. The current plan 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 voting 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 |
| | | | | Blue/gray 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 |
| | | | | Rescue to I-30 | How much money and resources is the trading lobby putting into this? Build the truck and cross-state drivers alternatives AROUND the city. Make I-35 a no-truck route like the M5Pac in Rome. 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 Sara | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahlgrin. 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 expense this will cause the downtown area. Amber Sara | See Comment #5 |
| | | | | Rescue to I-30 | There should be an alternative to either rescue 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 | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahlgrin. We know that highway expansions don't work. The city of Austin deserves better. Amber Taylor | See Comment #5 |
| 165 | Amr Jackson | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahlgrin. 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 Amr Jackson | See Comment #5 |
| | | | | Rescue to I-30 | I am FOR the Retrixx35 proposal, redesigning another highway such as SH-130 as an interstate, a boulevard going through town, and a public transit-friend project. | See comment #3 |
| | | | | Label/Inbound Demand | TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. | See Comment #18 |
| 166 | Ann Shain | 2/8/2023 | McCluskey Website Comment Form | General support | Design looks good, considering reducing the bike/pedestrian lanes and adding a safety wall between them | See Comment #6 |
| 167 | Any | 2/9/2023 | My Site On | General support | Well thought out. Enjoyed format of the meeting and accommodations. Looking forward to seeing the alternate use path when biking downtown and from the west to east side. I support the project. | See Comment #8 |
| 168 | Any | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahlgrin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR The Retrixx35 proposal. TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the 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 |
| | | | | Rescue to I-30 | I am FOR the Retrixx35 proposal, redesigning another highway such as SH-130 as an interstate, a boulevard going through town, and a public transit-friend project. | See comment #3 |

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| | | | | Later/Induced Demand | TxDOT's process in this project is flawed. It ignores induced demand, construction impacts, particulate matter pollution from the 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 | | MyCause Website-Comment Form | Do not widen/no build | Hi, 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. I signed against environmental and safety standards while reviewing plans for I35 modernization. Thank you, Amy | See Comment #45 |
| | | | | Air Quality/Noise | We need greater measurements of air quality during the "environmental" review | See Comment #34 |
| | | | | Caps/Deck Phases | We have an opportunity to connect to cap and stitch the neighborhoods west of I35 with those west of the highway. We should have more caps (bury the freeway) in larger 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 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 Conello | | | Do not widen/no build | Hi TxDOT TxDOT, I am writing to voice my strong opposition to the expansion of I35 through downtown Austin. This is not what we the citizens of the City of Austin want. I have talked to 1000s 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 are moving here to get around by car. And if you look at the public polls the party clear that Austinites are ready for change and this is true for urban populations and young people in America in general. With massive public 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 Conello | 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 regale 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 MattK35 or Reconnect Austin, which you have not truly studied. | See Comment #4 |
| | | | | Do not widen/no build | Dear I35 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 I35 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 these ADAM Transportation Institute on the Reconnect35 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 TI study purporting to show the "benefit" of cut through traffic in no way contained the correct response the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are over 40% higher than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. Thank you for at least TxDOT trying to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region. | See Comment #5 |
| 171 | Van Du Lim | 3/7/2023 | Email | | | |
| 18 | Commenter Name | Date Received | Source | Topic | Content | Response |
| | | | | 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 Reconnect35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TI study was interesting, it is in no way a replacement for thoroughly analyzing Reconnect35 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 Reconnect35 and Reconnect Austin proposals. | See Comment #4 |
| 172 | Amy Huffard | 3/7/2023 | Email | Do not widen/no build | Hi TxDOT TxDOT, The plan to expand I35 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, alternatives to the current plan to be considered. Thank you, Amy Huffard | See Comment #5 |
| 173 | Amy Kempe | 3/7/2023 | Email | Business/Residential Displacement | Mobile35 Program Manager Tommy Abrahm, What about the citizens and our businesses? Are you just gonna give us all down?? You don't see where we do so have so perspective and empathy, Amy Kempe | See Comment #21 |
| 174 | Amy Kennedy | 3/6/2023 | MyCause Website-Comment Form | 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 dirt and noisy highway. The main issue of being electric along the top portion of I35 similar to the Right Turnway Park in Dallas was great. I had hoped to see an improvement similar to this for I35. As one that over the years has been undertaken by the community that could greatly benefit from the beauty a ditch could offer. The idea of electric 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 walks to protect the communities along I35 similar to the Loop 1 - McPherson. We need to protect our communities from the noise and vehicle emissions 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Amy Love Fisher Senior Vice President, Commercial Finance | See Comment #8 |
| 176 | Amy Rowland | | | Do not widen/no build | Mobile35 Program Manager Tommy Abrahm, As a resident of Austin, I strongly oppose the TxDOT expansion of I35. In executing 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, hot, let me mention the massive amount of pollution project would cause. This is not a long term solution, but not a 6 solution that is best for the 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Amy Rung | See Comment #8 |
| 178 | Amy Todd | | VH | Do not widen/no build | I OPPOSE TxDOT's plans for I35 and I OPPOSE expansion. I am FOR the Reconnect35 proposal. 50 years of construction for just a few years of congestion relief is NOT worth it. I don't want to see an interstate highway for my local trips. I support 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 |
| | | | | Later/Induced Demand | TxDOT's process in this project is flawed. It ignores induced demand | See Comment #18 |

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| | | | | Construction | I ignore 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 3.1.7 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 K of the EIS. Suggested mitigation of construction noise for the proposed project includes: <ul style="list-style-type: none"> 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 affected by construction noise ahead of construction activities. Use of media - provide information to construction via a range of available media including websites, emails, community-based forums, newspaper, radio, 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 pile caps, rock hammering or pile to bedrock. 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 | I ignore particulate matter pollution from tire wear. | See Comment #128 |
| | | | | Water Quality | Highway expansion 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 | Any Youkman | 5/21/2023 | Email | General support | I watched the U-Tube about the Central I-35 proposed expansion and I'm definitely in favor of it, especially making biking and walking safer. It is much needed! Thank you! | See Comment #6 |
| 180 | Ara Gonzalez | 1/24/2023 | Email | General support | Dear Chairman Rigg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Heart Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that self-accommodates the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Ara Gonzalez A | See Comment #6 |
| 181 | Ara Lopez | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Horgan. I am a Hispanic resident of Austin, TX and I'm writing to express my distain toward this business proposal. Austin is congested enough as is - I can barely drive around MI city without fear. 10 years of construction for just a few days of congestion will be a NOT worth it. I don't want to see an interstate highway for my road trips. I respect TxDOT, Austin City Council, and other representatives to stand up for me. Keep the concrete hellhouse in Dallas. Ara 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 | Stephan Heben | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Horgan. I am a resident of Wells Branch & drive into downtown Austin every weekday--most often taking I-35. As a resident, I OPOPOSE TxDOT's plans for I-35 and I OPOPOSE expansion. TxDOT's process in this project is flawed: I hope TxDOT, Austin City Council, and other representatives to stand up for me. Ara/Hase Heben | 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 | I ignore 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 include 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 | Arat Schuchman | | | Air Quality/Noise | Mobilize35 Program Manager Tommy Horgan. I am a resident of Charwood 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. It is also opposed to suffering through ten years of construction for just a few years of congestion relief. Arat Schuchman | See Comment #34 |
| | | | | Reverts to I-35 | I would like to see TxDOT focus on reimagining another highway such as SR-130 as an interstate, and turning I-35 into a boulevard going through town. | See comment #2 |
| | | | | Topic | Comment | Response |
| 184 | Andre M. Boudineau | | | Deidow | I am a proud resident of Deidow 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 reimagining I-35 through central Austin. I would also like to raise along my neighborhood's urgent open issues on the highway expansion. The proposed alternatives for reimagining I-35 through the central segment do not meet Deidow 2 neighborhood needs and actually cause mobility issues. The proposed highway designs do not meet Deidow 2 mobility and access needs. The proposed alternatives call for closing the entrance 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 to do so far of their way. Making these crossings an engineering and efficiency issue. 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 overstates supporting significantly higher rates of traffic, a misfeasible. 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. Deidow 2 does support the removal of the upper decks and the opening of new sections of the highway. We hope that TxDOT will continue to improve the design by: <ul style="list-style-type: none"> Keeping the Fermeil Rd. connection to the Deidow 2 neighborhood. Improving the usability of the mixed use path to keeping the path above ground, on grade, and direct. Increasing the number of connections across the highway on line with the proposals from the City of Austin and NIMC (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 dietic highway expansion in favor of shifting trips away 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 Deidow 2 neighborhood. This design is intended to increase safety for travelers exiting Airport Boulevard onto the northbound frontage road. Better access to the neighborhood is proposed at Deidow or Airport Boulevard. |
| | | | | Blue/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 allowing car drivers, who can easily traverse hills, grade changes, and increased distance, mixed use paths users are blocked. This results in proposed mixed use paths that nearly double the travel distance for wheelchair users and require cyclists to dismount to negotiate the hairpin turns or stairs in the paths. The proposed pathways also include an outrageous proposal of "underspace" for pedestrians, including a very long segment in which pedestrians are expected to pass under the B lanes of Airport Blvd instead of crossing at the intersection along grade. These tunnels have pedestrian use of light of exposure 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 unreasonable that the tunnels will not be formed 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, leaving pedestrian tunnels even more unusable proposals. Cars can easily navigate a lot of water on the road. Expecting pedestrians and cyclists to do so is absurd. All of the above issues appear to be drawn largely by the choice of intersection at Airport Blvd and I-35 that TxDOT is proposing. The Single Road Urban Interchange is extremely unfriendly to anyone not in a car. Deidow 2 strongly encourages TxDOT to consider a more traditional four way intersection where pedestrians, cyclists, and other users are on equal footing with the red 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 turnouts 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 Deidow 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 Quality | 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 #58 |
| 185 | Andre Michael Boudineau | | MyClueX Website Comment Form | 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 reason you have set forth for I-35 and get you're still going with it. Does anyone on your team actually live in Austin? The fact that civil engineers are making this construction plan to be to better we destined for a dirty 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 more importantly, | See Comment #18 |
| | | | | East/West Connectivity | I'd love nothing to write the east and west sides of Austin which I-35 helped divide in the 1950s. 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 bid, then why are you proposing that we do that for the next 10 years of construction???? ADH | See Comment #20 |
| | | | | Reverts to I-35 | TxDOT needs to seriously consider alternative north I-35 to road around the city. For example, 4x5 and convert 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 |

| ID | Committer Name | Date Received | Source | Topic | Comment | Responses |
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| 186 | Andrea Ariz | | | Do not widen/ho build | Re TxDOT TADOT. Dear TxDOT, I have been an East Austin resident for over 20 years. Traffic on 35 is certainly a problem that needs to be 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 Ariz | 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 further divide the Eastside and downtown and destroy the neighborhoods that surround 35. | See Comment #3 |
| | | | | Community Alternatives | Reconnect35 Program Manager Tommy Arango. Dear Mr. Arango, I have been an East Austin resident for over 20 years. Traffic on 35 is certainly a problem that needs to be 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 further divide the Eastside and downtown and destroy the neighborhoods that surround 35. 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! Play 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 respect TxDOT, Austin City Council and other representatives to stand up for me and my Eastside neighbors who strongly oppose TxDOT's plans for 35 expansion. Sincerely, Andrea Ariz | 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 | Andrew Dufkett | | | Do not widen/ho build | Reconnect35 Program Manager Tommy Arango. 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 on many examples across the US, of highways meant to relieve congestion and instead it just encourages more driving and more car use. Andrew Dufkett | 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 | Do not widen/ho build | Reconnect35 Program Manager Tommy Arango. Hello, My name is Andrea and I am a resident of Davis Br near the North Loop neighborhood. I oppose the 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 blamish on the city and expanding the divide is not future looking. I am in support of studying alternative solutions that include re-orienting traffic going through the city and making 135 a multimodal street level business to promote various forms of transportation. Highway expansions create more issues than they solve and I would prefer to not add highways for my local transportation. I would like to recommend you check out https://www.youtube.com/watch?v=6u0u0u0u0u0u and https://www.detroitmatters.com/midea/ 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 usability and long term access and attractiveness. I think the 35 expansion is a temporary band-aid and not a strategic investment that will enhance the city. It will cut deeper into the space that divide and prolong the same old thinking that serves the few at the cost of the city many. I respect 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 gated metropolis like Dallas or Houston. My vision is for Austin 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 | Andrew Scott | | | VGH | I live in the Cherrywood neighborhood of Austin, a few blocks away from 135. I'm truly worried about what life will be during the work shut as we are proposing, both in terms of traffic, noise, and general disruption. While that usually surfaces in the background, I want to voice some other concerns, and advocate for some things I am encouraged to see. Second, everything that the Cherrywood Neighborhood Association has put forth in their letter, and ask you to strongly consider their suggestions. Thank you, Andrew Scott | See Comment #5 |
| | | | | Label/Influenced Demand | First and foremost, do not subscribe to the notion that expanding the highway by adding more lanes will reduce traffic. Situation 1 - whatever/whereby it will be about the same in no time, as research has repeatedly borne out for example https://www.enr.construction.com/resources/special/2008/07/07080600303/ . | See Comment #18 |
| | | | | Revert to 130 | In general, I am very much in favor of returning 35 to its former status as a boulevard thoroughfare, and re-routing traffic to SH-130. | See comment #3 |
| | | | | Capex/Deck Plaza | If the project must go forward, I am encouraged by a few things: the removal of the upper decks past Chen Pavilion, and the inclusion / construction of caps in certain sections. In addition to this work, however, I would very much like to propose TxDOT to explore a cap in the new area adjacent to Cherrywood, from Owen Pavilion to Airport Blvd - and encourage TxDOT to do things in a way that is least disruptive to businesses along the 135 Frontage Road. | See Comment #42 |
| 190 | Andrea Laska | 1/21/2023 | Email | General support | Dear Chairman Bagg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Expense Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Andrea Laska | See Comment #6 |
| | | | | Do not widen/ho build | I am very concerned about the proposed 135 expansion. As a longtime resident and homeowner in one of the neighborhoods where the expansion will take effect, this only serves as a great reminder, 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 |
| 191 | Andrew Nelmer | | MC/CapE Website Comment Form | Do not widen/ho build | I am very concerned about the proposed 135 expansion. As a longtime resident and homeowner in one of the neighborhoods where the expansion will take effect, this only serves as a great reminder, 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 135, 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 | Andrea Rodriguez | 3/7/2023 | MC/CapE Website Comment Form | Do not widen/ho build | What is currently being done to improve 35 in Austin? What can the public of Austin do to help improve 135? Thank you | See Comment #5 |
| 193 | Andrea Vila Clara | 1/21/2023 | MC/CapE Website Comment Form | General support | For the love of God please do this, not only will it improve transportation between some the most populous cities, but also add lots of tourist appeal to people looking to visit. | See Comment #8 |
| ID | Committer Name | Date Received | Source | Topic | Comment | Responses |
| 194 | Andrew Ariz | | | Do not widen/ho build | Reconnect35 Program Manager Tommy Arango. Hi Andrew Ariz of Austin TX and I strongly oppose the 35 expansion as proposed right now. Thank you for reaching, we must reevaluate a plan that doesn't value a sustained low on congestion which will only require more expansion to keep up. Andrew Ariz | See Comment #5 |
| | | | | Revert to 130 | I am for routing major traffic around the city and expanding 130 while making downtown Austin an interconnected thoroughfare with expanded public transport. | See comment #3 |
| 195 | Andrew Brandt | 3/7/2023 | Email | Do not widen/ho build | Reconnect35 Program Manager Tommy Arango. Hello, I am against expansion of 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 don't have any better, I would like to see these plans were done the same time the Katy Freeway was down. That abandonment 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 much needed mass transportation options. Please reconsider your position, Drew Brandt | See Comment #5 |
| | | | | Bike/ped safety | Hi there my name is Andrew Caballe. I'm a resident of the city of Austin. I have a lot of experience in Austin - related 35 as well. If I can to University of Texas in Austin everyday with my daughter and I drive on 35 regularly and witness the safety of the road and the vehicles. So I don't have any better, I would like to see these plans were done the same time the Katy Freeway was down. That abandonment 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 much needed mass transportation options. Please reconsider your position, Drew Brandt | See Comment #30 |
| 196 | Andrew C | | | 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 need to be a vacuum not just adding more lanes might work outside the city but in front of the city you are 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 nearby | See Comment #13 |
| | | | | Revert to 130 | could have them divert via 183 or something like that rather than going straight through the city. And then that would reduce traffic going through downtown. So I think an alternative could be added to this. It would really improve the lives of people who live in the city and improve the health 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 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 | General support | Dear Chairman Bagg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Expense Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Thanks, Andrew Cornwell Sent from my iPhone | See Comment #6 |
| 198 | Andrew Cortes | 3/6/2023 | MC/CapE Website Comment Form | Public transit / Multimodal transportation | I support more efficient pedestrian and vehicle connections by widening or burying the section, specifically at Airport Blvd which contains light rail and presents the opportunity for a pedestrian friendly multi-modal transportation hub. | See Comment #13 |

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|-----|------------------|---------------|--------------------------------|--|---|-----------------|
| 199 | Andrew Dickson | 2/7/2023 | Email | General support | Dear Chairman Rogg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call to task and demand action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and ongoing growth we are experiencing in our great State. Accordingly, I am writing today to 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 NEWARK | See Comment #8 |
| 200 | Andrew Dillon | 1/28/2023 | Email | Do not widen/no build | In 2023, the car is not the future. Why waste all this money when Austin could invest in a real solution, is it not 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 casting this city's future. | See Comment #5 |
| 201 | Andrew Durbine | 2/11/2023 | McClure's Website Comment Form | Do not widen/no build | Please don't demolish north of 45th street... that's all | See Comment #9 |
| 202 | Andrew Gault | 2/26/2023 | VGH | 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 like I-37 Austin with no divider daily from north central Austin. I also drive regularly in the city, including on I-35, and 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 reduce, thereby displacing businesses and homes. There is a possibility to cap and ditch, 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 pedestrians 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 (such as 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 Glaser | | | Do not widen/no build | MobilizeES Program Manager Tommy Alrapp. I am unsure which commission are voting 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 don't put a bandaid budget by underestimating projects that the commission you are assigned to serve have asked for. I would hope TxDOT could align itself with the transportation priorities and goals that have been democratically selected by Austin residents. The most logical reality of highway expansion is disappearing... would expect more from transportation professionals. This project would starve levels of countless Austinites and disrupt the daily routines of many, many more. Please attempt to imagine a future that is different from the asphalt gripes you unjustly subject communities across the State to. Thank you. | See Comment #5 |
| 203 | Andrew Glaser | | | 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 Hanston | | | Do not widen/no build | MobilizeES Program Manager Tommy Alrapp. My name is Andrew Hanston, 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 tends to cause the problem of traffic that it purports to solve. | See Comment #5 |
| 204 | Andrew Hanston | | | Racial Justice | Moreover, expanding highway expansion advances the cause of racial justice in the twenty-first century. As Black and Brown residents of east Austin strive to survive, alienating 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 | VGH | Capex/Deck Plaza | Underground machine with an urban boulevard over the top. Cap and ditch in the clear generator of wealth for the city. Please please please actually listen to the people who live here. I know you probably want TxDOT to build just make it wider, slower, and poorer for the city. But still, it's your tax money being spent on these things and it's a waste to change them and it's a waste to actually cap this monstrously and reconstruct our city. | See Comment #42 |
| 206 | Andrew Leuck | | McClure's Website Comment Form | Wilshire | First in the Wilshire Wood Neighborhood (WWDN). Also, TxDOT plans to build a viaduct bridge over the highway that connects E. 41st St. and Wilshire Blvd. A traffic light 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 and Wilshire Wood as a residential neighborhood. TxDOT has failed to consider pedestrian and biking safety. 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 |
| 206 | Andrew Leuck | | McClure's Website Comment Form | Air Quality/Noise | Your Modified Alternative 3 includes sound level metrics above the target of 61 dB maximum predicted to federal law for the types of design selected. TxDOT has not eliminated all possible noise abatement measures in its design. TxDOT claims that there are more road openings east of the highway, north of E. 38 L'Orch Dr, 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 continuous sound wall that would mitigate noise effectively. The failure of TxDOT not to design a continuous sound wall in such a way will result in a civil lawsuit by Wilshire Wood residents, seeking collective action from TxDOT for retraction in property values, damage 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 | VGH | East/West Connectivity | I have lived on the near east side of Austin since 2010 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 commute. The crossing at Airport Blvd. is especially slow and congested, which makes evening neighborhoods like Hyde Park, Hightower, 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 53rd at least, with only the crossing at the Hancock center feeling at least somewhat safe probably because it's not really a full-time crossing, and it dumps into the Hancock parking lot and is not a one-lane road. I understand that the north-bound flow of traffic needs to be improved, but I hope that the south-bound 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 west 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 | Topic | Comment | Response |
| 208 | Andrew M Guff | 1/12/2023 | Email | 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 CI and downtown will make crossing I-35 to and from downtown easier for pedestrians and bicycles. 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 ramp. Furthermore, pedestrians currently cannot cross the highway at many downtown streets such as 5th. This forced diversion 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-usable 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 bridge lanes appears to be the total number of on and off ramps from the highway. Below this is a huge improvement over the current highway. A major contributor to pedestrian highway traffic is poor on ramps and merge lanes. Look at southbound Moquec 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 on 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 fortage road at 6th 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 signal may need to be timed to properly handle this traffic flow. The extensive space left for ramps and off-ramps in the preferred alternative 2 was very poor in this regard. 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 what I am annoyed at the complaints and comparisons to I-25 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 diversion 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 open spaces, and 3) safe for everyone because of the boulevard concept and smaller ramp/merge 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 |
| 208 | Andrew M Guff | 1/12/2023 | Email | 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 CI and downtown will make crossing I-35 to and from downtown easier for pedestrians and bicycles. 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 ramp. Furthermore, pedestrians currently cannot cross the highway at many downtown streets such as 5th. This forced diversion 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-usable 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 bridge lanes appears to be the total number of on and off ramps from the highway. Below this is a huge improvement over the current highway. A major contributor to pedestrian highway traffic is poor on ramps and merge lanes. Look at southbound Moquec 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 on 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 fortage road at 6th 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 signal may need to be timed to properly handle this traffic flow. The extensive space left for ramps and off-ramps in the preferred alternative 2 was very poor in this regard. 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 what I am annoyed at the complaints and comparisons to I-25 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 diversion 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 open spaces, and 3) safe for everyone because of the boulevard concept and smaller ramp/merge 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 | Bike and safety | Re: TxDOT TxDOT. I oppose I-35 expansion in Austin. I think it will undermine traffic, result in the long term and increase sprawl. I would prefer improved walking and cycling infrastructure. Andrew McClintic | See Comment #30 |
| 210 | Andrew Moodle | | | Do not widen/no build | MobilizeES Program Manager Tommy Alrapp. I'm a Central Austin resident and vehemently oppose any expansion of I-35. Expanding highway 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 major at election. WE DO NOT WANT TO EXPAND I-35! Andrew Moodle | See Comment #5 |
| 210 | Andrew Moodle | | | 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 | Do not widen/no build | MobilizeES Program Manager Tommy Alrapp. Hello, I am a resident of Austin and have been for the past 5 years. I came from a widely distributed city originally, and I see that Austin has kept the freeway traffic to a minimum to this point. Expanding I-35 could be the most catastrophic awful decision and only further the current divide of central and East Austin. I absolutely OPIPOSE 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. | See Comment #5 |
| 212 | Andrew Schulz | | | 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 (SR 7). 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 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
|-----|-----------------|---------------|-----------------------------|--|---|-----------------|
| | | | | 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Corridor 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Corridor design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 |
| 215 | Andrew Strout | | | Do not widen/ho build | Hi TxDOT TxDOT, I'm Wren a New Yorker 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 #9 |
| | | | | East/West Connectivity | Furthermore, it would exacerbate 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 racial zoning ordinances from decades ago. | See Comment #20 |
| | | | | Business/Residential Displacement | It would negatively impact Austin's economy given the alternative of bypassing I-35 and allowing for parks, businesses, and residential development to flourish. | See Comment #21 |
| 216 | Andrew Uasche | 3/7/2023 | Email | Do not widen/ho build | Mobilize35 Program Manager Tommy Almag. 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 solutions. 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 Verney | 3/7/2023 | Email | Do not widen/ho build | Dear TxDOT The further expansion of I-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 held liable for public responsibility and the cost will be astronomical. Plan better, not wider! Andrew Verney FAA | See Comment #5 |
| 218 | Andy | 1/20/2023 | MyCuEa Website Comment Form | Regional Connectivity | Review the Lora star rail proposal | See comment #1 |
| 219 | Andy Bishop | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Almag. I am a resident of Central Austin. I have tried one block away from the I-35 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 I-35 to get to FedEx Mart to get groceries, or to walk over to Mueller Park, or to Huber's Treasure to support an Austin local business. These places are less than a quarter mile from me, and yet crossing over the bridge that is the interstate makes the trip at least twice as long, not to mention the hassle because cars GOING the other way are stuck down at an highway speed of 15 mph. NOT THAT TRAFFIC UNDERSTANDING don't expand it into vibrant city blocks. Highway expansion DOESN'T work and expanding I-35 across some of the most economically and culturally vibrant core of central Austin DOESN'T HELP traffic congestion. It makes it worse. I-35 expansion ruins the quality of life of the people who live in the HIGH-DENSITY areas affected by this bridge. I expect TxDOT to advocate for me and my fellow Austinites, to improve traffic, not make more of it. Every example of urban planning, such as the Redbird Plan, that uses a combination of removing traffic, covered boulevards, public transit for local traffic, has worked. Austin's traffic and transportation solutions should reflect the forward-thinking alternatives apart 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 I-35 is one of redlining, SEPARATING people and DIVIDING the city. This is not a highway that we want to be engineering any longer. | See Comment #3 |
| | | | | Air Quality/Noise | Not to mention traffic, pollution (air exhaust and particulate matter, increased rates of asthma and risk of cancer). | See Comment #34 |
| 220 | Andy Coss | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Almag. Austin hopes to be a vision of a futuristic, dynamic, gorgeous city, right? No one wants to become LA when 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 I-35 to feel the impact of 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 Redbird 35. | See Comment #5 |
| | | | | Community Alternatives | I support the Redbird 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 hand-offing interstate congestion. | See Comment #13 |
| 221 | Andy Gold | 3/7/2023 | Email | Do not widen/ho build | Mobilize35 Program Manager Tommy Almag. This expansion will destroy small businesses and people's homes. It is harmful to the community Andy Gold | See Comment #5 |
| 222 | Andy Lubat | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Almag. I'm a long-time Charrowood resident opposed to the expansion of I-35. All credible studies show that expanding highways does not relieve congestion. I-35 deepened vibrant neighborhoods when it was first built; widening it will repeat that old wound and reinforce, rather than remove, the divisions between east and west Austin. | See Comment #9 |
| | | | | Reroute to I-30 | Route 35 around the city instead. I-30 is a barrier, undivided toll road. Let's put through traffic there, cap 35, and use the former 35 corridor for local traffic. | See comment #3 |
| 223 | Andy Prewell | 1/31/2023 | MyCuEa Website Comment Form | 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 Ruz | 1/31/2023 | MyCuEa Website Comment Form | Regional Connectivity | We definitely need transit to Austin. Maybe one day from San Antonio to Austin to Houston then Dallas. | See comment #1 |
| 225 | Andy Somers | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Andy Somers Canyon Development Group | See Comment #8 |
| 226 | Angela DeLarosa | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Almag. I am a resident of Austin. I read of CBS 5's energy expense the horrific toll I-35 expansion plan. This 10 year construction project will increase congestion in the long run and does in 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 disaster plan to expand I-35. Thank you | See Comment #5 |
| | | | | Reroute to I-30 | I support using SR 130 as an alternative pass through and using I-35 as a boulevard since it cuts through the city. | See comment #3 |
| 227 | Angela Din | | | Public transit / Multimodal transportation | Hi 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 I-30 | If I live to see other solutions explored such as letting trucks divert to I-30 for them, I don't want downtown to be one giant freeway. Reconnect Austin and Redbird 35 have proposals that should be seriously considered. | See comment #3 |
| 228 | Angela Greco | | | Do not widen/ho 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 see 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 to bigger I-35. If you look at the areas of them that feel cultured and alive, it's the walkable ones, culturally that side of Austin. | See Comment #13 |
| | | | | Business/Residential Displacement | It would also surely raze 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 | MyCuEa Website Comment Form | 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 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
|-----|-------------------|---------------|-----------------------------|--|--|---|
| 230 | Angie Sperandio | 3/7/2023 | Email | Reverts to I35 | <p>Multi35 Program Manager Tommy Alving,</p> <p>I oppose TxDOT's plan for I-35 and I oppose expansion.</p> <p>I am a resident of Cherrywood / French Place neighborhood and do not want this to ruin my neighborhood as I believe it will. I am for using another highway such as SR-130 for interstates and truck travel.</p> <p>I am for developing a public transit system like the DART in Dallas. I would like to see a high intermodal going thru central Austin to run my errands.</p> <p>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.</p> <p>Thank you for your time.</p> <p>Austin long time resident Angie Sperandio</p> | See comment #3 |
| 231 | Angie | 3/7/2023 | VOH | Paris | It's not enough that you're running 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 expansion to benefit? | See Comment #130 |
| 232 | Ari Cox | 3/7/2023 | Email | Do not widen/ho build | <p>Hi TxDOT TxDOT,</p> <p>The expansion of other city projects expansion just brings more traffic.</p> <p>I live on the East side of I-35, and appreciate being able to go under the over pass at 38th.</p> <p>I also ride my bike to cross under it closer to Airport https://www.youtube.com/watch?v=2YF4F4N0M8E-7A The whole design is faulty and the alternatives put forward by Austin leaders in the know are a better alternative. Please take their advice.</p> <p>Ari Cox</p> | See Comment #5 |
| 233 | Arissa Sabawala | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously inhibited roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Arilla Prewett | 3/7/2023 | Email | Do not widen/ho build | <p>I oppose expanding I-35 under any of the 3 proposals from TxDOT. While Dallas and other cities in Texas and across the nation have worked to reorganize and reduce the negative impact of expensive highway projects in their city centers and neighborhoods, Austin has acted in fact. TxDOT 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.</p> <p>There are alternatives to widespread destruction and 20+ lanes of highway imposed upon the urban core of our capital city. I want TxDOT to seek forward-looking approaches that respect the best of what Austin and our state are and that act as a response to future transportation solutions. I ask that TxDOT take bold and game-changing transportation alternatives to expansion, including Reconnect Austin and Rethink35.</p> <p>I want TxDOT 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. TxDOT's current proposals for Austin I-35 corridor fail the citizens of our capital city, as Austin is indeed our state capital, the citizens of our state.</p> <p>Arilla Prewett, Austin resident since 1985</p> | See Comment #5 |
| 235 | Arji Mehta | | | Do not widen/ho build | <p>Hi TxDOT TxDOT,</p> <p>Fast-track crossings should be at least every 2.4 mile.</p> <p>All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users.</p> <p>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.</p> | 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 | Arjun Singh Dugra | 1/30/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously inhibited roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 |
| 237 | Arjun Putariker | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Alving,</p> <p>I am a resident of Austin. I support TxDOT's plan for I-35 and I oppose an expansion. The plan is fundamentally not going to fix traffic, and only make the city of Austin worse by bringing more 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! I take as many drivers off the road, you get more space and less traffic for your car commute.</p> <p>I'm not saying this, really consider what a city of highways looks like. This is a highway. On a street that is a left drive lane along I-35. I depend on me for far away. Across the street, really, yes. 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 median distance is for cars, not people. Let's bring our communities back together.</p> <p>I also understand certain funds must be allocated to road projects. That's OK! Convert I-35 to a boulevard, bury med if you all of it, or find a way to direct the traffic elsewhere. But please don't repeat the mistakes of the Katy freeway and other highway expansions.</p> <p>There is only one city in America where traffic is avoidable, and that'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 on it.</p> | 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 alternatives, but would it turn out that we have more expensive, existing transit for 45 minutes going from Pflugerville to DFW or taking on the evidence on a subway moving from the 225 minutes? Or having a snack? | See Comment #13 |
| 238 | Ann Landens | | MyCu3x Website Comment Form | Woodland | We oppose the closing of the underpass at IH35 and Woodland Avenue and the elimination or re-routing 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 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 Arta 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 median that is complicated 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 turnabouts at Riverside and Oltorf are a half mile away and provide non-usage circulation without having to stop at a signal at Woodland where high severity crashes are common. |
| | | | | Racial Justice | Closing Woodland at IH35 severely undermines and reinforces the sad history of using IH35 as a barrier between communities of color in "west" 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 Landens | | | Woodland | <p>Multi35 Program Manager Tommy Alving,</p> <p>We are opposed to the proposed by 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:</p> <ol style="list-style-type: none"> No below-grade lanes 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, Texas will be hit on submerging roads. TxDOT is a powerful state agency but 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 stormfall 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 that depend on the natural flow of water on the area. <p>Closing Woodland will increase congestion on the only other route across IH35 in the area. The traffic from Woodland at IH35 will be re-routed onto Oltorf and Riverside, two already overpacked roads. Oltorf at IH35 must already deal with traffic generated by Texas High School. Riverside will be under construction for many years while the new transit line is constructed.</p> <p>"Affordable housing" can consist with Woodland/IH35 cross-traffic. At the open house held at the Milleneer Center, TxDOT representatives repeatedly denied the existence of a small "affordable" housing complex at Woodland and IH35 as an excuse to close Woodland across the highway. This is a disingenuous 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 broadcast and repeated at least twice before over a period of decades. The available area at that point is extremely wide, perhaps the widest available area 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 mostly-covered businesses up and down IH35 for this expansion, it should have no qualms regarding open "affordable housing".</p> <p>It implement "open and allow" to allow Woodland to remain open across IH35. TxDOT proposes to "open and allow" cross roads to connect businesses and east Austin north of the river. The rationale 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, including down Woodland's cross-traffic at IH35 means impacting large groups, including communities of color, from convenient access to the area west of IH35.</p> | See Comment #238 |
| | | | | Reverts to I35 | 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 is needed to move trucks from choosing to go around Austin, taking all the costs of expanding IH35, the cost of submerging multi-lane vehicles using Tollroad 130 is minimal. | See comment #3 |
| | | | | Racial Justice | Do not close Woodland as a through-lane across IH35. Such closures will perpetuate segregation and racism. Closing Woodland at IH35 perpetuates TxDOT's sad history of collusion with local urban planning practices. The City of Austin Plan of 1958 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 the only three roads that connect Lamar Blvd. to south west 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 on the west side of IH35. Shutting down Woodland at IH35 will cut these communities off and act as de facto toll of segregation. | See Comment #3 |
| 240 | Ann R DuGardis | | | Reverts to I35 | <p>Multi35 Program Manager Tommy Alving,</p> <p>I am a resident of South Austin. I oppose TxDOT's plan for I-35 and I oppose expansion because it will exacerbate the division of the city and lead to more traffic deaths.</p> <p>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 CDDT's book and by providing transit and alternatives to 500V but especially two ways to allow a vehicle to be walking on or off the highway.</p> <p>Reimagining another highway such as SR-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.</p> <p>Highway expansion DON'T work. The system congestion (as we see 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).</p> <p>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.</p> | See comment #3 |
| | | | | The West | TxDOT's process in this project is Racist. It ignores Induced Demand, construction impacts, particulate matter pollution from the west, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. | See Comment #18 |

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| 241 | Ann S Graham | | | McClure Website Comment Form | <p>Do not widen/ho build</p> <p>Air Quality/Climate Change</p> <p>Water Quality</p> <p>Capex/Deck Phases</p> | <p>DO NOT ACCEPT THE PLAN AS CURRENTLY DESIGNED. As an almost 30 year resident of Austin, long prior to M35 (between Dean Keeton and S154 St), I am heavily aware of the traffic on M35. While traffic is recent setting, adding the extensive number of extra lanes will NOT solve the traffic program.</p> <p>https://www.txdot.com/2023/01/06/ho-via-highways-traffic-plan PLEASE DO NOT ACCEPT THE CURRENT PLAN:</p> <p>* It would remove countless businesses and livelihoods of hundreds of Austin residents.</p> <p>* Early plans suggested TxDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?</p> <p>* We need greater measurements of air quality during this "environmental" review</p> <p>* Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)</p> <p>* We should have more caps (bury the freeway in larger segments so we truly create connections between east and west)</p> | <p>See Comment #5</p> <p>See Comment #18</p> <p>See Comment #123</p> <p>See Comment #42</p> |
| 242 | Anna Butler | 3/7/2023 | Email | Community Alternatives | <p>Mobilize35 Program Manager Tommy Alrago,</p> <p>I live in Austin, I oppose the expansion of I-35. 30 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 relevant with construction. Most highway expansions are known to not get rid of congestion.</p> | See Comment #4 | |
| 243 | Anna Clements | | | | <p>Do not widen/ho build</p> <p>Community alternatives</p> | <p>Mobilize35 Program Manager Tommy Alrago,</p> <p>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. Please, city council, put the city and its people before the demands of car companies and car manufacturers for more highways and stand up against I-35 expansion.</p> <p>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.</p> | <p>See Comment #5</p> <p>See Comment #4</p> |
| 244 | Anna Foster | | | McClure Website Comment Form | <p>Do not widen/ho build</p> <p>East/West Connectivity</p> | <p>The plan to bury and cap long sections of I-35 through Austin is the best, most forward-looking method of improving the city for decades to come. Building pedestrian bridges over existing highway that require people to climb long ramps extending their trip 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.</p> <p>Improving east-west connections are vital to the future health of the city.</p> | <p>See Comment #5</p> <p>See Comment #20</p> |
| 245 | Anna Gingrich | | | | <p>Do not widen/ho build</p> <p>Lateral/Induced Demand</p> | <p>Mobilize35 Program Manager Tommy Alrago,</p> <p>I'm a resident of Tarrant county in Austin TX, and I oppose the current version of I-35 expansion. Highway expansions DON'T work. They worsen congestion (as we see 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.</p> <p>I don't want to use an interstate highway for my local trip.</p> <p>I expect TxDOT, Austin City Council, and other representatives to stand up for me.</p> <p>Anna Gingrich</p> <p>This plan ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals,</p> | <p>See Comment #5</p> <p>See Comment #18</p> |
| 246 | Anna Hage | 2/8/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners,</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.</p> <p>Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 | |
| 247 | Anna Hammett | 3/7/2023 | Email | Do not widen/ho build | <p>Mobilize35 Program Manager Tommy Alrago,</p> <p>Something earlier failed to reduce traffic in Houston. This is a bad idea that will not solve our issues and will only create more.</p> | See Comment #5 | |
| 248 | Anna Kevitt | | | VOT | <p>Do not widen/ho build</p> <p>Public transit / Multimodal transportation</p> | <p>Don't expand I35! The businesses along it are valuable and more lanes will mean more traffic.</p> <p>Please divert this investment into public transportation.</p> | <p>See Comment #5</p> <p>See Comment #13</p> |
| 249 | Anna Kurin | | | | <p>Do not widen/ho build</p> <p>Lateral/Induced Demand</p> <p>Air Quality/Noise</p> <p>Remove to I-30</p> | <p>Mobilize35 Program Manager Tommy Alrago,</p> <p>Hi, Tommy Alrago,</p> <p>My name is Anna Kurin, and I am writing as a longtime resident of Austin who grew up in it 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.</p> <p>I oppose TxDOT's current plans for I-35 and I oppose expansion of this road.</p> <p>I love Austin, and believe the most beautiful, equitable, and functional parts of the city are the places that cater towards humans, not cars. One example of this are the areas surrounding the Lady Bird 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.</p> <p>Please listen to our voices, reject the I-35 expansion, and create a roadway that prioritizes resident health, happiness, and common sense functionality.</p> <p>TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.</p> <p>Furthermore, highway expansions don't work. They worsen congestion (as I saw when I drove on the Katy Freeway to visit family in Houston), air noise and water pollution, safety, and transportation options beyond driving.</p> <p>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. The project has been created by Texans, for Texans.</p> | <p>See Comment #5</p> <p>See Comment #18</p> <p>See Comment #34</p> <p>See Comment #3</p> |
| 250 | Anna McKinley | 3/1/2023 | McClure Website Comment Form | Do not widen/ho build | <p>I do not support the expansion of I-35 or any of the proposed designs presented in the DEIS.</p> | See Comment #5 | |
| 251 | Anna Moreno | | | | <p>East/West Connectivity</p> <p>Business/Residential Displacement</p> <p>Remove to I-30</p> | <p>Hi,</p> <p>Please be sure to include east to west crossings with the I-35 improvements throughout Austin and especially the central area, as a cyclist 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.</p> <p>I also support seeking and covering as much of the highway as possible, thank you.</p> <p>Please minimize home and business relocations</p> <p>Divert I-8 wherever traffic to I-30</p> | <p>See Comment #20</p> <p>See Comment #21</p> <p>See Comment #3</p> |
| 252 | Anna Moseley | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.</p> <p>Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> <p>Anna Moreno, Commercial Escrow Assistant to Margaret Margenau, Heritage Title Company of Austin, 20016 Elm Street, Suite 2000 Austin, TX 78751, heritage@heritagetitl.com 512.916.0100. Due to increased risk of theft to new fraud, Heritage Title Company must send wire instructions to everyone email 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.</p> <p>COVID-19: Heritage Title Company requests your continuing attention 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 servicer 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.</p> <p>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. ██████████ Please delete this email, and destroy all copies and any attachments. Thank you for your consideration.</p> | See Comment #6 | |
| 253 | Anna Peterson | 2/8/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners,</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.</p> <p>Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 | |
| 254 | Anna Wierzbicka-Pena | | | VOT | <p>Do not widen/ho build</p> <p>Capex/Deck Phases</p> <p>East/West Connectivity</p> <p>Remove to I-30</p> | <p>This project is going to be the beautiful movement 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.</p> <p>TxDOT should absolutely be footing the bill for the taps and stitches in Austin, not charging the city of Austin.</p> <p>We should not have a major interstate highway snatching the city.</p> <p>Remove the tolls on the I-30-45 highway and add HOV lanes there. As DS is mostly used for local traffic, why do we need a highway?</p> | <p>See Comment #5</p> <p>See Comment #42</p> <p>See Comment #20</p> <p>See Comment #3</p> |
| 255 | Anna Wierzbicka | 3/7/2023 | Email | Climate change | <p>Mobilize35 Program Manager Tommy Alrago,</p> <p>We have to put general 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 Wierzbicka</p> | See Comment #51 | |
| ID | Committer Name | Date Received | Source | Topic | Comment | Response | |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Responses |
|-----|----------------------|---------------|--------|--|--|-----------------|
| 256 | Anna Wilmes | | | Do not widen/ho build | <p>Multi335 Program Manager Tommy Aragon.</p> <p>I am a resident of Austin near Woodland Ave</p> <p>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.</p> <p>Highway expansions DON'T work. This 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.</p> <p>I don't want to use an intermodal highway for my local trips.</p> <p>I expect TxDOT, Austin City Council, and other representatives to stand up for me. Anna Wilmes</p> | See Comment #3 |
| | | | | Community Alternatives | I am FOR the Redfin 35 proposal that reclaims the surface for people and provides new mobility options. | See Comment #4 |
| | | | | Live Better | TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the open, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. | See Comment #18 |
| 257 | Arne DeTraglia | | | Do not widen/ho build | <p>Hi</p> <p>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.</p> <p>Our highway system is long past reaching optimal, which improves non-automobile transportation. Repetitive, Arne DeTraglia</p> | 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 | Arne Frie | | | Do not widen/ho build | <p>Multi335 Program Manager Tommy Aragon.</p> <p>Hi</p> <p>I strongly oppose any expansion of I-35.</p> | See Comment #5 |
| | | | | Public Transit / Multimodal transportation | What Austin needs is public transit and transit lanes 8-6 miles away from work and homes based on local traffic patterns. That is, transit. I have urged 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! So, we need better bike transit options. What we DO NOT NEED IS A BIGGER HIGHWAY. Please don't do this to us. <p>Thank you.</p> <p>Arne Frie</p> | See Comment #13 |
| 259 | Arne McCready Nelson | 3/6/2023 | Email | Community Alternatives | <p>Multi335 Program Manager Tommy Aragon.</p> <p>Please consider alternatives like the Redfin 35 proposal! And don't massively expand I-35. Arne McCready Nelson</p> | See Comment #4 |
| 260 | Arne Richardson | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> <p>Arne Richardson</p> <p>Arne Richardson Executive, Adelsco Title Office</p> <p>Heritage Title Company of Austin, TX 78748</p> <p>HeritageTitle@austin.com 800-368-8888</p> <p>3000 Via Fortuna Suite 500 Austin, TX 78748</p> <p>HeritageTitle@austin.com WIRE FRIED WARNING: Due to increased risk of fraud by wire fraud, Heritage Title Company must send wire transfers to the recipient's verified bank account information on file with Heritage Title. Please call your clearing 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/choice 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 NOT CARPOOL. If you are being idled or if you arrive you have been required to arrange alternate COVID-19 protocols. If you are unable to attend closing, please contact your service 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.</p> <p>CONFIDENTIAL 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 800-368-8888. Delete this email, and destroy all copies and any attachments. Thank you for your consideration.</p> | See Comment #6 |
| 261 | Arne Smith | | | Do not widen/ho build | <p>Multi335 Program Manager Tommy Aragon.</p> <p>I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. We don't Ho Higher Some of us live in well established neighborhoods that are very close to I-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.</p> <p>Arne Smith</p> | 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 I-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 I-35 would intensify the effects we already experience on a daily and nightly basis. | See Comment #34 |
| 262 | Arne Swift | 2/9/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> <p>Arne Swift</p> | See Comment #6 |
| 263 | Arne Tenth | | | Do not widen/ho build | <p>Multi335 Program Manager Tommy Aragon.</p> <p>I am a longtime resident of north central Austin (Hyle Park, Hancock, Cherrywood, Mueller, and LT) and I write to declare my strongest opposition to the proposed expansion of I-35. TxDOT must go back to the drawing board with its plan. The proposal described in the Draft ES is not holistic Austin for a generation for no discernible benefit to the people of the city and at great cost to Austinian environment, safety, and principles of equity. First there will be the extended period of construction which will worsen congestion during the six-year construction period. Perhaps related congestion delays will be reduced for the first few years, but we know what comes next. Post-land use policy means more people living further out and driving further in. This increases risk in vehicle miles traveled and vehicle travelers into the city center will grow greatly because this project made that possible. The Draft ES attempts to sidestep TxDOT's responsibility in this obvious phenomenon by the planners, I know like this could population growth to the suburbs is already bound to occur, so TxDOT is merely helping the region out of its clutches. But the truth is that TxDOT's limited budget road build bigger highways prevents it from providing meaningful regional planning that could avert the most damaging, car-dependent, and insupportable form of development. Instead of participating in long-range planning that helps shift commuter behavior to high occupancy travel options, the Capital Express plan relies on abating the low-occupancy personal vehicle travel that abates degraded land use of an irreparable urban assets in the city center.</p> <p>To avoid the reasonable alternatives, the Draft ES relies on false and misleading assumptions to justify its conclusion.</p> <p>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://my35scope.com/projects/i-35-capital-express-central/</p> <p>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 modeling 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 Buell. See TTI, Incentives for Truck Use of SH 130 (PRC 14-23P, Figure 7, https://ntl.sites.tamu.edu/ti_tamu_docs/documents/PRC14-23P.pdf). In other words, TxDOT arrived 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 Capital Express project area. But it is also apparently inaccurate for the 27-mile I-35 Capital Express project spanning North, Central, and South.</p> <p>I demand an accurate study of traffic volume to reflect the project area for I-35 Capital Express project and a meaningful engagement with the Redfin 35 Alternative, which complements the SH130 reintegration proposal.</p> | See Comment #5 |
| | | | | Community Alternatives | At the level of design, TxDOT has done too much to accommodate hybrid cars and not enough to protect the interests of Austinians—especially those who travel by foot, by bicycle, or by public transit. A crowding of every quarter mile is essential, relative to what we have in Austin to disperse Austin, but in the North Central and South Central portions of the project as well. <p>Even at the supposedly "enhanced" crossings, the design is not modeled for actual Austinian will 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 on non-motorized wheeled transportation. Single front corner interchange (SPI) was chosen to be faster and more efficient for vehicular travel but only makes the overall pedestrian crossing longer and less appealing, more time consuming, increases general exposure to environmental hazards including air pollution, noise, the sun, and increases risk of injury or death. SPIs encourage non-vehicular transportation that necessitates vehicular transportation, which should be included as a complete project and considered as part of regional growth. The current design of Airport Blvd manages to increase the pedestrian travel distance across I-35 and/or to force to reach what I currently is, not to mention the change in elevation that people on foot or bike are forced to navigate due to terrain and overpasses. The SPI at Airport unnecessarily forces pedestrian circulation elsewhere (i.e. in a tunnel or bridge, or around the intersection entirely) to avoid front corner intersection. The SPI at Airport could accommodate dedicated pedestrian and bicycle crossings of Airport Blvd in the center of the system directly under the north and southbound viaducts. Vehicles would still pass underneath during the signal phases that allow throughput on Airport Blvd and the vehicles onto the turn ramps onto the frontage roads. The key difference in the current plan and other plans concerning that vehicles and pedestrians will be able to same point—and that the determination of where these points will be 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 wherever wherever changes are not a good idea as they will be unsafe and unsafe and will close back up grids 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 ineffective and considered 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 consistency of this project area, increasing the throughput of vehicles along Airport will only make them even more dangerous 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.</p> <p>Regarding the existing sidewalks with shared use paths, it is not good enough; they need to integrate with proper bicycle infrastructure that is already planned by the City.</p> <p>I also note that the Draft ES's treatment of water resources determines.</p> <p>Arne Tenth</p> <p>410 Toward Park Trail Austin, Texas 78751</p> | See Comment #4 |
| | | | | Latent/Induced Demand | First, more lanes will lead to more traffic. The draft ES repeatedly lists the benefits of reduced congestion. But over the lifetime of the roadway, those supposed benefits—if they ever materialize—will be wiped away. | See Comment #18 |
| | | | | Remove to I-30 | TxDOT refused to study whether to reconfigure SH130 as the intermodal because, according to the Draft ES, "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 (flawed) assumption, TxDOT concludes that it would not alleviate congestion to remove through traffic given this large proportion of "local" traffic volume. But this is false. | See comment #3 |

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| | | | | Water Quality | This design has a large amount of untreated stormwater diverted under Cedar Chavez and outfalling directly into the Colorado River below Longhorn Dam. Just because an NRP purportedly entitles TxDOT to this single, unregulated point source pollution, it does not mean it's right. The loss of concentration in the trough for water quality and sensitive aquatic habitat in the river is appalling. Even scumming such a pipe in Longhorn 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 turnout is and come up with a better solution to protect our river and the water users that live in the basin. Please don't use the excuse of meeting minimum requirements or budget constraints to justify this relative mistake. As these are 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 of the communities downstream that they can no longer expect more pollution and lower water quality on the Colorado river? What is specifically being proposed to mitigate for this widespread environmental impact? | See Comment #125 |
| | | | | Capital Express Segmentation | This feature/measuring information is especially glaring and arbitrary because TxDOT split the "Capital Express" Program into three discrete "projects" in order to circumvent a true accounting of the environmental and fiscal impacts of its scheme. TxDOT places its definition of the "project area" in a way that tricks their purpose. What the goal is to label meaningful environmental issues, the "project area" is an 8-mile chunk of Central Austin-and includes the outlying impacts. When the goal is to reject a strong alternative solution to the region's traffic needs, TxDOT treats regional and suburban commuters as "local" traffic users. This is a critical assumption for rejecting community alternatives. Retrolis35 proposes the current I-35 right-of-way to be three-segmented and redesigning SR130 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 to the traveling public, without depending upon the completion of the other projects. |
| 264 | Annie Bayer | | | Do not widen/ho build | MultiLIS35 Program Manager Tommy Ahlgrin. -I am a resident of South Austin -I oppose TxDOT's plans for I-35 and I-10/90 expansion. -Highway expansion DOT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. -20 years of construction for just a few years of congestion relief as DOT works I-35. -I don't want to see an interstate highway for my local trips. -I respect TxDOT, Austin City Council, and other representatives to stand up for me. Annie Bayer | See Comment #5 |
| | | | | Community Alternatives | I am FOR The Retrolis35 proposal. | See Comment #4 |
| | | | | Lane/Inbound Demand | TxDOT's process in this project is flawed. It ignores Inbound Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. | See Comment #18 |
| 265 | Annie Dackway | | | Do not widen/ho build | I strongly oppose TxDOT's current plan to widen I-35. -Capping the highway for north at 5.4 at all. It is key to this project being acceptable to Austin, and TxDOT has not made that possible in this design. The current design further splits/separates/cuts off neighborhoods when capping the project would be neighborhoods together on Long Horn. There is a massive loss of green space and other benefits for more expansion development in the heart of Austin. A similar project done in Dallas (Jodye Warren Park) was very effective example of this city / state partnership. | See Comment #5 |
| | | | | Reverts to I-30 | As an alternative, diverting from traffic around Austin has not been effectively explored by TxDOT. While there was a highway built for this, the highway was not fully analyzed which means that trucks aren't incentivized to use it. We'd be able to reduce traffic and I-35 this diversion was incentivized but safe for commercial or I-35. This is far for his 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 | Andreas Trap | 3/7/2023 | Email | Do not widen/ho build | MultiLIS35 Program Manager Tommy Ahlgrin. It ignores Inbound Demand, construction impacts, particulate matter pollution from the 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 | MCi/e/4 Website Comment Form | 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 | 1/18/2023 | MCi/e/4 Website Comment Form | General support | Dear Chairman Bagg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | MCi/e/4 Website Comment Form | Do not widen/ho build | I am against the I-35 plan and for the San Antonio rail plan, expanding I-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 | MCi/e/4 Website Comment Form | 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 prospect of a reliable 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 of the comfort and safety of having one's own train instead of being in the back of an often already and potentially dangerous highway. I imagine particularly those who commute between the two cities often would especially enjoy this option. There could even be trains that allow one to bring their personal vehicles with them on the trip, in special vehicle transport trains, so, as they have their car with them to the destination, which could 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 expansion of highways only lead to more traffic than the neighborhoods together on Long Horn. There is a massive loss of green space and other benefits for more expansion development in the heart of Austin. A similar project done in Dallas (Jodye Warren Park) was very effective example of this city / state partnership. | See comment #1 |
| 271 | Anonymous | 1/20/2023 | MCi/e/4 Website Comment Form | Do not widen/ho build | As a civil engineer working TX, I am against the I-35 expansion. I am in favor of more transit rail similar to the one proposed Lake Shu Rail. The GOP controlled state government has more than enough supplies to do a rail run from San Antonio to Austin. Traffic can be diverted to the rail route as construction works on I-35 rail. The construction cost should cover I-35 segments from one rail road west to the next to avoid high traffic delays. | See Comment #5 |
| 272 | Anonymous | 1/20/2023 | MCi/e/4 Website Comment Form | Do not widen/ho build | Why would TxDOT expand I-35 when in the past it has downed to cause more traffic with construction and what not, I would love to suggest a high speed railway instead! | See Comment #5 |
| | | | | Do not widen/ho build | Additionally, I-35 has some of the WORST traffic ever experienced by a transportation corridor, increasing commutes to commutally high averages. I live in the San Antonio and San Marcos areas but work in Austin. The traffic regularly experiences on I-35 in the worst traffic I have ever experienced in my life. Congestion, in part due to down-out, near constant "construction", has added anywhere from 20 to 40 minutes DAILY to my 40-minute commute. I have many times considered and used to add another 2 hours for my 40-minute commute at the end of the day. Gas prices are already high and expect there to continue combined with future gas prices. This isn't 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 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, there are environmental problems strong, the road safety, environmental, environmental, and overall health issues for moving large numbers of people along the Austin-San Antonio corridor is 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. There will be other about building, designing, 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 idly dependent on a vehicle on a potentially dangerous highway that they don't want or are simply unable to. Thank you. | See Comment #5 |
| 273 | Anonymous | 1/20/2023 | MCi/e/4 Website Comment Form | Regional Connectivity | As a civil engineer working TX, I am against the I-35 expansion. I am in favor of more transit rail similar to the one proposed Lake Shu Rail. The GOP controlled state government has more than enough supplies to do a rail run from San Antonio to Austin. Traffic can be diverted to the rail route as construction works on I-35 rail. The construction cost should cover I-35 segments from one rail road west to the next to avoid high traffic delays. | See comment #1 |
| | | | | Regional Connectivity | BETTER THE LONG HORN, METROPOLITAN AND METRO LOCAL RAIL, EXTENDING OPTIONS. We need comprehensive and timely rail options for the SA and ATX metro areas. The air dependency of this region is suffocating it and its residents. We are left with very little choice but to own cars 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 | MCi/e/4 Website Comment Form | Do not widen/ho build | Adding lanes without improving benefit 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-30 does not need more lanes. | See Comment #5 |
| | | | | Public transit / Multimodal transportation | We need better public transport options like railroads. | See Comment #13 |
| 275 | Anonymous | 1/20/2023 | MCi/e/4 Website Comment Form | Do not widen/ho build | I do not support the I-35 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 | MCi/e/4 Website Comment Form | Reverts to I-30 | Please support https://retrolis35.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 | MCi/e/4 Website Comment Form | General support | Dear Chairman Bagg 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 | MCi/e/4 Website Comment Form | General support | Dear Chairman Bagg 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 | MCi/e/4 Website Comment Form | General support | Dear Chairman Bagg 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 |
| 280 | Anonymous | 1/27/2023 | MCi/e/4 Website Comment Form | Regional Connectivity | Please consider commuter rail between San Antonio and Austin | See comment #1 |
| 281 | Anonymous | 1/28/2023 | MCi/e/4 Website Comment Form | General support | Dear Chairman Bagg 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 |
| 282 | Anonymous | 1/28/2023 | Email | General support | Dear Chairman Bagg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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, Mark | See Comment #8 |

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|-----|----------------|---------------|-----------------------------|-----------------------------------|--|--|----------------|
| 283 | Anonymous | 1/30/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | McCuEx Website-Comment Form | Regional Connectivity | I think this could a great idea to build a rail system between San Antonio and Austin | See comment #1 | |
| 288 | Anonymous | 1/31/2023 | McCuEx Website-Comment Form | Regional Connectivity | I love San Antonio, but I would love to be able to 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 | Topic | Comment | Responses | |
| 287 | Anonymous | 1/31/2023 | McCuEx Website-Comment Form | Regional Connectivity | I am in full support of a railroad/tram system connecting San Antonio and Austin. I would send anyone extending it all the way up Dallas, hitting Meck 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 | McCuEx Website-Comment Form | Regional Connectivity | Please build train between San Antonio and Austin. | See comment #1 | |
| 289 | Anonymous | 1/31/2023 | McCuEx Website-Comment Form | Regional Connectivity | I vote for rail | See comment #1 | |
| 290 | Anonymous | 1/31/2023 | McCuEx Website-Comment Form | 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 | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Heffner Vice President Business Development Wells Fargo Mobile Market and Technology Banking - Austin Market Wells Fargo Commercial Banking | See Comment #8 | |
| 296 | Anonymous | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 14 Pro Max 4G LTE Device | See Comment #8 | |
| 297 | Anonymous | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | McCuEx Website-Comment Form | 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 historically valued as the 23rd 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 | | My idea is | Do not widen/ho build | Highway expansion is state-sponsored terrorism | See Comment #5 | |
| 300 | Anonymous | 2/11/2023 | McCuEx Website-Comment Form | Business/Residential Displacement | 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 | |
| 301 | Anonymous | 2/11/2023 | McCuEx Website-Comment Form | Do not widen/ho build | Please don't expand north of 450th The bus house is really important for new community, and bring so much to Austin. | See Comment #21 | |
| 302 | Anonymous | | VGH | Do not widen/ho build | Don't expand at all. If you must, don't expand north of 355. | See Comment #5 | |
| 303 | Anonymous | | VGH | Business/Residential Displacement | There are great local businesses that will be negatively impacted by the expansion. | See Comment #51 | |
| 303 | Anonymous | | VGH | Do not widen/ho build | Don't expand. If you must, don't expand north of I. 355. | See Comment #5 | |
| 304 | Anonymous | 2/13/2023 | McCuEx Website-Comment Form | Do not widen/ho build | Don't expand at all. If you must definitely not north of 235. | See Comment #5 | |
| 304 | Anonymous | 2/13/2023 | McCuEx Website-Comment Form | Do not widen/ho 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 | McCuEx Website-Comment Form | Managed lanes | I agree with adding HOV lanes to I-35 but beyond that I want to reinstate the width expansion through town. | Managed lanes would help manage overall traffic demand and provide qualifying vehicles with a more reliable mode, 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 routes 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 Lane via a new crossing parallel to I-35, into downtown. More information can be found Project Connect on the Central website: https://txdot.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 a mass transit. All the present time, public transit buses, carpools, registered van pools and emergency vehicles must remain in traffic with all other vehicles on I-35. | See Comment #5 |
| 306 | Anonymous | | | Do not widen/ho 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 as 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 Rebuild35, to be fully studied. | See Comment #5 | |
| | | | | East/West Connectivity | East/west crossings should be at least every 1/4 mile | See Comment #30 | |
| | | | | 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 | McCuEx Website-Comment Form | General Support | Hello TxDOT, I am writing to voice my support for the project to tear down the obsolete section portion of I-35 and expanding the roadway, increasing size/width/mobility and connectivity. I do, however, agree with many that the highway should be expanded through the downtown and university areas to allow for greater community connections and that transit 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 awarding opportunities for light rail and transit to travel within Austin rather than through it. | See Comment #8 | |
| | | | | Do not widen/ho 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 state for freeways due to the high cost to construct and the negative impacts on a densely populated and traveled area. 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 PM2.5, 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 area through the expansion 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 noise 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 through 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 increase 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 undesirable 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 | |

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| 308 | Anonymous | | McClure Website Comment Form | Racial justice | The historical placement of I-35 through Austin is well documented. East Austin was historically discriminated 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 unwholesome social groups" (yes, this is a quote from section 335 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 consultants. 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 rebranding the public input 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 I-30 | 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 capital and a alignment of I-35 along the US-281, 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 narrower, less polluting highway in the 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. | See comment #3 |
| | | | | Labor/Induced Demand | It is important to note that congestion along the preferred alternative is unlikely to improve as labor 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 | VGH | Do not widen/ho build | This project is inhumane - on one side and the health to pedestrians and cyclists. At a minimum, TxDOT should fund all of the dedicated, not just the 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 for more frequent change are needed. It's pretty simple, really - just look at where people are currently dying on I-35 right now from getting across the highway. It's when the separation between crossings is too far so they won't wait to a safe crossing. Please don't make this same mistake as the previous highway design team 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 constructed with tolls, they can never be converted to tolls so the facility will functionally fail for the next 120 years as a result of this poor decision. | See Comment #5 |
| ID | Commenter Name | Date Received | Topic | Comment | Response | |
| | | | Bike/ped safety | For bike and pedestrian infrastructure, don't just pour on the back about shared use paths. Those are fine for suburban or constrained projects. You are doing a full blow down and widening the area (including people's homes and businesses/neighborhoods), 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 | | McClure Website Comment Form | Do not widen/ho build | Multimodal 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 interstates highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. | See Comment #5 |
| | | | Reroute to I-30 | I am FOR The Better35 proposal, reconfiguring another highway such as SH-130 as an interstate, a boulevard going through town, a public transit project, and money and time going elsewhere. | See comment #3 | |
| | | | Labor/Induced Demand | TxDOT process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the access of freeway removal, and its traffic modeling is flawed. | See Comment #18 | |
| 311 | Anonymous | | McClure Website Comment Form | Air Quality/Noise | Expanding IH 35 will increase traffic, pollution (noise and air), and 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 | | McClure Website Comment Form | Labor/Induced Demand | In 2023 why are we still disregarding the abundance of repetitive research and knowledge proving that highway expansion negatively affects traffic congestion? and reduction in environmental pollution? | See Comment #38 |
| | | | Multimodal Transportation | Why are we still ignoring the citizens' desires and suggestions for Multimodal Transportation? | See Comment #20 | |
| | | | Air Quality/Noise | and reduction in environmental pollution? | See Comment #34 | |
| 313 | Anonymous | | McClure Website Comment Form | Do not widen/ho build | I strongly oppose the expansion through Central Austin. I live near 35 and I E 54th 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 | |
| | | | Labor/Induced Demand | Better public transit will decrease demand on the highway. | See Comment #18 | |
| 314 | Anonymous | | McClure Website Comment Form | Do not widen/ho build | This entire expansion is a waste of money! Shame on everyone involved in this corrupt project. | See Comment #5 |
| | | | Labor/Induced Demand | It will make traffic and | See Comment #18 | |
| | | | Air quality/Noise | pollution worse. | See Comment #34 | |
| 315 | Anonymous | | McClure Website Comment Form | Business/Residential Displacement | Expanding I-35 at the expense of local businesses is simply not worth it. | See Comment #21 |
| | | | Reroute to I-30 | 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/ho build | reconsider, please. | See Comment #5 | |
| 316 | Anonymous | | McClure Website Comment Form | Do not widen/ho build | This project sucks so much please demitish it and | See Comment #5 |
| | | | Reroute to I-30 | move the highway to the 183 | See comment #3 | |
| | | | Do not widen/ho 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 alternative would radically reduce the quality of life while expanding the more 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 connectors across it. Capping the highway downtown does offer a momentary respite to reconnect our urban fabric and to symbolically undo the geographic division that began with the 1920s master plan. However, the downtown effort alone does not adequately address the more-segmented east-west barriers that I-35 represents today. In fact, the planned expansion erects new barriers outside the downtown core. For example, 54th Street is currently the only crossing in our area between Airport Blvd. and U.S. 290, a distance of 1.5 miles. Although alternatives along I-35 were originally proposed, it is no longer sufficient due to the development of a local community and anticipated growth along the Airport and Cameron Road corridors. These neighborhoods and communities—North Loop, Pflugato, 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 affordable and well-located housing for our children, education, healthcare, and food. We rely on these corridors 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 writing to work with TxDOT on a more aspirational vision for this roadway... We view this highway equipment as much more than a simple roadway - and hope that you do as well. | See Comment #5 | |
| 317 | Anonymous | | McClure Website Comment Form | Labor/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 feasible. 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 | Inopportunistly 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 geographic divide that begins with the city's I-35 corridor 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 as grade, include ample space for pedestrians and bicyclists, and connect streets that are designed to their destination, speed limits, and scale to reinforce seamlessly with our neighborhood grid. The addition of these connections will also address the multiple fatalities which have happened along our stretch of I-35, 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 road-based transportation of the last century but is flexible enough to anticipate the technologies of the next generation. | See Comment #13 |
| 318 | Anonymous | | McClure Website Comment Form | 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 where's being removed. The caps will allow for reclamation of land that can be used for parks at 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 I-35 corridor would be an incredible addition to the community. Please, if nothing else, include the caps and incorporate the distance that's being removed 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 | It would be great if the project could somehow incorporate future rail into the design. | See Comment #21 |
| 319 | Anonymous | 3/7/2023 | McClure Website Comment Form | Lateness/Inbound 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 | | McClure Website Comment Form | Community Engagement | Hi! I'm, SS, expander. 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 hot air to check some boxes for yourselves while you continue your plan to expand I-35. Your public comment period is insufficient. Your website is paywalled. I've seen no examples of meaningful input from the community used in any highway project before. Please, if you're creating the appearance of public input, then at least, you're doing something that is not development, it's completely private information. And the public input is a placebo for by most interests. Show me you're offering to engage your community that you're not prepared to engage with. You have consistently avoided the amount of input the community can use. The proposals you put out on your website are three versions of the exact same thing - an expanded I-35. We don't want to lose connectivity to the expansion, and you're making a very difficult job for us to be expanded. You are asking us to give up our connectivity. I have shared on my We're acting on both. Show us you, we don't want I-35 expanded. We don't want I-35 expanded. We don't want I-35 expanded. 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 impacts, and other information. In addition to required outreach, TxDOT has engaged additional forms of outreach intended 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 advisory meetings, agency coordination, public meetings, stakeholder meetings, as well as the following outreach methods: <ul style="list-style-type: none"> • The project team hosted six public meetings in diverse neighborhoods to address more than 12 locations including transit centers, farmers' markets, Goodwill, community events, Sunbelt Festival and other community gathering spaces. • TxDOT collaborated with neighborhoods by hosting meetings with all neighborhood groups going the corridor to share concerns and receive input. • Outreach research 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-profit, 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. • TxDOT held public meetings that have been held since May 2022, 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 diverse 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 options and other local alternatives. • 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 308 public involvement workshops, 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/ho build | We and a lot of people here in Austin don't want I-35 expanded, we don't want more lanes. | See Comment #5 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response | |
| 321 | Joseph Nelson | | | Community alternatives | Dear I-35 Capital Express Corridor, Draft Environmental Impact Statement Dear Governor Abbott and other Texas 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 I-35EIS 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 ITI study purporting to show the "border" 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 mile 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 I-35EIS and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the ITI study was interesting, it is in no way a requirement for TxDOT to meaningfully consider these alternatives. Thank you to all that TxDOT is doing to provide safe access and mobility options with multimodal networks never into the firing crosshairs of the Austin region. | See Comment #4 | |
| | | | | | Do not widen/ho build | Please run the rigorous analysis found throughout thousands of pages of EIS on the I-35EIS and Reconnect Austin proposals. | See Comment #5 |
| 322 | Anthony | 3/1/2023 | Email | Do not widen/ho build | The I-35 expansion as it makes Austin into a worse, noisier, and uglier place. Its proposed crossings for feet, bike, and other non-car traffic are awful and outright dangerous in many places. Turning Fortrage road into 8 lanes of "boulevard" allows forage 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 Bellasica | 3/1/2023 | VGH | Do not widen/ho build | I wish to express my disagreement with the expansion of I-35. There has been a plethora of former research and anecdotes that tells us this is the wrong direction. Certainly our friends and foes in Houston are going with the higher expansion route. 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 a bike), and public transit. | See Comment #13 |
| 324 | Anthony Butler | 1/21/2023 | McClure Website Comment Form | Regional Connectivity | Meeting 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 J. | 1/18/2023 | McClure Website Comment Form | 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 the high speed rail and decrease traffic along the I-35 corridor. | See comment #1 | |
| 326 | Anthony Paskus | 3/1/2023 | VGH | Do not widen/ho 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 I-35. While we should be concerned about driving traffic to other streets, I think maintaining or even reducing capacity on I-35 might be a better path forward for the future. | See Comment #5 | |
| 327 | Anthony Harper | 3/1/2023 | VGH | Do not widen/ho build | I am disappointed in the current plans for the I-35 Capital Express Corridor 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 bus lane only gives us as far south as Woodland St., which is completely inadequate. The proposed bike lane should be expanded to at least Dasher Lane for greater accessibility. Thank you for your consideration. | See Comment #5 | |
| | | | | | Resists to I-35 | I strongly urge the Texas Department of Transportation to relocate 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 Laguardia | | | Do not widen/ho build | I-35EIS Program Manager: Strongly Oppose. 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 Bellasica, would allow for better access to the city from the general suburbs without clogging the downtown streets with even more traffic. I STRONGLY OPPOSE the TxDOT's I-35 lane expansion plan and urge them to stop wasting the city's money on efforts that make the matter worse. | See Comment #5 | |
| | | | | | Lateness/Inbound 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 we get is still worse traffic, more pollution, more frustration, and a lowered quality of life for all. | See Comment #18 |
| | | | | | Business/Residential Displacement | Moreover, the expansion will demolish and displace many residents and businesses. With the business case in retail 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 Bellasica, would allow for better access to the city from the growing suburbs without clogging the downtown streets with even more traffic. | See Comment #4 |

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| 329 | Anthony Sone | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahnaga.</p> <p>I am a resident of Austin and I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion.</p> <p>Highway expansion DOESN'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.</p> <p>I don't want to use an interstate highway for my local trips.</p> <p>I expect TxDOT, Austin City Council, and other representatives to stand up for me, Anthony Sone.</p> | See Comment #5 |
| | | | | Reverts to I-35 | I am FOR The Refine35 proposal, reconfiguring another highway such as SH-130 as an interstate, a boulevard going through town, a public transit project. | See comment #3 |
| | | | | Five year | TxDOT's process in this project is flawed: it ignores Induced Demand, construction impacts, particulate matter pollution from the 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 | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahnaga.</p> <p>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.</p> <p>Looking at the plan, it doesn't look like we are really expanding the lanes of I-35, 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 inconvenience caused by construction. I-35 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 empty for people who can afford this. It does not help the working class at all.</p> <p>Loop 1 (Mopac) was expanded in a similar way as being proposed. The traffic during rush hour is just as bad as it has ever been. This is again because the toll lanes are empty there for people who can afford them. A teacher who has to commute across the city every day can not afford \$4 dollars a day just to get to work.</p> <p>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.</p> <p>If this plan does go forward, I hope we include many more protected or restricted lake paths, and other transit options, and improved access to Ladybird Lake. Anthony</p> | See Comment #5 |
| | | | | Reverts to I-35 | 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 I-35. This was the purpose purpose of SH-130, and yet it failed because people dislike toll roads. | See comment #3 |
| 331 | Anthony Tapala | 1/31/2023 | Multi35 Website-Comment Form | General support | Why not | See Comment #8 |
| 332 | Anthony Weiling | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahnaga.</p> <p>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.</p> <p>Looking at the plan, it doesn't look like we are really expanding the lanes of I-35, 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 inconvenience caused by construction. I-35 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 empty for people who can afford this. It does not help the working class at all.</p> <p>Loop 1 (Mopac) was expanded in a similar way as being proposed. The traffic during rush hour is just as bad as it has ever been. This is again because the toll lanes are empty there for people who can afford them. A teacher who has to commute across the city every day can not afford \$4 dollars a day just to get to work.</p> <p>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.</p> <p>If this plan does go forward, I hope we include many more protected or restricted lake paths, and other transit options, and improved access to Ladybird Lake. Anthony</p> | See Comment #5 |
| | | | | Revert Justice | Refrain 35 was constructed through a once away from college and state capital but was unthinkably embedded in institutional racism. It is no accident a vessel for large quantities of transnational shipments cut 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, gerrymandering, and other forms of institutional racism? The current plan to expand I-35 and the starting plans made almost exclusively by TxDOT. A once in a lifetime opportunity to meet the transportation needs of all - not just to cater to innumerate cars and freight trucks - but from young kids to the elderly, the Barton Village to the graduates. | See Comment #3 |
| 333 | Aston Hatfield | | | Community Alternatives | Multi35 Program Manager Tommy Ahnaga. | See Comment #4 |
| | | | | Reverts to I-35 | I-35 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 increase more traffic through the city and will have irreversible health effects to its citizens. | See comment #3 |
| 334 | Antonia Taylor | 1/23/2023 | Multi35 Website-Comment Form | 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 Montagan | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahnaga.</p> <p>Hi,</p> <p>I would like to possibly state that for a variety of reasons I wholeheartedly oppose TxDOT's 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.</p> <p>The mass of highways that Austin currently have to navigate are as 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.</p> <p>Please take note, not once. Please.</p> <p>Sincerely,</p> <p>Antonio</p> | See Comment #5 |
| | | | | Air Quality/Noise | Not only is historical evidence 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, social, and commercial aspects of the city just to create a band aid solution for a problem caused by the exact same methodology 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 Refine 35 proposal that will actually meet the needs of the city now and for many many years to come. | See Comment #4 |
| 336 | Antonio Ponce | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahnaga.</p> <p>For the last 70 years, time and time again it has been shown that widening roads and building more highways have done nothing but temporarily solve traffic problems.</p> | See Comment #5 |
| | | | | Public transit / Multimodal transportation | Instead of wasting money on road widening, invest in public transport! Promote car-sharing! PLEASE | See Comment #13 |
| | | | | Regional connectivity | As a frequent traveler to Austin, San Antonio, Dallas, Waco, and Killeen, TX for just 8 years, here is my suggestion. <p>Right now we are ordering Uber to drive right to our homes, express buses and inter-city buses that run between Austin, San Antonio, Houston, Dallas, Abilene, Waco, Midland, and El Paso. These transportation systems beat out local bus routes, Uber, taxis, etc. Could significantly reduce traffic between the Austin to San Antonio TX corridor if incentives are added. Follow the transportation model of Germany (city rail trams) and Metro of Washington DC. Washington DC light rail Metro system gives 80 miles outside of the city through cities such as The Pentagon, Silver Spring, Reston, Fairfax VA, Bowie, Baltimore, Fort Myers, universities (Pewee, Georgetown, Catholic, American, University of Maryland, etc), Fort Meade, airports (BWI, Reagan National, Dulles) and major points of interest (WWII Memorial, Washington Monument, museums, National Air & Space Museum, etc.)</p> | See comment #1 |
| 337 | Antonio R. Casagrand | | | Reverts to I-35 | If you are going to pursue this massive project without considering Express lanes and light rail, then I-35 must be also expanded 10 miles outside of Austin, TX in both directions to relieve traffic jams from north to south. Major arteries (I-35 and I-35 south to State Highway 2904, 2906, I-35, etc.) must be expanded to accommodate traffic flowing into and off of I-35 and I-35. I-35 through Austin TX is a parking lot during rush hours those lanes to accommodate future growth potential. Construction of I-35 and I-35 has been going on for the past 3 years with no end in site. | See comment #3 |
| 338 | Arya Gandomani | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahnaga.</p> <p>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.</p> | See Comment #5 |
| | | | | Community Alternatives | The Refine 35 plan or other plans to expand public transportation should be considered instead. | See Comment #4 |
| 339 | Apache Bailey | 1/31/2023 | Multi35 Website-Comment Form | 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 SA. | See Comment #6 |
| 340 | Art Sabatini | 3/7/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Ahnaga. | See Comment #5 |
| | | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahnaga.</p> <p>Highway expansion is not the answer. The construction time alone will lead to worsening traffic. This cannot be the best option available.</p> | See Comment #5 |
| 342 | Ariana Rodriguez | | | Do not widen/ho build | This plan should reduce the Lane Star fuel 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 | Aria Brown | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahnaga.</p> <p>I am absolutely opposed to the highway expansion. I currently live right off of I-35 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.</p> | 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 | Arian Jimenez | 3/1/2023 | Multi35 Website-Comment Form | Do not widen/ho build | I am concerned that the proposed I-35 will not solve our traffic problems and also will not stitch our city back together. Building more lanes is demonstrated not to reduce congestion. Building Big Dog drove an amazing reuse and reclamation of urban space. I'm afraid Austin is only going to get a Big Dog, without the commitment of resources to cap the interstate. | See Comment #5 |

| ID | Commentator Name | Date Received | Source | Topic | Comment | Response |
|-----|--------------------|---------------|------------------------------|--|---|------------------|
| 345 | Amanda Ortiz | | McClure Website Comment Form | 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 innocent children, older adults and people with respiratory problems. We already endure car fumes with the big rig trucks that drive right next to cars much smaller than them. It's time for Texas to put people ahead of profit. | See Comment #34 |
| | | | | Retains to I35 | Refer above build a connection from I35 connecting to I83 on both north and south sides so the big rigs go around Austin. Then add additional lanes to that portion of I83. | See comment #3 |
| 346 | Aman do Costan vda | 3/6/2023 | Email | Do not widen/ho build | Multi325 Program Manager Tommy Aragon. 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 ends within urban centers. Youngsters 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 various walking routes between everyday essential needs. Highway drives are terrible and, as a highway driver, I'm sick of them. I live 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 | Amyal Talack | 1/17/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I 35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Arcata Arhiga | | | Do not widen/ho build | Multi325 Program Manager Tommy Aragon. I am a resident of Austin, Texas, who like thousands of other Austinites, uses I-35 daily. This is why I am writing to oppose TxDOT's current proposal to expand I-35. 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 I-35 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 I-35 in a boulevard or open the process to more consideration from the public. Thank you. | See Comment #5 |
| | | | | East/West Connectivity | Of I-35's many flaws, none is more important than its division of the east and west portions of the downtown area | See Comment #20 |
| 349 | Ariana Tapano | 1/20/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Ariana Tapano | See Comment #8 |
| 350 | Ashley Jackson | | McClure Website Comment Form | Do not widen/ho 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. DRIE you have lived east of I-35, you do not understand how cut-off and disconnected the I-35 divide makes daily life. I can not say here as I 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 I-35 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 I-35-shelmers from Mexico? | See Comment #5 |
| | | | | East/West Connectivity | We need more east-west connectors over I-35. It is worth the investment to drop the highway underground entirely between 200 and Lady Bird Lake | See Comment #20 |
| | | | | Capex/Deck Phases | FUND CAP AND STITCH. Most of the plan to include better pedestrian crossings and east-west bridges at ground level that can support future development | See Comment #42 |
| 351 | Ashley Smith | 3/6/2023 | Email | Do not widen/ho build | Multi325 Program Manager Tommy Aragon. 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 |
| | | | | Retains to I35 | The proposed alternatives for reconfiguring 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 is done regularly on 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 slowly during rush hour. The proposed pedestrian/mixed use path 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 require cyclists to dismount to navigate the hilly terrain or stairs in the paths. The proposed path also includes an unimproved 'underpass' for pedestrians, including a very long ramp, which pedestrians are expected to jounce under the lanes of Airport Blvd instead of crossing at the intersection above ground. These turn-of-lane pedestrians are of right of airport amount, 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 either because Austin lacks affordable housing, it is unreasonable that the turn-of-lane will not be turned into a barrier 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 turned on even more unappealing. 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 shared 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 negotiating pedestrians to follow grade turns or staggered street 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 design reduces connectivity through the central region, including the Delwood 2 neighborhood area, by removing connectors across I-35. This reinforces and exacerbates the historic and current racial and economic segregation in central Austin. There are no contingencies or plans for coping 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 connectors 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 to work or visit venues. Proposals for elevated mixed-use crossings do not ameliorate the lack of connections. Pedestrians, cyclists, and other users would not be forced to climb long ramps or staircases 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 |
| 352 | Ashley Scher | 3/6/2023 | McClure Website Comment Form | Retain | Multi325 Program Manager Tommy Aragon. Please consider renovating the highway without expansion, such as implementing a design like Kluge Women 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 reimagine greenery in our concrete spaces. After all, we are blessed with such amazing (but dwindling) rainwater. Because of our city expanding and people moving here, we need to put in extra effort to consider how to help 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 lie, 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 intrinsic, special businesses along I-35 that would no longer exist with the expansion. | See Comment #21 |
| 354 | Ashley Serrano | 3/6/2023 | Email | Do not widen/ho build | Multi325 Program Manager Tommy Aragon. Staunchly opposed to widening projects be the empirical data suggests it just doesn't solve traffic problems. | See Comment #5 |
| 355 | Atter Bag | 3/7/2023 | Email | Do not widen/ho build | Multi325 Program Manager Tommy Aragon. I don't want to use an interstate highway for my local trips. Build a bypass to move I-35 out of city | See Comment #5 |
| 356 | Audrey Brumback | 3/7/2023 | McClure Website Comment Form | Air Quality/Noise | We need precise and accurate measurements of air quality prevent water runoff from polluting the near bus only lanes | See Comment #34 |
| ID | Commentator Name | Date Received | Source | Topic | Comment | Response |
| 357 | Audrey Straub | | | Do not widen/ho build | Multi325 Program Manager Tommy Aragon. Hello, I'm a native Central Texas. 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 I-35 as proposed does not solve our problem long-term. Please consider some of the solutions. | See Comment #9 |
| | | | | Retains to I35 | 1. Redirects through-traffic to I-35, or the I-35 but, either as alternative toll roads or - better - as state highways or interstates. Local residents should not have to compete with trailers and trucks for road space downtown. | See comment #3 |
| | | | | Public transit / Multimodal transportation | 2. Put public transit at the forefront. We cannot continue to rely on cars. Austin "transit" 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 |
| | | | | Capex/Deck Phases | 4. Create more green space - eg. covered sections, greenway terraces. | See Comment #42 |
| | | | | Retains to I35 | Hi 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 is "managed" as a function of density, specifically density of desirable destinations. Denser Austin is "managed" because there are a lot of places people want to go, next to each other. This problem is not solvable until we finally save the city (and all the places we want to go) until it's just a parking lot. My next message came through through "they" city's 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 an urban community? I do NOT support the destruction of my city. I would like to see the straightly paper decks removed and HO expansion. No additional lanes. It is a misleading enough to increase my daily needs from the Cherrywood neighborhood. I have to drive 15 or 20 minutes to go to my local HEB. In my opinion, and in my work, My children are walking when I have to actually get off the sidewalk because there are giant transformer poles blocking my path, or latching 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 life in Austin. The average American spends approximately \$120,000 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://www.austintexas.gov/odot/traffic-safety-and-health-in-austin). The problem is that 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 void this project into something beneficial. | See Comment #5 |
| 358 | August Stanley | 3/7/2023 | Email | Do not widen/ho build | Multi325 Program Manager Tommy Aragon. I don't want to use an interstate highway for my local trips. | See Comment #5 |
| 359 | | 1/28/2023 | McClure Website Comment Form | General support | Chairman Bugg & Commissioners, With the new proposed schematics and alternatives I see that there has significant attention paid to drainage when going southbound. 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 concerns and make sure the designers are considering this in their expansion. Otherwise, I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you. | See Comment #8 |
| 360 | Betha Silva | | | Do not widen/ho build | Multi325 Program Manager Tommy Aragon. 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 |

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| | | | | | Lateral/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 the wear, the failure of almost all highway expansions, the success of freeway networks, and the traffic modeling it used. | 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 | | | | Do not widen/ho 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 (ACC) in regard to the I-35 Capital Express Central Draft Environmental Impact Statement public comment period. Currently, many of ACC's members are seniors at high school that are able to travel in college/high 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 generation takes to our seniors. Austin is a beautiful city of nature and it would be heartwarming to watch it blossom. 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 updating 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 affects, we would like to see conversations concerning alternatives to expansion, such as Rethink35 . | See Comment #4 |
| | | | | | Climate Change | ACC needs to advocate for green cities 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. While polluting dangerous highways—specifically one that runs through the center of the city—jeopardizes the safety and sustainability of the city that we hope to create, we urge you to reconsider. | See Comment #51 |
| 362 | Austin Downtown | | | | Do not widen/ho build | Rebuild35 Program Manager Tommy Ahlrog. We do not support the proposed expansion of I-35 through Austin. As admitted by TxDOT engineers, this project will not ease or reduce congestion within the region, but just increases 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 set to get much worse. The proposed traffic mitigation has been projected time and time again, yet the number of cars on I-35 today is the same as there were decades ago, when the initial projections used 2020 as the doomsday horizon is now "forecasting" for 2045 (as if those traffic models are remotely plausible or could even be remotely considered accurate). This project does not serve the interests of those who actually live in Austin, but rather serves to promote environmentally destructive sprawl development in the suburbs miles away from the city. I-35 is the supposedly critical link that supports it. In fact, it would be wiser to concentrate to reduce its capacity for the better part of a decade to expand it. The way that its throughput can be reduced for so long proves that it is not economically necessary and thus should be mitigated rather than expanded. | See Comment #5 |
| | | | | | Reverts to I-35 | Reverting I-35 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 traffic, 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 as car dependency for decades to come, and is climate-erotic. | See Comment #5 |
| 363 | Austin Haag | | McCauley Website Comment Form | | Do not widen/ho 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 | | | | Do not widen/ho build | Rebuild35 Program Manager Tommy Ahlrog. I am a resident of the Barton Hills neighborhood and I oppose TxDOT's proposed expansion of I-35. 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. The current plan of expansion will do nothing to alleviate the traffic currently affecting the roadway and will lead to worse traffic in the future due to the induced demand that it will cause. | See Comment #5 |
| 365 | Austin McWilliams | 2/8/2023 | Email | | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated highway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Pyler | 2/14/2023 | Email | | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Schnapp | | | | Do not widen/ho build | Rebuild35 Program Manager Tommy Ahlrog. 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 |
| | | | | | Do not widen/ho build | Wanted to express concern checked back on for the issue of public comment. 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 barriers, regardless of how many billions of dollars we spend to attempt to "solve" 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 importantly, 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. The fact that more growing needs for transportation through the state, and doubling down, to 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 plan EIS did not include all reasonable alternatives, and as I mentioned in the last rounds, the TxDOT funded TR report on further options, including a removal option, was insufficient and unconvincing. 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 I-35/I-382 to accommodate future flexibility. Austin Tabbert | See Comment #5 |
| 368 | Austin Tabbert | 3/7/2023 | Email | | Do not widen/ho build | | See Comment #5 |
| 369 | Austin Warner | 3/7/2023 | Email | | Air Quality/Noise | Rebuild35 Program Manager Tommy Ahlrog. 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 | Topic | Comment | Response | |
| 370 | Austin Warner | | | | Do not widen/ho build | Rebuild35 Program Manager Tommy Ahlrog. I am writing to express my strong opposition to the proposed I-35 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 dig them. Making on the city to top the lanes is built and not a finished solution. Have you ever walked under or across I-35? 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 I-35 to go anywhere but for many it is the only solution. Additionally, the historical context of I-35 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 disturbing and feels like an intentional slight at the city of Austin. It goes against nearly everything that the city is working towards with diverse living, work ability and life ability. The highway cuts through the middle of everything around it, making the city poorer. With I-35 already in existence and at capacity, it makes no sense to not at least try to divert some traffic that way. Expecting all of the people who are getting through Austin and do not have to have, I am also very curious about what the point of having massive frontage lanes coming through the middle of downtown? The current design is already dangerous enough. Continuing frontage roads through downtown isn't only adding more highway lanes but that lanes that again displace anybody from walking. The city of Austin is building more lanes 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 entire highway and capping it with TxDOT dollars, and no frontage lanes. I understand the necessity of drive ways of Texas to get people to drive with the state's deep history in it and the current government's close ties 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 such in the past and actively fighting thinking towards the future. | See Comment #5 |
| | | | | | Lateral/Induced Demand | Finally, I would like to raise the issue of Induced Demand. With 10 years of construction, how 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 |
| | | | | | Reverts to I-35 | 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 I-35 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 I-35 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 people 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 |
| | | | | | Lateral/Induced Demand | The research on induced demand, properly 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 BONA-BENDAVIO | | McCauley Website Comment Form | Do not widen/ho 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 essential operations. | See comment #1 |

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| 372 | Ashley May | | | Do not widen/ho build | <p>Multi333 Program Manager Tommy Alrapp.</p> <p>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.</p> <p>Please do not move forward with the plans for I-35. There are better solutions that prioritize people over cars.</p> | See Comment #5 |
| | | | | Public transit / Multimodal transportation | <p>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.</p> | See Comment #13 |
| 373 | Avi Waters | 3/7/2023 | Email | Slow road safety | <p>Final copy please see our concerns in the pdf attachment. Your neighborhood is not affected so it's a way for you to say destroy the older homes in an awesome neighborhood. This is a shame on the city and something must stop this from happening.</p> <p>The pdf letter explains it.</p> <p>Pressure and defend the safe pedestrian, bicycling, and traffic-limited thoroughfares that Wilshire Boulevard and Schaefer Avenue provide.</p> <p>Pedestrians--not just with strollers, dog-walkers, elderly, but also with children--walk from their neighboring homes to reach Patterson Park. To jeopardize their safety and render the park more inaccessible would be worse than a residential street would mean obscuring their well-being.</p> <p>We request that you mitigate these dangers by diverting traffic at the 35 opening of Wilshire Boulevard where it would connect with the east side of the Interstate with onramps, so that cut-through traffic could not enter Wilshire from the 42nd Street crossover but would be compelled to turn left onto the heritage road instead, where they will have easy access to Airport Boulevard.</p> | See Comment #30 |
| 374 | Avi Waters | | | Do not widen/ho build | <p>Multi333 Program Manager Tommy Alrapp.</p> <p>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.</p> | See Comment #5 |
| | | | | Public transit / Multimodal transportation | <p>Invest this money in public transit. Reroute through traffic elsewhere</p> | See Comment #13 |
| 375 | B Barnett | 1/26/2023 | Multi333 Website Comment Form | General support | <p>Chairman Rugg & Commissioners... With the new proposed schematics and alternatives I am glad that there is significant attention paid to drainage when going underground. After spending some years living in Houston I became quickly apparent that I have seen events there expressed areas such as the "one pump and one catchment" approach of STP systems. 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.</p> | See Comment #9 |
| | | | | | <p>I live at 14025 Enclave Dr Austin TX 78747. Built 1956. When I bought this property I knew it was close to the freeway. At the same time, there was no free trade thru the bus trucks on US and of course near 30 years ago my life traffic. Then once the trade was opened up, so was the loop bus. I UNDERSTOOD that the intent was to require trucks to circumnavigate downtown as occurs in other cities, instead was this was years ago in 3rd world South Africa... a road of freedom into a city, another if coming by. Given this could be the transition to remove a whole lot of traffic from the very stretch of US you are planning on "reusing" and I guarantee the outcome will not justify the expense. I 1000 want to be taken down for the sake of this poorly thought through project. Is not that old a construction. Look up... an sorta of issue around original construction that, after using developers, owners had it worked out for, in building, over 4 years, the foundation was a real issue, but over 2 year... late and late of cement poured.</p> <p>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 know there was a chance in time that it would be sold. It was developers built stone and imported all the adobe-style CDM made, consisting of a row and the newly completed about how long they were and had me developers know to show them plans, get approval then build differently because inspectors don't make a 1... out... they get away with it. Developers managed to have robust, healthy protection from downtown to have "a disaster" thus from them, they did an interior job in building and were used by owners some years later, so for well over 3 years I probably 4 some years to having a truck of concrete arrive in my yard and cement in a foundation for the other side of my road, so holding out part of your road well over 3 year and I have cement captured all over my car to show for it.</p> <p>Several times this has been the public presentation I watched but then I found the presentation I saw advertised on roadway was only one and I was starting that I was all about selling the project rather than holding 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 note 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 state. I would love to discuss this in more detail. SHUDDER to think what tearing up properties etc then building a shiny freeway would do... "building you are "undergoing" my home also through that regard for those of us who bought here weighing up convenience of traffic ease over convenience of location that lower footprint, walk to trails etc... who now would live ALONGSIDE the freeway? Never mind that, could imagine surviving construction which would probably go on 24/7. And then all the issues of being right on freeway... I don't buy a house right on freeway for a reason.</p> | See Comment #21 |
| 376 | B Shum | | | Business/residential displacement | <p>I am committed to SETTLING in Austin before CDM decided to advertise Austin as a place NOT for people who settle but for roses and whiskers with the big bucks. BUT now I feel panicked that will have to find another place to be. This when the word is out that this property will overlook US. I am single, not able to work much, earn much.</p> <p>Let me start there. I feel so angry that I see what I built with this project plan beyond my personal "feel safe" scenario? As the disruption for aesthetics and as I don't feel strongly off from it. I thought on the East side because I wanted to have all the Mexican stores and restaurants, the presence of different attractive back then 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 "settlement". Because after all the "gentrification" that has occurred on E side that "displacement" argument doesn't fly at all!</p> <p>This is TX and we've 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 0.4 MI simply to continue service south from it?</p> <p>Casual mention of historic venues and buildings to be taken over? Having pedestrian bridges the number planned is just ridiculous.</p> <p>I am available... 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 get our RESIDENTIAL, single and double... hearing... noise level even assessed, this clearly not assessed??? Most 4, apartment complexes, dog parks get barrier but this has... best I know this has been made an issue in SELLING the project to the community is NOT considered</p> | |
| | | | | Do not widen/ho build | <p>1) we had here well over 30 years, just 1 building off the N bound feeder road I-35 between Woodland and Riverside.</p> <p>think enough time to tell you... concerns that the building of traffic, stopped traffic backing up 5-6 blocks 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 of I-35 will simply bring the traffic to downtown sooner such that to reduce on and off ramps to only one I35 / providing 2 levels thru downtown is what's needed.</p> <p>When I bought my home here, there was no traffic on I35, that had been an issue with the new development. Then they build on-ramps and off-ramps that have flow of trucks and right on I35. I had my own property, knowing that a loop was being built with the ADVERTISED purpose being to have the traffic passing thru "bypassing beyond downtown Austin take that route THEN the decision was made to make this a toll road AND AS SUCH trucks DO NOT use that road. SEEMS TO ME... that road was in, in advance of any traveling beyond beyond my own "bypass" road. That alone would probably reduce traffic adversely.</p> <p>2) 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 contacted with 2 TX DOT employees who were very kind, I tried to send me answers to 1,2 of my questions, could answer others. The other didn't 300 yds still left with justifiable concerns beyond thinking this is a ridiculously huge project proposed when surely PART of it could help</p> | See Comment #5 |
| 377 | B Shum | | | Do not widen/ho build | <p>1) I can't stress enough what a bad time I have, how very much stress it has caused that you haven't shown those of us so close to the freeway weren't shown the benefit of being given a better understanding of what was going on. So now I am on grounds, our largest investment that none will want to buy while things are up in the air will anyone want to buy heating units for many construction EVEN if for commercial use... so basically I'm locked, my retirement plans are now useless with this is gonna cost me hugely financially</p> <p>4) Noise 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 repeat to their ALL of the length will justify sound barrier but only those areas chosen to test will be given noise barriers. How often is that?</p> <p>5) noise can answer my concerns about the earth movement caused with construction and what that will do for my fragile home, built in 1956.</p> <p>6) noise can answer questions re construction noise... north from home and my questions require quiet.</p> <p>7) what you are doing is making no attempt.</p> <p>8) told the responsible thing, brought noise in, aimed that cost so as to not do anything and now we get to be compromised so others can commute faster.</p> <p>9) I still don't know what the changes will feel like here where I live... and that is unfair</p> | |
| 378 | B Shum | 3/7/2023 | Email | Construction | <p>As to what will be needed to that those of us being so very close to the freeway being given a CLEAR picture of what TX DOT proposes. Instead this should be given well enough in advance so that our entire financial future/ means of surviving retirement is not potentially jeopardized?</p> <p>Also that can concerns about PONDING's addressed... because they are real. Most road you go ahead with this ridiculous plan is my very real concern that earth movement from construction will cause damage to my home/ foundation.</p> <p>Also once built it will continue to cause my home to vibrate. ALREADY certain vehicles on I35 cause my home to vibrate</p> | See Comment #178 |
| 379 | Badr Krishna | | | Do not widen/ho build | <p>Multi333 Program Manager Tommy Alrapp.</p> <p>I am a realtor in east Austin.</p> <p>I am a resident of east Austin.</p> <p>OPPOSE TxDOT's plan for I-35 and OPPOSE expansion. With the increase in city mass and population... Public 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.</p> <p>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.</p> <p>I respect TxDOT, Austin City Council, and other representatives to stand up for me.</p> | See Comment #5 |
| | | | | Relocate to I-30 | <p>Relocate the highway should be purposed as a boulevard and all non local traffic should be realigned around the city, such as on SR 110</p> | See comment #5 |
| | | | | Label/reduced Demand | <p>TxDOT process in this project is flawed & ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the access of freeway networks, and its traffic modeling is flawed.</p> | See Comment #18 |
| | | | | Air Quality/Noise | <p>Highway expansions DON'T work. They worsen congestion (as we see with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.</p> | See Comment #34 |
| | | | | Business/residential displacement | <p>Expanding it will impact the the other land owners and business from building a prime location because of the awful impact of living or running a business on or near a highway.</p> | See Comment #21 |
| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
| 380 | Bailey Tops | 2/9/2023 | Email | General support | <p>Near Chairman Rugg and Commissioners.</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transition this critical stretch of infrastructure into a modern and innovative green way experienced in our great State.</p> <p>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, Escalita Del Alma. I hate that this business will likely have to be relocated but know this is better for the Texas' health.</p> <p>Thank you for your consideration of this request.</p> | See Comment #9 |

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|-----|-----------------|-----------|-------------------------------|---|--|-----------------|
| 381 | Bonnie Pate | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Alving, 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 congestion relief is NOT worth it. I don't want to see an Interstate Highway for my local trips. I respect TxDOT, Austin City Council, and other representatives to stand up for me.</p> | See Comment #5 |
| | | | | Latent/Induced Demand | <p>TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the future of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed</p> | See Comment #18 |
| | | | | Air Quality/Noise | <p>They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.</p> | See Comment #34 |
| | | | | General support | <p>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 mainline 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 treatment at the SR 120 Street bridge</p> | See Comment #8 |
| 382 | Barbara Cull | | VGH | Noise | <p>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. 2. Limitations for access to established I-35 mainlines. Currently we use the existing southbound entrance ramp at 23rd Street to access the I-35 southbound mainline. 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 25th street. The two scenarios based on the modified Alternative 3 below: a. 15th Street Scenario: The first option to access southbound I-35 via the 15th Street entrance ramp. From SR 120th street, this would require traveling approximately 1.6 miles along the southbound frontage road/toulevard 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 (2000), close to 34,000 (2050) and over 38,000 (2060) ADT. The frontage road is faced with a proposed peak hour of 25 mph. These projected peak hour would have adequate capacity to carry the traffic at an acceptable level of service. Also, please fine 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 900 distance to the trip, it would require passing through only one traffic signal at Whiskey. 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=8450) than the two-lane northbound frontage road to westbound Airport Road traffic volume (year 2030=5005). Please consider reconfiguring lane assignments and providing a dedicated u-turn lane separate 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 weave of the u-turn into 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 SR to 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.</p> | See Comment #69 |
| | | | | East of Central City | | See Comment #20 |
| | | | | Do not widen/ho build | <p>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 ValueZero map today along I-35. The TxDOT plan will only make injuries and deaths along I-35 grow exponentially. https://valuezero.austintx.gov/news/road</p> | See Comment #9 |
| | | | | Route to I-35 | <p>In his analysis published yesterday 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-35 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 rarely result in more vehicles when Houston widened the Katy Freeway. (I-52) to name one SR lanes in 2011. I only observed traffic flow for one year, and the traffic returned to the same gridlock. https://www.bloomberg.com/news/features/2021-09-28/why-widening-highways-doesn-t-bring-traffic-relief</p> | See comment #3 |
| | | | | Public transit/ Multimodal transportation | <p>Although TxDOT funds some public transit, in its analysis, there is no explanation how Austin will increase public transit use or any job/commuter that unless public transit is faster than driving, the public will continue to drive - unless support public transit, but for someone else to use. TxDOT, Austin, and Capital Metro have ignored the proven operational model of Curitiba. Brazil's rapid bus system that has some routes running every 90 seconds, in favor of "buses as usual". In its analysis, TxDOT does not adequately address the future of public transit, it states that there will be an integrated system rail, rapid bus and buses, but again, TxDOT, Austin and Capital Metro 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.sciencemag.com/articles/2020/09/16/why-public-transit-is-better-around-the-world/) Here in Austin, the fastest transit remains cars. From my house in Central Austin, it might take one minute to the grocery or doctor, it is five minutes drive, to bus, it requires two bus routes and half an hour, or a half hour each, neither and aggressive driver nor getting. I am in our planning for public transit, getting people from auto 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://valuezero.austintx.gov/2021/09/28/value-zero-map-highway-expansion-fuels-air-pollution-and-increases-traffic-congestion/ BkA&e=The%20Austin%20M%20R%2020th%20and%20H%2020th%20Interchange%20Planning</p> | See Comment #13 |
| 383 | Barbara Epstein | | | Climate Change | <p>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 133 the national standard. Even assuming worst case conditions, CO levels would likely be lower than present levels 34 in the design year due to catalytic technology and increased use of electric vehicles". This statement is laughable in a state that historically has increased oil and gas production, and a transportation agency that has consistently promoted more roads and more cars. What should raise any flag is our own fact book in a recent study stating that the faster train is slated to expire in fiscal years after just two hours. https://www.houstonarea.com/web/content/expansion-to-deaf-fuses-after-activity-in-hwy-network-shuts-train-activity Let me, truly saddened to see our city and our state government ignore the stark reality of climate change to propose this plan, with ample evidence to the contrary. TxDOT, Capital Metro 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 temporary 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 asked to watch its beauty, its charm, its affordability, its walkability, its livability, disappear in traffic 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 old cars, they'd do the right thing.</p> | See Comment #51 |
| | | | | Air Quality/Noise | <p>We will increase air pollution and create inaudible traffic and housing problems for streets near the highway once drivers become frustrated with the slow pace of traffic on the highway</p> | See Comment #34 |
| 384 | Barbara Epstein | 3/18/2023 | Email | General support | <p>Well, one of my friends just called to loudly complain 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.</p> | See Comment #6 |
| 385 | Berry Hayden | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 phone.</p> | See Comment #8 |
| 386 | Bert Mathewy | 1/17/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our 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. ERMKD I-35 NOW. Thank you for your consideration of this request. Bert Mathewy</p> | See Comment #8 |
| 387 | Bert Mathewy | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Bert Mathewy</p> | See Comment #8 |
| 388 | Bucky Lendo | 3/7/2023 | Email | Route to I-35 | <p>Multi35 Program Manager Tommy Alving, Do you have other methods to reduce morning traffic? This seems like a headache...</p> | See comment #3 |
| 389 | Ben Snyder | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Alving, I am a resident of Georgetown and have been an off again resident of Texas since I was 8. I am about to be 31 and I have never known I-35 to not be in some phase of expansion in the town I have lived in along I-35. Studies have shown highway expansion does not solve the problem. It just creates more and most consist of them are idling, people's 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.</p> | See Comment #5 |
| | | | | Public transit/ Multimodal transportation | <p>Please invest in expanding public transportation rather than something that has already proven to have failed in Houston and Katy.</p> | See Comment #13 |
| 390 | Brian Perera | 3/7/2023 | McCOMB'S HISTORY CONSENT FORM | Do not widen/ho build | <p>These projects don't fix anything and there is nothing innovative about locally 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.</p> | See Comment #5 |
| 391 | Ben Abato | | My email is in the comment | Latent/Induced Demand | <p>What coordination is being done among all three capital express projects to mitigate extreme multiplicative construction impacts (on construction, safety)? I-35 is a major right corridor that will be disrupted. How does this not cause induced demand in the same way that I-50/Katy freeway expansion? Where is the proof that managed lanes will solve the problem?</p> | See Comment #18 |
| | | | | Route to I-35 | <p>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</p> | See comment #3 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
|-----|----------------|---------------|-----------------------------|--|--|--|
| 332 | Ben Frisko | | VDR | 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 of June lanes and the most dangerous part of this is crossing the bridge north along I-35 already. Adding more lanes and making the distance to cross longer 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 efficient, carbon-emitting mode of transportation when other forms of sustainable transportation are lacking. Funding such as bike lanes, buses and project connect-35 should be demolished and replaced by a rethought 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 |
| 333 | Ben Goldenberg | 1/11/2023 | MCouE4 Website Comment Form | 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 |
| 334 | Ben Goodson | 3/7/2023 | Email | Do not widen/ho build | Mobilize35 Program Manager Tommy Alragna. We don't need to keep making these highways bigger, choosing what's left of our land in the process. It creates a huge inconsistency in local laws and it only helps the transplants coming in running our state. The construction will probably last 20 years but 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 |
| 335 | Ben Herwit | | MCouE4 Website Comment Form | Do not widen/ho 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 2.4 miles. | 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 guidelines, which includes design speed, and must comply with federal and state standards for highway design, including TxDOT's Roadway Design Manual, the ASHTO Policy on Geometric Design of Highways and Streets, and the Texas Manual of Uniform Traffic Control Devices. Currently existing freigh 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 freigh road speeds would be reduced to 35-40 mph and posted speeds for the general purpose lanes of I-35 would be 60 mph. |
| 336 | Ben Hogan | 1/11/2023 | MCouE4 Website Comment Form | General support | Make this now. | See Comment #8 |
| 337 | Ben Kenderling | | | Air Quality/Noise | Mobilize35 Program Manager Tommy Alragna. Good morning, I am a resident of East Cesar Chavez neighborhood and reside at 1303 Willow Street, Austin 78702. I am categorically opposed to TxDOT's current plans to expand I-35 through the heart of our city. I live near I-35 and I 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 always 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 this expansion. The expansion is needed. 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 the roadways and will be breathing even 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 chomped 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 |
| 338 | Ben Kessler | 3/6/2023 | Email | Do not widen/ho build | Mobilize35 Program Manager Tommy Alragna. I oppose adding I-35 expansion in the absence of substantial transportation demand reduction options. Thank you. | See Comment #5 |
| 339 | Ben Laffer | 2/7/2023 | MCouE4 Website Comment Form | 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 building a wider car 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 alternatives are as equitable, sustainable, and future forward as possible. | See Comment #3 |
| 340 | Ben Lasker | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Alragna. Please don't expand the highway. Thank you. | See Comment #5 |
| | | | | Labels/Induced Demand | It is a waste of tax dollars to fall prey to the 'Induced Demand' argument. I am against TxDOT's plan. | See Comment #18 |
| 401 | Ben N. Snyder | 2/9/2023 | Phy and I, GS | Do not widen/ho build | I don't support you. | See Comment #5 |
| 402 | Ben Oware | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Alragna. Hi, my name is Ben Oware 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 |
| | | | | Revoke to I-30 | There is a simple and much cheaper solution that both 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 | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Alragna. Concrete using 25-4' lanes 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. Ben. | 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 Sudbury | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Alragna. 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 us. | See Comment #5 |
| | | | | Community Alternatives | The ReThink35 proposal, integrating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit first project, etc. | See Comment #4 |
| | | | | Labels/Induced Demand | TxDOT promotes this project to increase I-35's Induced Demand, construction impacts, particulate matter pollution from the 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 Thomas | | | Do not widen/ho build | Hi TxDOT TxDOT, We are pointing the wrong aspects of transportation. We don't want more lanes from Houston, San Antonio, and Dallas. We want more transportation options and more innovative solutions. Please ban into the "Transportation" part of your department's name. You're not the Texas Department of Cars' Success. Ben Thomas Ben Thomas | See Comment #5 |
| | | | | Revoke to I-30 | 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 |
| 408 | Ben Tolson | 2/7/2023 | Email | General support | Dear Chairman Bagg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to request your complete support for the 25-Capital Express Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Managing Principal Ben Tolson 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 |

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|-----|------------------------|---------------|--|--|---|--|
| 407 | Ben Tolson | 1/23/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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. 5209 Road Creek Boulevard, Suite 300 Austin, Texas 78703 T.B.P.E. Firm No. F409 HERE FOLLOWS WARNING: Please be aware of increased use of text by your device. Call and text messages may be transferred. If you receive a message requiring payment via wire transfer it is fraudulent. Please disregard. If payment via wire is preferred, please call Consent to confirm wiring instructions before wiring funds. Thank you. | See Comment #6 |
| 409 | Benjamin Berg | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Alrapp. 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 | I would be more prepared to reinvest this money towards other forms of public transit. | See Comment #13 |
| 410 | Benjamin Bittner | 2/13/2023 | Email | General support | Completely support of the I-35 expansion in Austin. Our great State's fast growing central 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 | | VOH | Lateral/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; |
| | | | | Revoke to I-30 | TxDOT needs to listen to the evidence. Revoke into city traffic to SH-130 and convert I-35 to a boulevard or business route. | See comment #3 |
| ID | Commissioner Name | Date Received | Source | Topic | Comment | Response |
| 412 | Benjamin Burner | 2/15/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | | | Do not widen/ho build | No 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 valuable 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 Redlink35, to be fully studied | See Comment #4 |
| 414 | Benjamin Givensmaguire | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Alrapp. I am a resident of Austin Texas. I oppose the expansion of I-35. 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 |
| 415 | Benjamin Kisman | | My City or Me | Bike/ped safety | Please do not add more lanes to I-35 thru central Austin. Improve all of the crossings for bikes and pedestrians. | See Comment #30 |
| | | | | Caps/Deck Phases | 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 | University of Texas | Drawings. This is a comment on the I-35 Project in Austin. I have lived in Austin my whole life. As a local resident, I have been to the highway lanes that bypass local exits and entrances to help local and interregional traffic as separated as possible. I like the intermodal lanes in the proposed design with no local entrances and exits because they shield congested traffic from local traffic. I also like that the design utilizes vertical expansion traffic flow because it minimizes the need for new ROW acquisitions. I do not like that the design uses a "boulder" style in the downtown area because it presents 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 for their supporting 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 boulder style unnecessarily increases ramp access for UT traffic. I would like to see more options for UT traffic to get on and off the interstates, for example, direct ramp access for the major UT arbans including Menor/Cytle/Stafford, Dean Austin, and MKC. I would like the design committee to consider additional any/all ramps for UT traffic and replacing the boulder style with conventional service roads if necessary to build more ramps. Also do not like that the intersection at Dean/Kramer removes the non lighted intersection on the east side of the interstates. I think drivers move more safely 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. |
| | | | | Community Alternatives | I support the alternative Redlink 35 proposal and the creation of additional public transit and bike infrastructure. Our current public transit is effectively unusable. | See Comment #4 |
| 417 | Benjamin Romano | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Alrapp. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Do not go forward with the I-35 expansion 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. These backroads will eventually be filled in by other drivers, meaning newly added lanes on I-35, current lanes on I-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 Austinian, me and my family have seen the evolution of Austin roads and traffic with little exception which we need now more than ever. I don't want to use an interstate highway for my local trip. I expect TxDOT, Austin City Council, and other representatives to stand up for me. I am for the Redlink35 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 | I-35 has also served as a giant racial and economic barrier that my family has dealt with for generations. | See Comment #3 |
| | | | | Air Quality/Noise | TxDOT 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 its underdeveloped east side. | See Comment #34 |
| 418 | Benjamin Winlow | | | Do not widen/ho build | No 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 pure science and engineering that has been a proven failure already in Katy for the I-20 freeway expansion. I want a safe, green, and pedestrian friendly street through Austin that borrows I-35 below ground with a cap of a new 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 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 its underdeveloped east side. | See Comment #34 |
| | | | | Bike/ped safety | I want to be able to safely walk or bike across a buried I-35 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 Redlink35 plans to be fully studied and I want to see TxDOT abandon their pure plans for a widened I-35 that will cause a massive amount of harm to our community. | See Comment #4 |
| 419 | Bennett Burke | | MyCity or MyCommunity Website-Comment Form | Do not widen/ho 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 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 great for highway 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 I-200 lane highways and this problem will not go away. Texas highways are already enough as they currently stand and we can't need more people driving and worsening this problem. If we as a state are truly committed to Vision Zero, we can't 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 |
| | | | | Revoke to I-30 | The ONLY acceptable alternative to I-35 expansion is rerouting traffic to I-20 and turning I-35 in Austin into a boulevard. I love my city as much as you do, but one of the biggest flaws in the disgusting plan through the heart of the city that I-35 is if TxDOT widens I-35 you will ruin Austin and have the disdain of a city's officers for eternity. | See comment #3 |

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|-----|-----------------------|---------------|----------------------------|--|--|---|-----------------|
| 420 | Bernadette Hutchinson | | | Bike/yed safety | Re: TxDOT TADOT: 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 (don't use myself using it or traveling for 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 "winn" 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 | Bernadette De Aliba | 2/9/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Head | | | Do not widen/ho build | MOBILITY35 Program Manager Tommy Atragin, I recently moved back to Austin last year & it has changed in the city, including an expanding community in the east and west side of the highway. Expanding 35 would divide our community further and make the quality of living for the Austin resident much much worse, and ultimately negatively our downtown for tourists. Expanding highways DOES NOT WORK to improve traffic and will make it worse (there you been to Houston??). | See Comment #5 | |
| | | | | Community Alternatives | I oppose the expansion and ask you consider alternatives, including the within 35 proposal. I do not enjoy crossing 35 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 to keep our community thriving and connected! | See Comment #4 | |
| 423 | Beth Langley | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #9 | |
| 424 | Beth Larkin | 3/1/2023 | Email | Parks | Email Copy Dear TxDOT /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 3/5 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 this 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 expanding parking and increased water from 35 into the Central area, negating water quantity and adding pollution. Additionally, we have concerns that water runoff pipes across from Ray G. Gamewell Metropolitan Park could cause future damage to the park. * There will be significant direct and cumulative impacts to parks, including, but not limited to, Palm Park, Waterloo Greenway, Lady Bird Lake, Tom Lake Metropolitan Park, Walter Brack, Edward Rendon Sr. Park at Freshwater Beach, and the Butler Trail. The current project does not do enough to protect these natural resources. * Migration strategies for 35 are not sufficient. The mitigation strategies should be applied throughout the project corridor. * Shared use paths along frontage roads are unpractical 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 existing lanes. | See Comment #10 | |
| 425 | Beth Peprace | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Peprace | See Comment #8 | |
| ID | Committee Name | Date Received | Source | Topic | Comment | Response | |
| 426 | Bethany Leffingwell | 1/13/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Bethelaine Conner | 3/8/2023 | Email | Public transit / Multimodal transportation | MOBILITY35 Program Manager Tommy Atragin, 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Beva Vucelja | | | Do not widen/ho build | MOBILITY35 Program Manager Tommy Atragin, I am a member of San Antonio Tri and I oppose TxDOT's plans for I-35 expansion. Working and driving in the area I do know that 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 | Brookde Kumar | 1/31/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Bruce Milan | 1/31/2023 | MOU&E Website-Comment Form | Regional Connectivity | To build Railway between San Antonio and Austin. | See comment #1 | |
| 432 | Bill | 3/1/2023 | MOU&E Website-Comment Form | 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 Completion, although not part of the I-35 expansion, shows a lot of similar problems. Where to find the extra room for expansion, blocking traffic to build, taking property through eminent 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, as 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 Channel comes to mind. If the French and British can build a tunnel under the British Channel, we Texans could most certainly build a 100-150 mile tunnel under parts of Austin to alleviate our traffic problems. | See Comment #25 | |
| 433 | Bill Black | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Lending@ORNDORF BANK | See Comment #8 | |
| 434 | Bill McLean | 1/23/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 & Service Managing Director | See Comment #8 | |
| 436 | Bill Swann | 1/30/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | | | MOU&E Website-Comment Form | 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 |
| | | | | Cover/Deck Phases | If this can't be done then as many cap and altitudes as possible should be constructed. We also need to make sure that as few as possible properties are seized by eminent domain. | See Comment #42 | |
| 438 | Bill Zapata | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Zapata | See Comment #8 | |
| 439 | Bity Mendez | | | Do not widen/ho build | MOBILITY35 Program Manager Tommy Atragin, Widening existing lanes will not solve the traffic problems. 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 Stewart | | | <p>Multi35 Program Manager Tommy Arango.</p> <p>OPPOSE TxDOT's 135 expansion plan.</p> <p>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 that capacity is exceeded, traffic jams 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, so completely absurd to consider spending billions of dollars expanding the freeway if this basic mechanism isn't being properly used.</p> <p>Also, the frontage roads to the freeway are an incredibly bad waste of space. The freeway expansion could simply turn frontage road space into office space without <u>any</u> widening adjacent lanes. 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.</p> <p>Beyond that, 135 is very poorly planned, cutting a deep scar through the city. The pedestrian accommodations 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 to us. Please fight the waste of money and time.</p> | See Comment #5 | |
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| | | Business/Residential Displacement | Do not widen/ho build | 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 | Do not widen/ho build | I support Refuting35 plans, including the plan to turn the freeway into a boulevard. Grant freeways should go around cities, not through them. Better yet, freeways shouldn't be giant bottlenecks in the first place. | See Comment #4 | |
| 441 | Billy Ut | M/C&E4 Website Comment Form | Do not widen/ho build | <p>I would like to object to TxDOT's current proposal for the 135 future. Historical demand models proved inaccurate, as evidenced in this article https://data.com/business/2021/10/waatin-texas-interstate-35-expansion-20-lanes.html and the state has not considered that their math may be wrong.</p> <p>In any case, there have been significant studies showing that widening highways creates even more traffic. Assuming the state is dead set on carrying 135 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 gap between two parts of the city that would greatly benefit from a capped bridge over 135, increasing economic opportunities for businesses on both sides of 135.</p> <p>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 135 from 7.1 to 290.</p> | See Comment #5 | |
| | | Caps/Deck Phases | Do not widen/ho build | The caps would also help mitigate air and noise pollution, which as an asthmatic who resides within a mile of 135, would be greatly appreciated. There have also been studies that show constant exposure to highway noise increases the likelihood of dementia. | See Comment #42 | |
| | | Reverts to 130 | Do not widen/ho build | As the problem is self-fueling, Interstate trucking routes should be diverted to SH130, created specifically for non-local traffic. Simply limiting the number of exits allowed on 135 between 7 and 45 would improve adoption of 130 (and generate revenue while easing the traffic burden). | See comment #3 | |
| 442 | Biba Buenavista | 2/28/2023 | M/C&E4 Website Comment Form | Do not widen/ho build | I support the City Council's list of demands for the 135 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 | Bairne Cowen | | | <p>Do not widen/ho build</p> <p>Multi35 Program Manager Tommy Arango.</p> <p>Expanding highways does not reduce congestion. TxDOT needs to become a department of Transportation, not a department of highways. Encourage transit by making buses and trains more frequent, not by using valuable downtown land for dangerous, giant cement escapees.</p> | See Comment #5 | |
| | | Business/Residential Displacement | Do not widen/ho build | It just creates more congestion and displaces communities. It will make your city ugly and full of blight. | See Comment #21 | |
| 444 | Bairne Gissman | | | <p>Do not widen/ho build</p> <p>Multi35 Program Manager Tommy Arango.</p> <p>Expanding highways does not reduce congestion. TxDOT needs to become a department of Transportation, not a department of highways. Encourage transit by making buses and trains more frequent, not by using valuable downtown land for dangerous, giant cement escapees.</p> | See Comment #5 | |
| | | Multi-modal Transportation | Do not widen/ho build | Focus on more walkable infrastructure, improved 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 | Bairne Martin | 1/12/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously substandard roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Bairne Martin | See Comment #8 |
| 446 | Blake | 1/26/2023 | M/C&E4 Website Comment Form | General support | Dear Chairman Bugg and Commissioners: Thank you for your support to address 135 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. 135 through 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. I write in support of the 135 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 | 3/1/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Arango. | See Comment #5 |
| | | | Do not widen/ho build | No wider no higher | | |
| 448 | Blake Brown | 1/12/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously substandard roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Bairne Martin | See Comment #8 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| 449 | Blake Brown | 2/21/2023 | M/C&E4 Website Comment Form | General support | Dear Chairman Bugg and Commissioners: Thank you for your support to address 135 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. 135 through 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. I write in support of the 135 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing the severity of the traffic congestion problems Austin is experiencing with 135 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, 135 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 traveling through it. Having had it in Houston for most of my early life, I have experienced first-hand the effects of poor planning and delayed decisions on road expansion. I hope the Commissioners will take action to approve the current proposal to improve 135 now, and avoid issues experienced in other cities. Delaying taking actions to address this issue now will create 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 135 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 | 3/1/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously substandard roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Blake Burr | See Comment #8 |
| 452 | Blake Dabka | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously substandard roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Blake Dabka | See Comment #8 |
| 453 | Blake Ellingham | 1/11/2023 | Email | 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. | See Comment #8 |
| | | | | Blake Ellingham | | |
| 454 | Blake Ellingham | | VOH | 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 healthy land and more noise/emission pollution. | See Comment #34 |
| | | | | Caps/Deck Phases | Please explore other options like use and slash or providing funding to divert 35 around the city. | See Comment #42 |
| 455 | Bianca Akwasud | | M/C&E4 Website Comment Form | Do not widen/ho build | <p>Hi! I would like to highlight the following points that I hope are considered as we move toward building the bond of interstates that will put people over profits.</p> <p>* Early plans suggested TxDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?</p> | 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 / Multi-modal Transportation | * We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over people over profits. | See comment #13 |
| | | | | | * We should have bus only lanes (gated for TxDOT actually plan for rail here - that would be truly awesome) - but we need PREFERRED transit options. | |
| | | | | Caps/Deck Phases | * We should have more caps (bury the freeway in larger segments so we truly create connections between east and west) | See Comment #42 |
| 456 | Bizzard Jones | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously substandard roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Jim Ashcraft (Austin resident since 1999) | See Comment #8 |
| 457 | Bo Jenkins | 3/1/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously substandard roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 |

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| 458 | Bob Barnes | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | 2/9/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Bobby Sammartino | | | Do not widen/no build | Hi TxDOT TxDOT, Please don't run our downtown with an expansion. Let's enhance the beauty of Austin, not turn it into any city, USA. Thank you. | See Comment #5 |
| | | | | East/West Connectivity | We want to connect east and west Austin in a walkable, bikeable way. | See Comment #20 |
| 461 | Bobby Jenkins | 3/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | | | 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 Capps over the highway for large sections where I-35 runs through dense communities. Ideally adding east-to-west connectors 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 |
| | | | | Revoke to I-35 | We should Revoke I-8 whenever traffic is on I-35 | See comment #3 |
| 463 | Bonni Myjak | 2/8/2023 | Email | Emergency services | The Austin Fire Department and Austin Police Departments continually use the Woodland Avenue path, leaving it for pedestrians. This is because the Dorr and Riverside intersections are not possible during heavy traffic. The proposed cuts of the Woodland Avenue path, leaving it for pedestrians. This has been shared with your department previously and appears to be disregarded. We have personally discussed the issue with your Fire Department Officers. When this intersection is cut off, it will cause delay and destruction of property due to the time it takes for the emergency vehicles to arrive. Loss of life is NOT acceptable. It is possible for the pedestrian overpass to have bars to prevent normal automobile traffic, but to allow Police and Fire the ability to clear the bars to enable access for emergency vehicles in the event of an emergency? The area on the east side of H-35 is already part of an electronic dog walk for large dogs on during the fire lane storm and quarterly events as well as the grouping of horses was way to large to turn on or include in the rotation of electricity for a few hours each day. How do we walk our horses home while emergency vehicles at or traffic...people will die if it is impossible to make it through traffic safely. 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 through/freeway by: <ul style="list-style-type: none"> Enhancing safety within the corridor. Minimizing demand by prioritizing the movement of people, goods and services through and across the corridor. Improving operational efficiency. Creating a more bikeable and pedestrian 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 Culbert | | VOT | 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 disruption 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 narrowly viewed and are contracted to pass. | See Comment #5 |
| | | | | Revoke to I-35 | We need to look an entirely new future, looking at lighter more creative solutions, getting truck traffic off of the central corridor and prioritizing neighborhoods and business over highways. | See comment #3 |
| 465 | Booth Kravitz | 3/7/2023 | McGraw-Hill Connect Form | Do not widen/no build | Get a better plan. The roads are already bad enough. Improve HWY 21 and FM 812 | See Comment #9 |
| 466 | Brad Chaston | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | | | Do not widen/no build | Capacity improvements to I-35 will not improve traffic conditions and in fact will only exacerbate long-term congestion. While I am resigned to an expansion of the arterials in its current corridor... This project could end up as an award-winning example 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 |
| | | | | Revoke to I-35 | The State should exercise good faith and bear the burden of fully stopping the project from Airport Blvd to Hilly 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 Plaza | A full cap will also give the State the critical opportunity to restore 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 | McGraw-Hill Connect Form | Regional Connectivity | I support rail service between San Antonio and Austin and beyond! | See comment #1 |
| 469 | Brad Love | | | 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 pre-determined in that listening more was always going to be the answer. The opportunity to stop things and improve multi-modal transport is great, but none of that requires hearing from access-need businesses and housing like this, nor does it 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 |
| 472 | Brad Robinson | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Robinson | | | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 |
| | | | | Community Alternatives | Hi 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 |
| 474 | Bradford Puts | | | Revoke to I-35 | 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 Schlabach | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Bridley Wilans | 3/1/2023 | Email | General support | Dear Chairman Bugg 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 funding is critical and we'd like to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Brianna Sawyer | 3/8/2023 | Email | Bike/ped safety | Hi TxDOT TxDOT, My firm's study after study has shown that expanding highways makes traffic WORSE. We should absolutely not make 25 more 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 serves over the future generations with pollution, noise, and physical disruption. DON'T DO IT! | See Comment #30 |
| 478 | Brandon Cawton | 1/31/2023 | McGraw-Hill Connect Form | Regional Connectivity | Just want some rail options, man. | See comment #1 |
| 479 | Brandon Lamb | 1/11/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 832.722.0831 | See Comment #8 |
| | | | | | | Responses |

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| 480 | Brandon Miller | 2/6/2023 | Email | General support | Dear Chairman Rogg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and ongoing growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Barrett Gomez | 3/5/2023 | MyCu24 Website-Comment Form | Do not widen/hw build | Do not expand I-35 and if it is expanded, do not expand north of 45th street. | See Comment #5 |
| 482 | Brandt Searson | 3/6/2023 | Email | Public Transit / Multimodal Transportation | Mobilize20 Program Manager Tommy Arrago. 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 allow 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 to and from work and allow for more pedestrian accessibility. | See Comment #13 |
| 483 | Brandi Sevarene | | VGH | Do not widen/hw build | Residential neighborhoods impacted by the Capital Central project deserve as much, if not considerably more innovation in the highway's redesign and renovation as downtown Austin. TxDOT must not use the same design to construct additional lanes between E. 32nd St. & E. 38.1/2 St., and Wilshire Blvd. The solutions as designed are not innovative; they will become dangerous internal spaces inhospitable to pedestrians and other users and will likely be segregated by the houses, filled with garbage, and generally not maintained. TxDOT has made insufficient justification for the "Texas Turn-Around" above at E. 32nd St. and that it should be removed. There are no driveways or distributions on the northbound frontage road that warrant a turn around in this location. Removal further opens the opportunity to develop a gap between E. 32nd and Wilshire Blvd/43rd St. Removing TxDOT has made insufficient justification for the inclusion of the northbound, main-lane east ramp to E. 38.1/2 St. The main-lane east 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 state publicly the Traffic Demand Model results from removing the E. 38.1/2 St. exit. Posting to show 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 eastbound, managed-lane exit ramp to E. 32nd St. Traffic identified for this ramp must be relocated to Dean Austin Blvd. The geometry of the E. 32nd St. east frontage road intersection is problematic for all vehicles, but especially emergency vehicles and transit vehicles, the entire geometry of Dean Austin Blvd is being redesigned, which allows for better access for all vehicles, including at a protected right turn from the frontage road onto eastbound Dean Austin. E. 32nd St. is not a transit corridor and does not connect eastward without interruption. Dean Austin Blvd has always been a major transit corridor with multi-lane east-west access. Again, TxDOT must justify when the Traffic Demand Model of relocating this ramp. Failing to show 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. Finally, 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 on the construction phase to pursue and make public before construction begins. | See Comment #5 |
| | | | | Capex/Deck Phases | North Central Deck The design for the Capital Central segment must include provisions for future deck/cap construction between E. 32nd St and Wilshire Blvd/43rd Street. I request that TxDOT show a schematic design alternative that includes locations for and design of future vertical supports and related infrastructure between E. 32nd St and Wilshire Blvd/43rd Street. This plan should include a new east-west entrance and pedestrian crossing at Concourse 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/43rd 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 Airport 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 AQ2 (noise review), PM2.5 (particulate matter 2.5), and PM10 (particulate matter 10) from TxDOT's air quality analysis (appendix P) is incomplete and undermines the health impacts to residents. TxDOT must complete and publish a new Air Quality Analysis including these additional parameters. | See Comment #34 |
| 484 | Brew | 2/16/2023 | Vocalmail | Public Transit / Multimodal Transportation | Alto, My name is Brew. I'm not sure if I should use 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 them. In fact, all it's going to do is to increase traffic that is already over there out of business. So I don't think that it should be investing our time on. Instead, we should be looking at other ways to kind of ease off traffic, not 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 Hindman | 2/7/2023 | Email | General support | Dear Chairman Rogg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and ongoing growth we are experiencing in our great State. Accordingly, I am writing today to 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 Mann | | MyCu24 Website-Comment Form | Business/Residential Displacement | Serious overload: This is 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. Niagara 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 said and for how much? Brenda Mann, President | See Comment #3 |
| 487 | Brandon Herman | | | Do not widen/hw build | Mobilize20 Program Manager Tommy Arrago. 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 #9 |
| | | | | Labor/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 | Brenda Owen | 1/31/2023 | MyCu24 Website-Comment Form | 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 always, there's no other effort way to get people from the suburbs to downtown shopping areas in mass. And I'd love to hop on a train in San Antonio and get off in 90 minutes, stress free minutes in Austin the way I did in Seoul or Paris back when the Army was sending me all over the world. | See comment #1 |
| | | | | | Dear City: Dear Mr. Williams, Mr. Krings, Mr. Ferguson, and Mrs. Arntz-Roggen. Please find attached an updated response letter (the complete PDF is located in the public hearing summary, appendix F) from NCNC for the public record. The attached letter now includes statements from the North Loop and Mueller Neighborhood Associations. Thank you. Revised: On behalf of the North Central I-35 Neighborhood Coalition (NCNC), 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, NCNC has advocated for better outcomes for neighbors who live with I-35 on a daily basis. Our twelve Member Neighborhood Associations (Blackburn, Cherrywood, Delwood, Eastwoods, Henrick, Holy Cross, Hyde Park, Mueller, North Loop, Robison, Schaefer-Hildebrand, Wilshire Wood/Denwood, and Wilshire 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 has not been profoundly affected by the reach of this project that we are. As provided in our previous response to the I-35 Capital Express Central Project, NCNC 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 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 2"). Broadly speaking, this project will massively and unilaterally 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 #9 |
| ID | Commenter Name | Date Received | Source | Issue | Response | |
| | | | | Do not widen/hw build | Comment: NCNC 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 credited to be part of NCNC's formal comment on the DEIS. While the following comments do not include a complete list 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 lanes 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 collected. The current TxDOT's use of a methodology that shows a low rate of traffic increase for the "No Build" scenario and call for the DEIS to be revised to use a more realistic rate of AADT. NCNC further questions how accommodating a 50% expansion of daily traffic needs the project's stated Purpose and Need of Travel Time Reduction, when TxDOT's models show that I-35, if expanded, would functionally 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 gases (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 reconstruction of I-35. | |
| | | | | East/West Connectivity | NCNC 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. 43rd Street crossing and applaud TxDOT's commitment to providing "enhanced" crossings that offer increased space between pedestrians, cyclists, and vehicles. TxDOT 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 NCNC. Further, the project should not restrict pedestrians and bicyclists - especially children, the elderly, and persons with mobility impairments - to unimproved crossings, heights or grade changes, including elevated pedestrian crossings, crossing tunnels, setback 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 State Street interchange to provide "enhanced" crossings. • Replacing the Capital Plaza elevated crossing with an at-grade crossing for all modes of travel at or near this location. • Conducting a feasibility study of additional east-west crossings between North Loop King, St. Boulevard and Highway 290, including considerations such as widening or relocating ramps. (NCNC has not taken a position on specific locations for additional crossings; however, the intersections of Concourse Avenue, Philomena Street, and 53rd St Street offer logical starting points for the study of additional crossings.) | See Comment #20 |

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| 489 | Brendan Witbrock | | | Capex/Deck Phases | <p>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" of driveways and the backward right-of-way between the University of Texas and Mc Combs Courtyard.</p> <p>NCHC supports the Charney and Harcock Neighborhood Association's call for capping, at a minimum, between 32nd Street and 38th 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 Street to include considerations such as weaving or relocating ramps. The absence of schematic and cost estimates for future cap options is an arbitrary omission and prevents the City of Austin and other interested parties from estimating cost and value of these options.</p> <p>Specifically, we call for TxDOT to demonstrate consideration of:</p> <ul style="list-style-type: none"> Modeling for weaving options necessary for future covering or "capping" between E. Dean Keeton Street and E. 53rd Street. Feasibility of expanding "utilite" footcans into full "tanks." 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 |
| | | | | | <p>Review on 2/26</p> <p>Comment #1: Review modeling for the "No Build" scenario and travel time reduction and introduce alternative means of traffic reduction, including diversion to SR 130 and high capacity transit.</p> | See Comment #3 |
| | | | | | <p>Review Street Connections</p> <p>Comment #2: Increase the total number and frequency of east-west crossings and provide all-grade pedestrian and bicycle access at all intersections.</p> | See Comment #20 |
| | | | | | <p>Capex/Deck Phases</p> <p>Comment #3: Design for future covering or "capping" through the entire central segment.</p> | See Comment #42 |
| | | | | | <p>Comment #4: Reversible efforts to work within existing TxDOT right-of-way.</p> <p>The overwhelming majority of the project's land purchases are proposed between Dean Keeton Street and the Red Line. US 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 through-the-environment.</p> <p>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. NCHC 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.</p> <p>Specifically, we call for TxDOT to demonstrate consideration of:</p> <ul style="list-style-type: none"> Modeling the removal of SRs to Street ramps. Reversing frontage road configuration between Dean Keeton Street and Airport Boulevard to place frontage road lanes vertically over main lanes and/or utilizing the "backwards" 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 | <p>Comment #5: Treat all frontage roads as part of the neighborhood street grid and employ designs appropriate to residential context.</p> <p>NCHC has long advocated for the removal of the physical and psychological barriers of I-35, in particular its inappropriateness to bicyclists and pedestrians – especially children, the elderly, and users with mobility impairments, the erosion 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.</p> <p>We appreciate TxDOT's inclusion of shared-use paths as part of the 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 benefiting neighborhood areas. 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" provisions that increase travel distances.</p> <p>Creating safe frontage roads comes down to design. NCHC 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-actuated signals at mid-block crossings, among others.</p> <p>Specifically, we call for TxDOT to demonstrate consideration of:</p> <ul style="list-style-type: none"> 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 shade 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 clear barriers between frontage roads and main lanes, such as the low walls TxDOT has indicated would be design features as "enhanced interventions." | See Comment #395 |
| | | | | Construction | <p>Comment #6: Provide clear information on construction disruption.</p> <p>North-central neighbors will have to live with months 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 Right light treatment, set to begin construction in 2023.</p> <p>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 remains TxDOT's analysis of the overall needed equity impacts is insufficient and unresponsive. Additional mitigation and coordination with CapMetro should be pursued and made public before construction begins.</p> <p>In closing, we have higher expectations for this project than we have seen to date from TxDOT. The current design is unacceptably as proposed in the DGS. We do not support Modified Alternation 3 in its current form.</p> <p>We look forward to continued outreach from TxDOT and coordination with NCHC leadership and its member neighborhoods. This is a once-in-a-lifetime project, and NCHC is committed to taking as much time as needed to make sure we get this right.</p> <p>Respectfully submitted, Brendan Witbrock Chair, North Central I-35 Neighborhood Coalition</p> | See Comment #178 |
| 490 | | 2/14/2023 | Email | 5th Street | <p>Tommy and Heather,</p> <p>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.</p> <p>The pace of the design that recently jumped out of us a year proposed new connection to 45th Street. It has 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 Harcocks/Hale Park at 45th Street when existing traffic encounters a green light there.</p> <p>There is a simple fix would be to tighten that turn to 90 degrees (as in a 90 degree turn), as there's a ramp NOW. 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 SR 135 without going to the Airport interchange, reducing the overall pressure on that intersection.</p> <p>Also worth noting that 45th Street right-of-way has less need of Airport DGS right-of-way than street segment gaps apply to a single roadboard 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 sales).</p> <p>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.</p> | TxDOT did tighten the 90 degree turn in the design to accommodate transit for the two lane suggestion. The current design no longer reflects taking it down to one lane. |
| 491 | Brenham Adams | 3/7/2023 | VH | Business/residential displacement | <p>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 130 corridor.</p> | See Comment #21 |
| 492 | Brenna Lizaro | 1/30/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outlived roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 |
| ID | Committer Name | Date Received | Source | Type | Comment | Response |
| 493 | Brett Powell | 2/22/2023 | Email | General support | <p>I support this project and renovation.</p> | See Comment #6 |
| 494 | Bret Hirsch | 1/18/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outlived roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 |
| 495 | Brett Ames | 2/10/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outlived roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 |
| 496 | Brett Hill | | | Do not widen/hub build | <p>Metrolinx Program Manager Tommy Horag.</p> <p>I've been an Austin resident since 2010 and a Millbrae 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, capped & both physically and metaphorically slow waiting periods for the city itself, our residents.</p> <p>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 corridors could go a long way. For example, the Archaic use of "on-ramp" actuated 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.</p> <p>Expanding a concrete system 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 respect my representatives to do better for Austin.</p> | See Comment #5 |
| | | | | Multimodal Transportation | <p>Bring in more alternative forms of direct transportation (ie electric assisted bicycles, scooters, or even small cars 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 an amount to support that.</p> | See Comment #20 |
| 497 | Brett Larson | 2/10/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outlived roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 |

| 488 | Brett Metzger | 3/6/2023 | Email | Community Alternatives | <p>Stabilize/35 Program Manager Tommy Alango. Please review the "redline 35" project which plans to turn the portion running through the city into a boulevard. It will finally desegregate the city.</p> | See Comment #4 |
|-----|----------------|---------------|--------|--|---|------------------|
| 499 | Brian Behrman | 2/26/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that 35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, as Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and innovative growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 |
| | | | | Easy/Wide Connectivity | <p>The complete FOF is located in the public hearing summary, appendix F. I am submitting this letter as an behalf of the North Loop Neighborhood Association in response to the DEC submitted for the US Capitol Express Central Sector Project in Austin TX. (attached and below) We are a neighborhood along the west side of US Hwy 35th Street 2222 /Kamig Lane. Respectfully your time in considering our response. Please feel free to reach out with any questions you might have. Sincerely, Brian Behrman, 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 alternative would radically reduce the quality of life who experienced the most need and/or in our city, having carefully considered the alternatives presented in the current DEC, we are again TxDOT to choose the B-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 based on assumptions are exaggerated because commuters are change their driving patterns as alternatives become more available or feasible. • 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 long history of dividing the city without providing significant and meaningful improvements in connection areas. • Copying 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 35 represents. In fact, the planned expansion affects the barriers outside the downtown core. For example, 35th 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.</p> | See Comment #20 |
| 500 | Brian Behrman | | | Do not widen/no build | <p>These neighborhoods and communities—North Loop, Ridgeway, Spicewood, 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 inner central city. They depend on adequate east-west connectivity to get to work, school, education, healthcare, and food. They rely on these connections to connect with our families, friends, and neighbors. Our choices with respect to 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 no different. If TxDOT continues to pursue Modified Alternative Build 3, then we stand by the resolution adopted by 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 on 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 bicycles, and connect streets that are designed in their existing layout, and scale to interface seamlessly with our neighborhood goals. The addition of these crossings will also address the multiple fatalities which have happened along its stretch of 35th, furthering the goals of Vision Zero – the City of Austin's program to eliminate pedestrian fatalities on our roadway. For better or worse, this highway is part of our neighborhood and traveling on, across or along 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 writing you with TxDOT as a more responsible value for the roadway. One that emphasizes the health and safety of the residents who live along the borders, one that makes space for an expanded non-polluting transportation system, one that does not cement into the earth 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 Spicewood and Ridgeway.</p> | See Comment #5 |
| | | | | Later/reduced Demand | <p>Expanding the highway would not eliminate congestion due to Induced Demand. The project itself would require traffic and congestion for many years, especially at a time when Austin will be building Project Connect.</p> | See Comment #18 |
| | | | | Lower Speed Limits | <p>TxDOT can improve highway safety immediately by reducing the speed limits on the highway and access roads.</p> | See Comment #395 |
| | | | | Business/residential displacement | <p>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.</p> | See Comment #21 |
| | | | | Racial justice | <p>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.</p> | See Comment #3 |
| | | | | | <p>The complete FOF is located in the public hearing summary, appendix F. Ernie Coyt 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 after 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 responsible to please all parties. I also know that the powers that have asked you to fix the highway, and are asking for investment. However, after careful study of the DEC, 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 capital of Texas. It is hard for me to imagine that the transportation engineers of our state would see us as 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 is hard for me to not want to react 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 steep and meaningful cost. We are isolated from our neighbors, we are having our sense of place, our sense of community, of belonging. This highway has already shown to be a massive destruction element to our community. We cannot simply look for this on TxDOT, nor the people who built this roadway, nor those who envisioned freight for our interstate system. The blame falls on the politicians that were blind to racism, to inequity, to "improvement" at all cost. One would hope we are beyond that today, but the DEC suggests that this highway is being designed around the self-same metrics that brought us the last highway. We see numbers that already describe our neighbors who are rarely shown as anything. You are going to have thousands of folks ask you about Induced Demand and other criticisms of the assumptions that justify a roadway of this scale – will not waste your time repeating them here. I will simply ask that you consider an alternative to what you are proposing. From the perspective here in Austin you have been over process on 35 – those that are using it for local access, and those that are using it to pass through Austin to reach beyond. Despite the overwhelming level 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 SH-35 be allocated as a bypass but I understand that our local residents have the right to have the road be used for their purpose. However, we could have those lanes, those that make lanes through the city. We have the technological solution for doing just that, and a recent transparent that happens to open the way equipment necessary to make this happen. If something is not on the table, then cap depressed through lanes with all 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, local lanes. This would allow us to get the lane court way services that you need, and the resulting traffic that affects the local lanes will not enter 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 bicycles, and leave room for public transportation. Will there be traffic on those 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 we 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, animals, to our community, and to our time and deeply about all of these things. I understand that if you are reading this, you have likely just me into a pile by this point – regardless the words that I am putting down right now into a category or response. And I get that. I spend my days</p> | See Comment #43 |
| 501 | Brian Behrman | 3/7/2023 | Email | Do not widen/no build | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that 35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, as Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and innovative growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 |
| 502 | Brian Casida | 2/13/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that 35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, as Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and innovative growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 |
| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
| 503 | Brian Fortney | | | Do not widen/no build | <p>Stabilize/35 Program Manager Tommy Alango. Hello, I am a resident of East Austin, and I am opposed to TxDOT's plans for 35 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.</p> | See Comment #5 |
| | | | | Public Transit / Multimodal Transportation | <p>I also think there should be more focus on incorporating public mass transit and pedestrian/bicycle access. This is a rare opportunity to invest in the future of our growing city and we have to do it right.</p> | See Comment #13 |
| | | | | Community Alternatives | <p>Yes, however, support Rethink35 proposal for a submerging highway with gaps to create boulevards between central and east Austin.</p> | See Comment #44 |
| | | | | Bike/ped safety | <p>As an avid bicyclist and walker, I know what an unpleasant experience it is to cross 35 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 road.</p> | See Comment #30 |
| | | | | Business/residential displacement | <p>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.</p> | See Comment #21 |
| 504 | Brian Fortney | 2/21/2023 | Email | Do not Widen/No Build | <p>Re: Clear Chavez and River Street Intersections I moved to the Rainey District of Austin in 2020 following a 38-year career involving in commercial real estate (CRE) nationally, with involvement in over \$200 billion of investments. This included over \$1 billion invested in Austin, with similar large 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 operated these investments. I have been observing the recent 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 delineated, 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 ongoing 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 all prospectively in the downtown, CBD district in the United States. Bicycles will soon have the population and/or trip count exponentially double, with a tripling of each population and car trip count in long after that. Most Heavy traffic, especially at the Red River Street/Clear Chavez intersection, close to the I-35 Clear Chavez intersection. Most of the remainder enters and exits at the River Street/35 intersection. Both intersections are to the side of the long and involved underpass. Just outside the Rainey District along Clear 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 Clear Chavez traffic lanes. Project Connect is expected to eliminate CBD tunnels due to cost concerns, putting the rail at or above grade along Clear Chavez west of Trinity Street. Construction of this will ensure Clear Chavez traffic, as well as the lanes of lanes to rail over the bridge. The Convention Center, Project Connect and I-35 projects will be built along Clear 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 on Clear Chavez West River Street. Extent of Rainey District Growth</p> | See Comment #5 |

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| 505 | Brian Furlong | 3/1/2023 | Email | Do Not Widens/No Build | <p>Email Copy Barbara,</p> <p>I respect your views from Max Lutz, who I know from the regional election. Max said that you are the person to reach out to so he let 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.</p> <p>Brian Furlong The complete PDF is located in the public hearing summary, appendix F: Project Connect map eliminates CBD links due to dual overpass, putting the rail at or above grade along Cesar Chavez west of Trinity Street. Construction of this will ensure Cesar Chavez traffic, as well as the loss of lanes to rail over the long run.</p> <p>The Convention Center, Project Connect and I-35 projects will be built along Cesar Chavez at all times, with frequent and sometimes prolonged lane closures from all three, all at the same time as the majority of the newly expanded trip count from the Bayview District enters the traffic system of Cesar Chavez/ 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 additional road closures, consider that these relocations must accommodate traffic growth from a Rainey District that is doubling their own trip counts in 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 at times.</p> <p>The plan for I-35 calls for eliminating the current northbound entrance just north of Cesar Chavez, with the first northbound entrance after Tower 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 de-stacked Cesar Chavez location. There are going to be increased 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 Cesar Chavez Streets, branching off from the lower bridge that will send northbound service road traffic from the west side of I-35 at Holly Street to the west side of I-35 at Cesar Chavez.</p> <p>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 same Rainey District and provides access to the MAMC from the west side. That bridge should be improved like all the others, to accommodate bicycles, pedestrians and micro mobility.</p> | See Comment #5 |
| 506 | Brian Furlong | 3/4/2023 | Email | Construction | <p>I-35 TO ELIMINATE DOWNTOWN ACCESS THROUGH 8TH STREET AND IMPROVE CESAR CHAVEZ</p> <p>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 base of new high rise now being constructed on the Rainey District (to East Austin below 8th Street and (c) that majority of Downtown residents and workers which are south of 8th Street will be unreasonably 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 unreasonably overcrowded.</p> <p>Cesar Chavez Street will also be overwhelmed, particularly during 8 years of I-35 construction starting in 2025. During that time frame, TxDOT will require close or partly impede traffic at the intersection of I-35 and Cesar Chavez, as they seek 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 be built.</p> <p>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 undergo a doubling in its use, undoubtedly involving the capture of Cesar Chavez lanes for construction staging. Project Connect, which can no longer afford turning through downtown, will be building out lanes on or above Cesar Chavez Street west of Trinity which will otherwise take Cesar Chavez lanes out of service.</p> <p>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?</p> <p>TxDOT must add a second northbound I-35 service point in downtown, south of Cesar Chavez. The practical plan 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.</p> <p>TxDOT's environmental impact statement studies traffic almost entirely on I-35 itself, with scant consideration to traffic changes and impacts off of, or made in surrounding areas. TxDOT must consider traffic alternatives, which are the impacts to traffic from its project on surrounding areas and from growth in surrounding areas on its project.</p> <p>TxDOT considers traffic and its built conditions only before its project starts, then after it starts. TxDOT must consider then disclose how conditions will be during the six years of construction. How and where will construction jobs lagged, 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?</p> <p>D) The multi-lane 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</p> | Followed Up |
| 507 | Brian Kelly | 3/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners,</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.</p> <p>Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 |
| 508 | Brian Mabry | 2/2/2023 | McCuE's Website Comment Form | Regional Connectivity | <p>Please provide right rail options between the major cities in Texas. This obstacle with "one more lane" is breasting state resources that can be used to upgrade the power grid or failing education system.</p> | See comment #1 |
| 509 | Brian Morgan | | McCuE's Website Comment Form | Air Quality/Noise | <p>I am submitting my concerns with the current plan for the I-35 plan. B</p> <p>We need greater measurements of air quality during the "environmental" review</p> <p>We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle.</p> <p>We should have bus only lanes along the I-35 actually prior to rail line. That would be trip 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?</p> <p>Thank you, Brian</p> | See Comment #34 |
| | | | | Water Quality | <p>Engineers should study ways to treat the water runoff (currently I guess directly into the lake - not drinking water source)</p> | See Comment #125 |
| | | | | Capex/Deck Prices | <p>We should have more capex (story) the freeway in longer segments so we truly create connections between east and west</p> | See Comment #42 |
| 510 | Brian Mulvaney | 1/30/2023 | Email | Community alternatives | <p>Dear Chairman Bugg and Commissioners: Here's my suggestion. Make I-35 toll road for all 18 wheelers. Double the toll for whatever is currently charged on 45-130 for those trucks. Remove the toll for 18 wheelers on 45/130. That's all. B. Mulvaney Sent from my iPhone</p> | See Comment #4 |
| 511 | Brian Pickett | | VOT | Air Quality/Noise | <p>This plan is worse than nothing. If 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 reconsider.</p> | See Comment #34 |
| | | | | East/west connectivity | <p>E-W connectivity is a huge problem right now, and this plan doesn't make that any better.</p> | See Comment #20 |
| 512 | Brian Stingerland | 2/8/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.</p> <p>Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 |
| 513 | Brian Voth | 3/7/2023 | Email | Do not widen/no build | <p>The proposed I-35 expansion is bad for Austin neighborhoods and won't solve congestion on I-35. Refuse it!</p> | See Comment #5 |
| 514 | Brianna Cohen | 3/7/2023 | Email | Public Transit/ Multimodal Transportation | <p>MultiModal Program Manager Tommy Arango,</p> <p>With 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.</p> | See Comment #13 |
| 515 | Brianna Mirani | | McCuE's Website Comment Form | Business/residential displacement | <p>I think this plan is one of the most ridiculous and if I conceived things I have ever encountered. Besides the displacement of much used and much loved public and private lands.</p> <p>It's 1:1pm 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!</p> | See Comment #21 |
| | | | | Labor/Reduced Demand | <p>It will also do nothing to relieve congestion along I-35 through central Austin.</p> | See Comment #18 |
| 516 | Brianna Evans | | | Do not widen/no build and zoning | <p>MultiModal Program Manager Tommy Arango,</p> <p>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 Parker Heights, TX.</p> | See Comment #5 |
| | | | | Racial justice | <p>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.</p> | See Comment #3 |
| | | | | Community alternatives | <p>I believe that the MultiModal program provides viable options that can increase equity in our city.</p> | See Comment #4 |
| 517 | Brianna Penney | | | Air Quality/Noise | <p>MultiModal Program Manager Tommy Arango,</p> <p>Hi!y, 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.</p> | See Comment #24 |
| | | | | Routes to I-35 | <p>Shipping should be diverted around the city on I-30 and other roadways and public transit should be invested in to alleviate local traffic. When I get on I-30, it's almost always empty and faster and seems like a great option for drivers. I can't see any reason for 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.</p> | See comment #3 |
| 518 | Bridge Gundersen | 2/15/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.</p> <p>Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 |
| 519 | Bridge Kenny | 3/7/2023 | Email | Labor/Reduced Demand | <p>No TxDOT, TxDOT, Good Morning - I think widening 35 will not help any traffic problems facing Austin. It will only make it worse as we have seen in other cities. For Austin future, we can do better.</p> | See Comment #18 |
| 520 | Bridge McKinney | 3/7/2023 | VoiceMail | Do not widen/no build | <p>My name is Bridge McKinney. And I'm opposed to the plan. It is 32-40 on the weekend.</p> | See Comment #5 |

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| 521 | Brittany Schae | | | <p>Lateral/Induced Demand</p> <p>Multi335 Program Manager Tomma Alrapp. Highway expansion does not lessen traffic. This has been proven many many times and TxDOT has no plan besides highway expansion.</p> <p>Business/residential displacement</p> <p>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.</p> <p>Community engagement</p> <p>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.</p> <p>An Quality/Noise</p> <p>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.</p> | <p>See Comment #18</p> <p>See Comment #21</p> <p>See comment #320</p> <p>See Comment #34</p> | |
| 522 | Brian Stralow | 3/7/2023 | McCuE's Website-Comment Form | Capex/Deck Phases | <p>As someone who lives on the east side of Austin, I beg you to include more and larger gaps over the freeway -CAP the whole thing event -in order to restore our connection to the rest of the city. The current plan does not adequately reflect or account the interests of the residents of Austin most directly affected by the project. Please review the plan according to their input. Thank you.</p> | See Comment #42 |
| 523 | Brent Davy | 3/6/2023 | Email | <p>Do not widen/ho build</p> <p>Hello Cynthia, Thank you for the email. I'm so sorry not add on this I35 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 save any. 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 onramp design element. It's a design by a multitude of committee compromisers, heritage access requirements, and old state laws (the first turn-around). I don'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 design 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 patterns and aesthetics, and that is a vision that TxDOT should embrace. There are many elegant, compact urban freeway 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 that enough, we can 2) expand the lane count; 3) reduce the freeway's footprint; and 3) off-set the increased cost of the project by selling new heritage road land. This is Project Reconnect's core design element. It's the idea that makes it work. Pull the access roads inward, capped atop a cut-and-cover canyon of lanes. Then, suddenly, the State of Texas has hundreds of acres of highly-usable real estate housing an urban boulevard in the Capital City. That's worth what? Hundreds of millions, probably.</p> | See Comment #5 | |
| 524 | Brent Davy | 3/7/2023 | Email | <p>Do not widen/ho build</p> <p>At one I35 heading, a real estate agent came up to me. She trusted on me (she hasn't been doing this project my full attention). The reality was that if I opposed the design as proposed, she will have a longer time coming her clients to houses. Tough reaction. Everyone will have a tough time as this project gets underway. Construction is not easy peasy. People complain. Do they want it, or don't they? We are going to build an Interstate Highway that will last for hundreds of years. And it's signed off on when it looks good to me. Because I know so much more, than your average real estate agent, chiding on a hearing with disregard to everything I know is true. She's a little bit. 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 right-of-way. Regional business and who-knows-what might need a last option. It would be super-limited access. Third tier. That's probably for micro-buses, to be honest. That's not lanes. So where are we at? We got 6 lanes backward-up too. 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.</p> | See Comment #5 | |
| 525 | Brita Howie | 2/13/2023 | Email | <p>General support</p> <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 | |
| 526 | Brittany Jenarhar | 1/21/2023 | McCuE's Website-Comment Form | Regional Connectivity | I would love a train connection between San Antonio and Austin airport! | See comment #1 |
| 527 | Brittany Pelling | | | <p>Do not widen/ho build</p> <p>Multi335 Program Manager Tomma Alrapp. I live a modest Austin Texas and live in central East Austin and have for the last 5 years. I OPPOSE TxDOT's plans for I35 and I OPPOSE expansion. I don't want to see an interstate highway for my local trip. I expect TxDOT, Austin City Council, and other representatives to stand up for me and listen to the people who live, commute, hike, and travel in this city.</p> <p>Public Transit / Multimodal Transportation</p> <p>I am The Refthink35 proposal, redesigning another highway such as SH 130 as an interlink, a boulevard going through town, a mix of all a public transit first project. I frequently use the metro rail along the Buggy Creek trail and have enjoyed the alternative form of transportation 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 highway mean more cars and more traffic. We need reliable efficient public transportation now.</p> <p>Lateral/Induced Demand</p> <p>TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the future of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.</p> | <p>See Comment #5</p> <p>See Comment #13</p> <p>See Comment #18</p> | |
| 528 | Brittany Peman | 3/7/2023 | McCuE's Website-Comment Form | Lateral/Induced Demand | <p>Hello, I am writing to say that I do not believe more lanes is going to help with traffic. I live very close to I35 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. In 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!</p> | See Comment #18 |
| 529 | Brittany | 1/31/2023 | McCuE's Website-Comment Form | Regional Connectivity | We need a commuter rail system between San Antonio & Austin! Kyrle embarrassing that we don't already have that! | See comment #1 |
| 530 | Brook Jones | 2/9/2023 | VGH | <p>Reroute to 130</p> <p>I live next to 33 on Robinson area. THE BIGGEST PROBLEM with this stretch of highway is BOTTLENECKS from 4 lanes to 3.... both ways. IN THE MIDDLE OF THE CITY. Think about that. It's no wonder there's gridlock. Make 135 3 lanes, north and south, and divert 28 wheelers to 130. Problem solved. Thanks, Brook Jones</p> | See comment #3 | |
| 531 | Brooks Baranick | 2/7/2023 | Email | <p>General support</p> <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Baranick/for Brooks Baranick/for Industrial Leading Agent We have a new look. Learn More → texas.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.</p> | See Comment #6 | |
| 532 | brooks kasson | 2/7/2023 | McCuE's Website-Comment Form | Do not widen/ho build | <p>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 corridor. too many small business and homes will be destroyed with any expansion. keep woodland access open.</p> | See Comment #5 |
| 533 | Bruce Ashton | 1/24/2023 | McCuE's Website-Comment Form | Regional Connectivity | It's time for TxDOT to aggressively undertake projects for rail transportation using existing right of way. We simply can not pave our way out of congestion. | See comment #1 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |

| 534 | Bruce C Sheahan | | McClure Website-Comment Form | Labels/Induced Demand | <p>I live on East 14th street in the Swade Hill Neighborhood.</p> <p>My first two observations to this plan:</p> <p>1) It is so complex that it is very hard to analyze how one section (the way TxDOT is presenting the sections in PDFs) is impacting neighboring areas.</p> <p>2) The plan looks as if it is going to impact neighboring CBD local neighborhoods, meaning neighborhoods like Swade Hill. My main concern was the intersections on East 12th, 13th, 14th, 15th and 16th.</p> <p>I believe you are grossly underestimating the traffic flow of the Eastside flowing west. It has exploded over the last few years. You plan as it stands now, with the closing of access of 13th and 15th, you will be widening 12th and 14th Streets.</p> <p>As 12th gets too busy (and it will) you will be forcing a lot of traffic onto 14th Street, that will likely cause backups into our street - a much smaller street than 12th street is. Also contributing to this situation is, as it stands now, anyone exiting north of 20th street will have to cross three intersections to able to head south again - what a pain! - again forcing or luring back to 14th and 12th.</p> <p>We currently have major problems with cut through traffic in Swade Hill now, a lot of speeding and reckless driving. The will only exacerbate our current problems.</p> <p>I want to see the current traffic studies for specifically for the 12th, 14th and 16th intersections. Please email me there or publish a link to where they exist. Do they exist? So how can you project/plan anything?</p> | See Comment #18 |
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| | | | | Business/Residential Displacement | <p>Observation number three</p> <p>RE the destruction of 50+ businesses and homes</p> <p>This plan totally reeks of the long-lost Renewal projects from the 1960s/70s - who really benefited? Usually ends poorly for the neighborhoods, still divided. You are choosing CONCHET and CARs over people and neighborhoods.</p> <p>Again the Eastside neighborhoods are getting closed in in the name of progress and urban renewal.</p> <p>Make 130 free.</p> | See Comment #21 |
| 535 | Bruce Hunt | 1/21/2023 | McClure Website-Comment Form | Reverts to 130 | <p>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 over, alternate the toll, and send any through traffic along it. I-35, a long-time 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 poorly-thought-out, fast-laid-out road as by eliminating I-35 would provide a valuable asset for us, that will happen to all the vehicles that now clog I-35! There's either head over I-35 if they're just passing through or will want 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 in the long term (when more vehicles will just pour in to clog the new lanes).</p> | See comment #3 |
| 536 | Bruce Matulain | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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</p> | See Comment #8 |
| 537 | Bruce Ravenscroft | | VGH | Caps/Deck Plazas | <p>Number one priority is capping as much of I35 from Lady Bird Lane to S14 Street as feasible. This will add extremely valuable green space and, connect the community.</p> | See Comment #42 |
| | | | | Business/residential displacement | <p>Also, heritage businesses led to expansion, such as The Chronicle and Starbuck can be preserved and moved to the capped area over the expanded I35 corridor.</p> | See Comment #21 |
| 538 | Bruce Sargent | 1/18/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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</p> | See Comment #8 |
| 539 | Bruce | 1/19/2023 | McClure Website-Comment Form | Public Transit/Multimodal Transportation | <p>Notes: I am a resident of San Antonio and a proponent of public transportation. I wish the toll to open TxDOT to include a plan to revive the one that had proposed 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.</p> | See Comment #13 |
| 540 | Bryan Cady | 2/6/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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</p> | See Comment #8 |
| 541 | Bryan County/Spring YJ | 2/6/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 County County Group Austin, Texas</p> | See Comment #8 |
| 542 | Bryan Golden | 3/7/2023 | VGH | East/west connectivity | <p>Please consider a complementary roundabout for Cameron and S14 Street. PM peak LOS at that intersection is failing and other Capital Plaza relationships, preventing the ability for an east-west vehicle connection will delay to alleviate increased demands at S14 and Hwy 290 interchange.</p> <p>Maintaining the S14 St. depression just south of the Mueller North-West Greenway would allow for a future CMA capping or bridging opportunity for a 'greener' crossing. Express lane exits/turn ramps could be shifted slightly north to accomplish this. The past three crossing trials for the Airport 20 interchange might be excessive with the existing roundabout. More direct crossing paths would be welcomed. The new Whiting/42nd connection is fantastic and much needed.</p> <p>Please consider restricting 30th St access to the SB Frontage. Drivers attempt to maneuver to left turn lanes across all lanes of traffic.</p> <p>Consider capping/leveling the NB frontage bridge road from Dean Martin to Edgewood, over the main lanes to avoid business taking along east side.</p> <p>Please consider a conversion of East 4th (SB Frontage road) from Center Channel to Tully St. as a new west local roadway to help provide points of access for the Rainey St. neighborhood.</p> | See Comment #20 |
| 543 | Bryan Kaminski | 2/6/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 544 | Bryan Kent | 2/6/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 545 | Bryan Morales | 1/31/2023 | McClure Website-Comment Form | Regional Connectivity | <p>Please build rail in San Antonio.</p> | See comment #1 |
| 546 | Byron Prosser | | | Do not widen/redo build | <p>Mobile25 Program Manager Tommy Aragon.</p> <p>I oppose widening a highway.</p> | See Comment #9 |
| | | | | Business/residential displacement | <p>By 2023 you guys gotta get more creative with the solutions instead of the typical "let's just displace 5,000 more people so the suburbs save 20 seconds on their commute."</p> | See Comment #21 |
| 547 | Byron Tabb | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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, Byron Tabb. Sent from my iPhone</p> | See Comment #8 |
| 548 | Bryden Summers | 3/7/2023 | Email | Reverts to 130 | <p>Mobile25 Program Manager Tommy Aragon.</p> <p>I am a resident of the Windsor Park neighborhood in Austin near I35 and want to voice my opposition to TxDOT's current proposal to expand I35. This would be a wonderful use of state resources to promote additional traffic through the core of the City where efforts are already underway by Project Connect to reduce traffic congestion in metropolitan areas. An expanded I35 is not something my neighbors or myself would use to move through the City because it will be 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 negotiated further. If TxDOT insists on further developing a highway for Austin look into ways to make SR 130 a more desirable route instead of disrupting and destroying properties all through the city.</p> <p>Best regards,</p> | See comment #3 |
| ID | Committer Name | Date Received | Source | Topic | Comments | Responses |
| 549 | Byron Williams | 2/6/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 550 | Byron | | McClure Website-Comment Form | Labels/Induced Demand | <p>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 Kuchlerman 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.</p> <p>Thank you for your consideration.</p> <p>Byron Wytke</p> <p>[1] https://www.kxan.com/news/traffic/projects/i-35-expansion-project-expert-explains-how-induced-demand-could-impact-i-35-projects-congestion-relief/</p> | See Comment #18 |
| | | | | Air Quality/Noise | <p>This negative impact will only be compounded by environmental pollution, noise pollution, and ongoing in-city access barriers. On the whole, I fear 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.</p> | See Comment #34 |
| | | | | Reverts to 130 | <p>As a reminder, I believe TxDOT needs to do the citizens of Texas to more comprehensively answer the following questions:</p> <p>1. Has TxDOT considered requiring truck traffic to bypass the downtown I-35 corridor by use of SR-1207 in appropriate for a constrained corridor through an urban environment to be a major route for commercial truck traffic? If not, feel that this fundamental question has been sufficiently addressed.</p> | See comment #3 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
|-----|------------------------|---------------|------------------------------|--|---|---|
| | | | | Capex/Deck Pizzas | <p>2. Were more at-grade coverage considered? Without these, automobile, bicycle, and pedestrian traffic will all be constrained.</p> <p>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.</p> <p>4. How can the impact on surrounding neighborhoods be reduced?</p> | See Comment #42 |
| 551 | Byron Davis | 3/7/2023 | MCi/CFE Website Comment Form | Do not widen/ho 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 danger for the sake of the public on this. We need to move beyond our current 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 |
| | | | | Do not widen/ho build | <p>1. When it may concern:</p> <p>As a resident of the Hyde Park Neighborhood of Austin, TX, I have serious concerns over the I-35 Capital Express Center project as currently proposed by TxDOT. As recently discussed by Dr. Kara Kockelman from the University of Texas at Austin in our local news (i.e. the expansion of highway capacity will not reduce traffic congestion, but rather increase it over time. This negative impact will only be compounded by environmental pollution, noise pollution, and ongoing city-to-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. As a resident, I believe TxDOT needs to be open to more comprehensive answer the following questions:</p> | See Comment #5 |
| | | | | Revoke to I-30 | 1. Has TxDOT considered requiring truck traffic to bypass the downtown I-30 corridor by way of SH-130? It is appropriate for a constrained corridor through an urban environment to be a major route for commercial truck traffic? Do not feel that this fundamental question has been sufficiently addressed. | See comment #3 |
| | | | | Blow up safety | 2. Were more at-grade coverage considered? Without these, automobile, bicycle, and pedestrian traffic will all be constrained. | See Comment #30 |
| | | | | Capex/Deck Pizzas | 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. (2) https://www.austintexas.gov/traffic/traffic/projects/1-35-expansion-project U-expert explains how induced demand could impact I-35 projects completion/relief/ | See Comment #21 |
| 552 | Byron Wythe | | | | | |
| 553 | C Wika | 3/7/2023 | Email | Wisham | <p>As a resident of Wisham Blvd, I am writing to TxDOT to mitigate traffic for the proposed 4.2nd Street extension to Wisham Blvd that would increase traffic significantly as a cut-through to Airport Blvd in our 100% residential neighborhood.</p> <p>The proposed 4.2nd Street to Wisham Blvd connection would be extremely disruptive and would only create an historic neighborhood. The current streets increase in daily traffic, but do not have the same level of disruption as the proposed 4.2nd Street extension. The proposed 4.2nd Street extension would be extremely disruptive and would only create an historic neighborhood. The current streets increase in daily traffic, but do not have the same level of disruption as the proposed 4.2nd Street extension. The proposed 4.2nd Street extension would be extremely disruptive and would only create an historic neighborhood. The current streets increase in daily traffic, but do not have the same level of disruption as the proposed 4.2nd Street extension.</p> | See Comment #9 |
| 554 | C Brian Cassidy | 1/23/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this critically outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center 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 merited. Thank you for your consideration of this request. | See Comment #6 |
| | | | | Do not widen/ho build | <p>Metrolink Program Manager Tommie Arragon</p> <p>I am a resident of District B in Austin, Texas.</p> <p>I oppose TxDOT's plans for I-35 and I oppose expansion.</p> <p>20 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 is greatly hinder quality of life for locals, respect TxDOT, Austin City Council, and other representatives to stand up for me and value LOCAL residents over commuters.</p> | See Comment #5 |
| | | | | Label/Inbound Demand | TxDOT's process in this project is flawed. It ignores Inbound Demand, construction impacts, particulate matter pollution from the wear, the future of almost all highway expansions, the success of freeway alternatives, 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-designing a different highway (SH-130 for instance) as an intermodal highway. I don't want to use an intermodal highway for my local trips. I want to walk/bike/ride the train and connect with my fellow austinians. | See Comment #13 |
| 556 | Casey Jane Village 4.2 | 1/31/2023 | MCi/CFE Website Comment Form | 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 road I-35 | See comment #1 |
| 557 | Cage Johnson | 3/6/2023 | Email | East/west connectivity | <p>Re: TxDOT TxDOT.</p> <p>Dear TxDOT,</p> <p>I want to let you know that I-35 is a scary thing to be around. You can't take full responsibility for the insane behavior that drivers tend to have on the I-35 service roads, but since those service roads are so close to downtown, it can be scary just to both travel.</p> <p>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 life threatening situation every week.</p> <p>Please consider taking your entire team to I-35 and getting on bikes or walking. Cross it at each opportunity. Wait until dark and then cross it again. You will see what I mean. The bigger I-35 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.</p> | See Comment #20 |
| 558 | Case LaClair | | | Do not widen/ho build | <p>Metrolink Program Manager Tommie Arragon</p> <p>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 I-35 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.</p> <p>I respect 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, as is the only way to fix congestion.</p> | See Comment #5 |
| | | | | Label/Inbound Demand | I have been time and again, expands 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 Inbound Demand, construction impact. | See Comment #18; |
| | | | | Air quality | particulate pollution from the wear, and the historical failure of almost all highway expansions. | TxDOT conducted an Environmental Impact Statement (EIS) which evaluated studies on several environmental factors, including air quality. To review the findings of these evaluations, please see Section 3.12 in the EIS. Further, TxDOT provided a quantitative Mobile Source Air Toxics (MSAT) evaluation of the Preferred Alternative as part of the combined FES and Record of Decision (ROD) to be released later in 2023. See Appendix P of the FES. The air quality analysis conducted for the I-35 Capital Express Center project is in accordance with the Austin/Travis County region's current attainment and nonattainment 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 Toxics: https://www.txdot.gov/inmate/links/airquality/environmental/compliance/roads/air-quality-road) |
| | | | | Community Alternatives | am for the Metrolink 35 and a public transit first project. | See Comment #4 |
| 559 | Carla Spanewh | 1/28/2023 | MCi/CFE Website Comment Form | Regional Connectivity | <p>As a State employee who cannot afford to live where I work, I commute every day from San Antonio to Austin. On the bad of days I spend about 2.5 hours total on the road, on the worst days which are increasing in time (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 expansion of development and new folks moving into the central Texas corridor, but the plan for a multi-lane 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 reduce 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 ability 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 you'll have a great day and thank you for your time!</p> | See comment #1 |
| 560 | Callie E Fugate | 1/26/2023 | MCi/CFE Website Comment Form | 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 historically 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 Center design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas. | See Comment #6 |
| 561 | Callin Park | | | Do not widen/ho build | <p>Re: TxDOT TxDOT.</p> <p>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.</p> | See Comment #5 |
| | | | | Public Transit / Multimodal Transportation | I don't want to travel around Austin on an intermodal 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 prevent new something Austin is already doing to residents (i.e. 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 Metrolink 35, to be fully studied, considered, and implemented. | See Comment #13 |
| 562 | Callin Gary | | | Revoke to I-30 | I-35, am a Overpopulated Resident. 1) Diverging truck traffic around Austin has not been explained by TxDOT. Expanding highways only results in more traffic later, not less traffic. | See comment #3 |
| | | | | Capex/Deck Pizzas | 2) Capping the highway as far north as 5.5th st. is key to this project being acceptable to Austin, and TxDOT has not made that possible in this design. The current design further splits neighborhoods/cuts off neighborhoods when capping the project could be neighborhoods together (e.g. bring 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 |
| 563 | Callin Giddings | | | Do not widen/ho build | <p>Re: TxDOT TxDOT.</p> <p>I adamantly oppose expanding I-35. Let's focus on solutions that will actually work! Thank you for your time.</p> | See Comment #5 |

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|-----|-------------------|-----------|--------------------------------|--|--|------------------|
| | | | | 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 alternative solutions-light rail, more bus lanes and bus lanes, more bike paths, etc. | See Comment #13 |
| 564 | Caitlin Griffin | | | Do not widen/ho build | Hi TxDOT TxDOT, https://austintexas.gov/oc/items/2922986 At the end of the day, I don't want to spend the commute home on a doglegged 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 livable community accessible to all. | See Comment #5 |
| | | | | Racial justice | H-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 world's 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 Rebuild35. | See Comment #4 |
| 565 | Cakee Paschur | 3/1/2023 | MC/CEU/EA Website Comment Form | Do not widen/ho build | Multi35 Program Manager Tommy Aragon, 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 to be worth it, Highway expansions DON'T work. They worsen congestion (as we see 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 | MC/CEU/EA Website Comment Form | Regional Connectivity | Please please don't 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 | MC/CEU/EA Website Comment Form | Do not widen/ho build | It would be really nice if Texas could build something besides a bigger highway... 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 | Celia Dorcas | | | Do not widen/ho build | Multi35 Program Manager Tommy Aragon, Hello, My name is Celia Dorcas and I am an Austin resident. I firmly oppose the I-35 expansion project. Highway expansion plans historically do not work and only create more cars and congestion on 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. 50 years of construction for just a few years of congestion relief is NOT worth it. I don't want to see 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 Rebuild35, 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 Kates | 3/7/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Aragon, 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Callie Fowler, Sent from my iPhone | See Comment #8 |
| 571 | Callie Hardin | 3/7/2023 | Email | Air Quality/Climate Change | Dear I-35 Capital Express Corridor 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 thus more likely clear. - Austin is needed 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 less why TxDOT did not do the analysis. And finally why they are pushing for a PES 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, or 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 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 | Caitlin Kennedy | | | Latent/Induced Demand | Hi 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 projects should be aware of these issues and acting accordingly if 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 traveling 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 footprint, pollution, and congestion. While these projects are long-term capital intensive, and necessitate a transformation of our infrastructure, such conditions are also the price of 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 Rebuild35, to be earnestly considered and created. | See Comment #13 |
| 573 | Callie Taylor | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Callie Taylor, Senior Director Economic Development | See Comment #8 |
| 574 | Clair Hennighouse | 3/7/2023 | VOH | 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 | Candice Durfee | 1/31/2023 | MC/CEU/EA Website Comment Form | Regional Connectivity | A railway would lower the global GDP more than the push to electric as well as lower our dependencies. | See comment #1 |
| 576 | Cameron Barberney | | | 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 pipes directly into the lake - our drinking water source. | See Comment #125 |
| | | | | Public Transit / Multimodal Transportation | We should have direct BNSF rail 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 |
| | | | | Easy/Well Connectivity | We should have more ease (bury the freeway in longer segments so we truly create connections between east and west) Every plans suggest TxDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state? | See Comment #20 |
| | | | | Do not widen/ho build | Multi35 Program Manager Tommy Aragon, Hi Tom Harris and central: I think we are work setting in Austin downtown traffic. Finally, I'd like to point to the unmentioned, well researched, and pretty glaring 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 marginalized communities and environmental impact, are shockingly harmful and negligently complacent. | See Comment #5 |
| 577 | Cameron Harber | | | Air Quality/Noise | Instead of putting money into more lanes which increase pollution and air have a substantial negative impact on vital green spaces and residences along DS through central Austin. | See Comment #34 |
| | | | | Public Transit / Multimodal Transportation | Why not spend that money developing public transit and rail infrastructure along DS which would decrease the number of people needing to drive. Texas roadways death rates are skyrocketing and people generally 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 | 3/9/2023 | Email | Multimodal Transportation | Multi35 Program Manager Tommy Aragon, 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 |

| ID | Commentor Name | Date Received | Source | Topic | Comment | Response |
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| 579 | Genevieve Linnelmyr | 3/7/2023 | Email | Do not widen/ho build | Mobilize35 Program Manager Tommy Aragon. I'm a concerned resident and would like to vocally oppose US expansion. Most urban Austinites don't want to use I35 to travel, especially locally. Traffic will only increase, especially if you intentionally choose to overcrowd it. Any critical thinking about this issue would be greatly appreciated. | See Comment #5 |
| 580 | Genevieve McQuinn | 3/7/2023 | Email | Community alternatives | Mobilize35 Program Manager Tommy Aragon. 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 |
| 581 | Genevieve Rieck | 3/7/2023 | Email | Do not widen/ho build | Mobilize35 Program Manager Tommy Aragon. I35 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 #3 |
| 582 | Carm Bateman | 3/6/2023 | Email | Do not widen/ho build | Mobilize35 Program Manager Tommy Aragon. The lack in Texas for a majority of my life from Austin I35 has been a continuous shit show. If you choose this expansion it means you want to waste Texans money | See Comment #5 |
| 583 | Carmelita Resendiz | 3/7/2023 | Email | Do not widen/ho build | Hi TxDOT TxDOT, Hello, I am writing to oppose 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 | Carmelita Salinas | | | Do not widen/ho build | Hi TxDOT TxDOT, Hello, I am writing to oppose the I35 expansion. There are many studies showing that 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 attractive with more room for highways, 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 active modes. We should continue to invest in walkable, bike able, and bus friendly neighborhoods. Wide polluting highways will make Austin unattractive and run this great city into the ground. 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 | Carmyn Blackmon | 1/20/2023 | McQuinn Website Comment Form | Regional Connectivity | Please include a plan to revive the Lone Star Rail Proposal. We need better public transportation and accessibility. | See comment #1 |
| 586 | Carry Simone | 1/12/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 |
| 587 | Cara Bartus | | | Do not widen/ho build | Hi, As an urban who currently lives off I35 and East invades, I see the correct impact that I35 is currently having. It is not a positive impact either. This is currently my response to I35 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 |
| | | | | Capex/Deck Phases | 2. A full cap from Lady Bird Lake to Airport Blvd 3. Don't preclude future capping Airport Blvd to 290 | See Comment #42 |
| | | | | Reverts to I30 | 4. Route trucks to SR 130 | See comment #3 |
| 588 | Cara Bethton | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Aragon. I live in Cherrywood, a few blocks from I35. 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: 1) Faster on-ramp traffic in more dangerous. Building a road where cars could hypothetically go faster is not good for Austin's safety. 2) Specifically, I support the North Central Deck proposal by the Cherrywood Neighborhood Association and supported by NCHC and other local organizations. The deck would add an amenity for current and future neighbors as the area grows more dense. | See Comment #5 |
| | | | | Lanes/Inbound Demand | 3) 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 I35 is well below previous TxDOT projections for the interstate. The assumption that a drastically wider road is needed must be examined, given current data, trends, and the previous infeasible 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 | 5) 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 Brisson | 3/1/2023 | Email | Do not widen/ho build | Mobilize35 Program Manager Tommy Aragon. Dear city leaders, I oppose expansion of I 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? Moving trucks speed through the center of the city is noisy, polluting, and dangerous. An alternative don't belong in the middle of a city that is a resident of central Austin. It'd be nice to see a beautiful 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 sustainable, representing the city folks who called for them to do exactly that. Thanks for listening. | See Comment #5 |
| 590 | Carl Exel | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 |
| 591 | Carl Cheng | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Aragon. I am a resident of Travis County. I OPPOSE TxDOT's plans for I35 and I OPPOSE expansion. 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 |
| | | | | Reverts to I30 | With Austin's continued growth, we have to think of better alternatives and I am for the Rethink35 proposal: redesignating another highway such as SR 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 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 | Business/residential displacement | I've been at this model for about 20 years, every time they close to getting out, several projects 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. The employment and the debt is not about 27%. No car and use the wonderful capmetro. Seriously, I like capmetro. I'm trying to figure out how to make it. Making a great model requires understanding how a project is constructed. 20 years ago I was using each water shaker at each Austin we came through their garage made it and I was 50 years old. I'm 68 now and it seems there is no safety net for old folks like me. I'm a former business owner that was wrecked 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 big pipe that requires before you need to get to work. PS don't postcheck. It skips away. I've done it, son you/What housing ideas do you have? There's no simple answers. But please have some compassion. I'm a real person but I'm a not even. In other words. Have the most open or promote 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... Only your wallet. No credit card. You are lucky enough to have a valid government issued ID. Open up a library card and IDbooks. You have a bookstore, what is it? Sorry. Oh go. Sent from Yahoo Mail on Android | See Comment #21 |
| 595 | Carl Leafle | 1/30/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 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 | McQuinn Website Comment Form | 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 trail. | See comment #1 |

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| 587 | Carla Kaban | 3/6/2023 | Email | Aesthetics | <p>Mobile35 Program Manager Tommy Alving.</p> <p>I like the way I-35 is a happy place expanding its eastside.</p> <p>In fact, I-35 would like to maintain a similar and faster pickup by breaking AROUND Austin instead of packing on the pounds and lumbering through Austin. I-35 has been admiring the SH-130 exercise route and I think it would be the key to retaining I-35 high-traffic flow without gridlock.</p> <p>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:</p> <p>1- FLOOR DOWN in the sleek, athletic, look-at-me-as-I-drive-around-Austin-on-SH-30 look that makes I-35 the envy of all the other interstate highways as it covers traffic around Austin like a charlatan.</p> <p>2- SECOND LOOK in the friendly, approachable, apple-green-and-boulevard-lane-over look that gets "business 2.0" recognition by all the local earnest parties.</p> <p>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.</p> | To honor and celebrate Austin's cultural and community diversity, TxDOT launched Local35 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 selected bridges and overpasses to reflect the Austin community. TxDOT will also work with the community to develop materials and gather feedback on outreach and engagement strategies. |
| 588 | Carlos A Cobna | | | <p>Do not widen/ho build</p> <p>Community alternatives</p> | <p>Re TxDOT TxDOT:</p> <p>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 recent past. It will further belittle and discourage those Austinites who do the right thing by cycling, walking or using public transit.</p> <p>A better way forward would be to consider one of the proposals to bury the freeway, or cap and switch over it, through the middle of town. But best by far would be to remove it completely, reroute regional traffic through the safe, well-used and on the city's industrial parkway, and replace the swath of former freeways by historic public markets, 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.</p> | See Comment #5 See Comment #4 |
| 589 | Carina Mendez | 3/7/2023 | Email | Do not widen/ho build | Mobile35 Program Manager Tommy Alving. | See Comment #5 |
| 600 | Carolina McLean | 1/16/2023 | Email | General support | 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 National35 proposal and ask hopeful that Austin City Council and TxDOT will take that into consideration instead. | See Comment #6 |
| 601 | Carly Bozic | | | <p>Do not widen/ho build</p> <p>Business/residential displacement</p> <p>Label/Inbound Demand</p> <p>Public Transit/ Multimodal Transportation</p> | <p>Mobile35 Program Manager Tommy Alving.</p> <p>As a lifelong Austinite, I vehemently oppose any I-35 expansion.</p> <p>For one, it would uproot residents from their homes and force below local small businesses such as Aler's Ethiopian restaurant to relocate, if not close down altogether.</p> <p>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?</p> <p>For the good of my community, I hope representatives in the government slow 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 TxDOT focus more on maintain preexisting roads instead of expanding them. Thank you for reading.</p> | See Comment #5 See Comment #21 See Comment #18 See Comment #13 |
| 602 | Clary Christopher | 2/9/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act to build and declare action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 603 | Caro Yalvo | 1/11/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act to build and declare action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 604 | Carol Bush-Brown | | McCuE's Website- Comment Form | <p>Do not widen/ho build</p> <p>Air Quality/Noise</p> <p>Multimodal Transportation</p> | <p>I am very concerned about the planning for I-35 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 alienated from use (as happened to Windsor Park, University Hills, and St. Johns/Commodore Hills neighborhoods in the latest re-working of the I-35 and S&I interchange). The current plans reflect the original thought and require significant expense which will be doubled by the time it is complete. Please hold off on these proposed changes until we have a plan that actually actually provides a significant advantage over what we have currently.</p> <p>2) Consideration needs to be in place to deal with air and water pollution from gasoline-powered vehicles.</p> <p>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.</p> | See Comment #5 See Comment #34 See Comment #20 |
| 605 | Carol Goodman | | | <p>Do not widen/ho build</p> <p>Air Quality/Climate Change</p> <p>Community Alternatives</p> | <p>Mobile35 Program Manager Tommy Alving.</p> <p>As an Austin District 9 resident, I vehemently oppose the TxDOT I-35 expansion proposal.</p> <p>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.</p> <p>I have reviewed the "National35 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.</p> | See Comment #5 See Comment #18 See Comment #4 |
| 606 | Carol Landry | 1/30/2023 | Email | General support | I fully support I-35 improvements. Two things are interesting when one gets older: 1) I have realized year after year (decades) more traffic is dispersed 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 ideas here, and all the data available about city growth... let a I-35 highway! Otherwise other cities. | See Comment #6 |
| 607 | Carol Pfeifferly | 3/7/2023 | Email | Do not widen/ho build | Re TxDOT TxDOT: Research shows that expanding a highway doesn't solve traffic problems. Expansion of I-35 would cause more problems with traffic, pollution, city environment, walk ability, biking, and loss of neighborhoods. No good can come of it. | See Comment #5 |
| 608 | Carolina | 1/31/2023 | McCuE's Website- Comment Form | Regional Connectivity | Would love a commuter rail between Austin and San Antonio. Would make commute to Austin a lot more simpler. | See comment #1 |
| 609 | Caroline Chumbarian | | | <p>Do not widen/ho build</p> <p>Label/Inbound Demand</p> <p>Community Alternatives</p> | <p>Mobile35 Program Manager Tommy Alving.</p> <p>I am a resident of Shuldin Creek in South Austin and I am against the proposed widening and expansion of I-35.</p> <p>Adding lanes will only add more traffic, not stop it.</p> <p>Please listen to Austinites who don't want this plan. I support the National35 proposal to route thru traffic over to I-30 instead. Thank you.</p> | See Comment #5 See Comment #18 See Comment #4 |
| 610 | Caroline Gentile | | | <p>Air Quality/Noise</p> <p>Label/Inbound Demand</p> | <p>Mobile35 Program Manager Tommy Alving.</p> <p>As a student at UT Austin studying 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.</p> <p>Additionally, as an Economics student, we have learned how highway expansion does not solve traffic problems. There is a concept called Inbound 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.</p> | See Comment #34 See Comment #18 |
| 611 | Caroline M. Wright | | McCuE's Website- Comment Form | Reroute to I-30 | Expanding I-35 in Central Austin will be a bright on the downtown 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 move from the suburbs to downtown, reduce traffic, reduce 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 |
| 612 | Caroline M. Wright | 2/17/2023 | McCuE's Website- Comment Form | Reroute to I-30 | My children (8 and 2) are students of 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 recent Austin snow, it's extremely unlikely they could reopen in a place that would serve their central Austin families, so should be forced to close permanently. They are a longstanding part of the community, already once displaced from Congress Avenue. They are unmissable and special, for offering full-immersion Spanish schooling (and such food, being 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. Escuelita I-35 is sending it around the center. | See Comment #21 |
| 613 | Caroline M. Wright | 2/17/2023 | McCuE's Website- Comment Form | Reroute to I-30 | For you considering routing I-35 around and making this part a I-35 business road? What about giving underground? Or diverting more of this money to public transportation and infrastructure for safer transit? I also want to mention that I like the overseas way much on the upper deck. It is rarely a place of accidents and get a nice view of the sky while waiting on traffic. | See comment #3 |
| 613 | Caroline Promke | | | <p>Do not widen/ho build</p> <p>Label/Inbound Demand</p> <p>Air Quality/Noise</p> <p>Public Transit/ Multimodal Transportation</p> | <p>Re TxDOT TxDOT:</p> <p>I am writing to oppose the I-35 expansion.</p> <p>Studies have shown us that adding more lanes to highways just attracts more cars, leading to worse congestion.</p> <p>Not only will this lead to more air and noise pollution, it creates heat islands and negative health impacts in our community.</p> <p>As a 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 everyone, not just those who own cars.</p> | See Comment #5 See Comment #18 See Comment #34 See Comment #13 |

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| 814 | Caroline Reynolds, P.E. | 3/7/2023 | V0H | 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 CHADS. You have a duty as Professional Engineers to protect the public's safety, welfare and property. Will they plan ready protect or improve the welfare of Texas and the rest of United States trade and transport? The world is watching. | See comment #1 |
| 815 | Caroline Touma | 3/6/2023 | Email | Do not widen/ho build | Multi335 Program Manager Tommy Ahnagin. I am a resident of Travis County, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR the Network35 proposal. TxDOT's process in this project is flawed! It ignores Induced Demand, construction impacts, particulate matter pollution on the near, the lack of alternate highway expansions, the success of freeway networks, and its traffic modeling is flawed. Highway expansion DOES work. The worse congestion (as we see with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 weeks of construction for just a few years of congestion relief is NOT worth it. I don't want to see an interstate highway for my local trips. I expect TxDOT, Austin City Council, and their representatives to stand by me. | See Comment #5 |
| 816 | Caroly Hill | 3/6/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our 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 |
| 817 | Carmie Cunningham | | V0H | Do not widen/ho 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 I-20 | Reroute all trucks to SR 430 | See comment #3 |
| | | | | Caps/Deck Phases | A full cap from lady bird lane to airport without precluding future capping from airport to 290 | See Comment #42 |
| 818 | Carmie Parsons | | | Do not widen/ho 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 (outside 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 |
| 819 | Carrie Smith | 3/6/2023 | Email | Do not widen/ho build | Hi 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 Pathway35 instead. | See Comment #5 |
| 820 | Carroll Rabalais | | | Do not widen/ho build | Multi335 Program Manager Tommy Ahnagin. Austin should not be carried up as if the roads have more rights than the residents. This project will cost Austin the last vestiges of its history and soul of the community. | See Comment #5 |
| | | | | Labor/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 | No 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 |
| 821 | Carson Marston | ***** | V0H | Do not widen/ho 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 |
| 822 | Carson Marston | | | Do not widen/ho 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 Phases | Secondly, let's keep Austin a city and not a highway with a city around it. We need a full cap from lady bird lane to airport Blvd with the option for future caps to 290. | See Comment #42 |
| | | | | Reroute to I-30 | Finally I read your paper on why routing trucks down work isn't feasible but I disagree. Trucks are loud, longer, slower, less maneuverable, and slower than normal traffic so even if the share is low, the impact is high. All car 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 lanes, signs, incentives, and reduced tolls. | See comment #3 |
| 823 | Carter Edwards | 1/17/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 |
| 824 | Casce Capulet | 2/11/2023 | Email | Business/residential displacement | I read an article that the I-35 expansion might require Star Swells to be torn down. Star Swells is a huge part of Austin's culture and recent 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 place, and where else can you get an ingredient like pa? I love Star Swells. Leave it alone. | See Comment #21 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| 825 | Casey Casper | 2/9/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 |
| 826 | Casey Cornea | 2/4/2023 | McClure Wetzel-Connors Form | Regional Connectivity | Build a commuter train from San Antonio to Austin please. | See comment #1 |
| 827 | Casey Meyer | 2/10/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 |
| 828 | Cassandra Taylor | ***** | | Do not widen/ho build | Hi 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 worsen Austin's issue of safe streets for ALL. | See Comment #5 |
| | | | | Lower Speed Limits | I have lived right off of 35 for 25 years and our neighborhood streets will be 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 #305 |
| | | | | Community Alternatives | I am asking that leaders study fully and release those results in Mountain Austin, Metro 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 |
| 829 | Cassidy Cox | ***** | V0H | Do not widen/ho build | I am really disappointed in TxDOT's proposal. Firstly, most cities in the US (Denver, Rochester, etc.) are NOT expanding highways. Further, TxDOT needs to do more in terms of the environment being run off water on the right side of the road. 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 proposed solution #3 is not the one we need. Austin needs to seek 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 bank-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. I just East/West Connectivity would be so much better with larger caps & linking the highway more. | See Comment #20 |
| | | | | Air Quality/Noise | Additionally, the project will create much more pollution that will simply add more Austin thanks to the Stone Invention layer. | See Comment #34 |
| 830 | Cassidy Howard | 1/22/2023 | McClure Wetzel-Connors Form | Regional Connectivity | I will would benefit me and many other people who don't have cars, as well as decreasing Texas' transportation emissions. Bicycles are also widely convenient for people who do own cars. Request about trips aren't good for our 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 labor 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 |
| 831 | Cassie Thornton | | | Do not widen/ho build | Multi335 Program Manager Tommy Ahnagin. Hello, My name is Cassie. I live in central Texas. I'm writing 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 |

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| 632 | Catherine | 1/20/2023 | MC/CE/E Website Comment Form | Regional Connectivity | We want trains not more highway! | See comment #1 |
| 633 | Catherine Chan | | | Labor/Inbound Demand | Mobility35 Program Manager Tommy Albrag. Dear TDDOT, 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 through 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 an experience has taught me, I always have to budget in another half hour for the inevitable slowdown. Whether it is because of a car crash, construction, or simply too many cars, the fact is, we will get stuck constantly. The whole point of the 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 TDDOT has considered the pollution that will come from the construction, they haven't considered how much pollution will come from all the cars that are reentering onto the highway. Instead. | See Comment #34 |
| | | | | Community alternatives | I would love to emulate something like the CedarWarren 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 I do think about my future. I'd love 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 Chisale | | MC/CE/E Website Comment Form | Do not widen/hw build | In response to the summary of Inbound 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. Will make a mockery of | See Comment #5 |
| | | | | Labor/Inbound Demand | The increased throughput that this project enables for non-local traffic, coupled with the Inbound Demand on local traffic. | See Comment #18 |
| | | | | Air Quality/Climate Change | It inherently produce greater local pollution (that my child will have to breathe), and greater climate impacts globally (that my child will have to live with). | See Comment #18 |
| | | | | Bike path safety | The promise 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 'bumped 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 unexplained decrease that will be observed under Cause Change and into the Colorado River before the dam will have negative impacts on water quality and sensitive aquatic habitat. Even not falling such a pipe in bedford 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 downstream 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 |
| | | | | Caps/Deck Plates | 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 TDDOT to have these "bumps" installed on just some roads for some roads they force by this or other reasons. The "additional potential deck plates" at Cause Change and Dean Mackon (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 |
| 635 | Catherine Chisale | | MC/CE/E Website Comment Form | Bike path safety | TDDOT should be planning not just for motorized vehicles, but for all of the residents of the state of Texas that rely on foot and bicycles or other non-motorized transportation to traverse the I-35 corridor. | See Comment #30 |
| | | | | Local/Inbound 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 "force" what is currently is, not to mention the change in elevation that people on foot or bike are forced to navigate due to overruns and overpasses. This is my route to the grocery store, which walks or cycles, and I can clearly see how unworkable it will be with this proposed design. Please consider reimagining the crossing at I-35 - to be a friendly, safe and other, deeply impacting not only our quality of life but also the environmental impact of this project. | See Comment #20 |
| | | | | Bike path safety | The shared use paths at the Airport Blvd intersection are clearly not designed with the needs of pedestrians or cyclists. Single Point Urban Interchange (SPUIs) are optimized for vehicular travel but make the pedestrian experience longer and less appealing, increasing general exposure to environmental hazards including air pollution, noise, the sun, and increase risk of injury. SPUIs discourage non-motorized transportation and should be included as a cumulative impact and considered as part of inbound growth. | See Comment #30 |
| 636 | Catherine Clark | 3/1/2023 | Email | Do not widen/hw build | Mobility35 Program Manager Tommy Albrag. I oppose the I-35 plan. It is too elaborate and underestimates the construction impacts (for at least 50 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 the proposed project is too expensive and won't just "solve" Texas' worst-traffic flow on I-35. | See Comment #5 |
| 637 | Catherine Gully | 1/20/2023 | Email | General support | Dear Chairman Bragg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TDDOT. Thank you for your consideration of this request. Sent from my iPhone | See Comment #8 |
| 638 | Catherine Palmer | 3/6/2023 | Email | Public Transit/Multimodal Transportation | Mobility35 Program Manager Tommy Albrag. 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 Tuck | | MC/CE/E Website Comment Form | Do not widen/hw build | No. Just no. Bigger roads bring more traffic. No. We know how to do it: build roads, "add a third of mine, he's right, I realize you have a state government funding the I-35 lanes but I think there are too people who work for TDDOT who don't believe that anything but bigger highways are the answer. I lived near you. We would have existed in California. And moving heavy traffic around the city center is what Hwy. 130 was for. And it is one of the same "old" ideas. And now we are seeing parking around Leander/Lewis. Instead 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 even a car. No. Just no. | See Comment #5 |
| | | | | Racial Justice | I do know that I-35 increased the racial separation in the city. Side of the road aren't healed by a bigger gulf and guaranteed getting of the property on the west side of I-35 for development. But I don't think TDDOT thought 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 underestimated. I do believe that where the west of UT Austin will have worse pollution than it already does. I believe it because my neighbor who lives 3 blocks west of I-35 has an air pollution monitor that registers the current air pollution. In addition, where I live 3 blocks from I-35 - if any possible, I can hear the road traffic noise. 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 Conway | 1/11/2023 | Email | General support | Dear Chairman Bragg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TDDOT. Thank you for your consideration of this request. Cathy & Rick Conway | See Comment #8 |
| ID | Commentor Name | Date Received | Source | Topic | Comment | Response |
| 641 | Cathy Conway | 1/18/2023 | Email | General support | Dear Chairman Bragg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TDDOT. Thank you for your consideration of this request. Texas Real Estate Commission Information About Brokerage Services | See Comment #8 |
| 642 | Carly Tuttle | 3/7/2023 | Email | Do not widen/hw build | Mobility35 Program Manager Tommy Albrag. 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 | | | Do not widen/hw build | No TDDOT TDDOT. 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. There have been just more roads for more traffic. Do better! We can get creative and find ways to reduce 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 for 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 MetroVista35, 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 | Cecilia Fariñas | | | Reverts to I-30 | Leave our City alone! Build a highway AROUND Austin if you want to keep focusing on roads. | See comment #3 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
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| | | | | 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 Hagan | 3/6/2023 | Email | Parks | Multi35 Program Manager Tommy Alragna. My concern with the IS5 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 Lauerer | | MyCu24 Website Comment Form | Do not widen/ho build | Expanding IS5 is a very expensive, very short-term fix for our congestion and transportation issues! I DO NOT support expanding IS5, but if it is going to happen despite the citizens wishes, we should, at the very least, ensure plans include more pedestrian-friendly areas (pops) all the way up to 5th St. | See Comment #5 |
| | | | | Label/Inbound Demand | Studies have shown that expanding roadways temporarily increases 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 | Cedry Foster | | | Do not widen/ho build | Multi35 Program Manager Tommy Alragna. I grew up in a suburb from 1950s Texas. I'm 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 had 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. The I35W light rail expansion is a terrible transportation. PLEASE, TxDOT, swallow your pride and earnestly reevaluate this corridor. Other forward-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 | Austin has 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 Metro35's business proposal. | See Comment #4 |
| 648 | Celene Padilla | | | Do not widen/ho build | Hi TxDOT TxDOT. Expanding IS5 and other highways in Austin is not the right route to take. Austin has reimagined (or not managed at all) the rapid growth. These expansion plans will create a greiv, food, envy, riot, slow moving parking lot and it's effects will be long lasting. | See Comment #5 |
| | | | | Racial Justice | IS5 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 grows and traffic worsens, 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 that have can't heat it up? | See Comment #13 |
| | | | | Do not widen/ho build | Dear TxDOT Staff: Thank you for taking the time to review my comments. Most of the points made 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 IS5 had several flaws/expectations. 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 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 serious 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 |
| 649 | Dalia Israel | | MyCu24 Website Comment Form | Revoke to I35 | Efficient routes - with my leadership and the help of former State Senator Kirk Wolk, the legislature passed two pilot programs to look at removing the tolls for multi-lane tollways to encourage them to utilize TR135. The revenues 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 CTBMA 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 Park or an Astro game or other parts of the state. We need roadways to have lowered speeds in the highway as well as on the planned frontage roads would help save lives. I always appreciated the TxDOT stance 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 area of the past and use walking, biking and transit to help us be more connected and less dependent on our private-vehicle solutions. We need to consider real-world solutions whether they be small or large vehicles carrying our neighbors whether they are living in Travis 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 lanes and. I don't see evidence of long range planning with Capital Metro and CMTS for future transit financing. Transit ridership will grow when you plan assets like a new freeway to suiting your interface with Capital Metro North South potential vs. only "project connect" potential is in order. | See Comment #13 |
| | | | | Racial Justice | Communities Equity - I believe we should engineer a single "corridor" to correct East and West to one another and repair the damage of the past. We should be able to engineer that corridor and look to IS5 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 that we are not using our public funds and squandering an opportunity to build an asset that could be both and visionary. I've always appreciated your work during our time working together, but I've also always given you my fullest 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 |
| | | | | Do not widen/ho build | Dear IS5 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 IS5 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 Metro35 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 TI study purporting to show the "benefits" 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 Metro35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks even into the thriving communities of the Austin region. | See Comment #5 |
| 650 | Geer Acosta | | | 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 Metro35 and Reconnect Austin proposals, including various efforts across TxDOT to seriously consider meaningful alternatives. While the TI study was interesting, it in no way is a replacement for thoroughly analyzing Metro35 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 Bardin | 2/9/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 652 | Chad Marsh | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 653 | Chad Michael Seed | 1/31/2023 | MyCu24 Website Comment Form | Regional Connectivity | Hi, 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 | Do not widen/ho build | Multi35 Program Manager Tommy Alragna. I OPPOSE TxDOT's plans for IS5 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 Northey | 2/22/2023 | Email | Community alternatives | Hi TxDOT TxDOT. While IS5 greatly needs updating the 20+ lanes is not the answer. I35 serves East Austin from downtown creating congestion and pedestrian/bicycle dangers. An IS5 expansion that included bringing together the two halves of Austin, promoting mass transit, and being safer for all is the real answer. 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 of massive taxpayer expense. Smarter lanes, traffic management, and using highways as arterial corridors for mass transit would be far more effective. For I35 with the east side toll roads that would then merge back to the toll roads through basic economic signaling would go a long way towards alleviating existing infrastructure and realizing the goal of a metro bypass for the same looking to just pass through. This is a once in a generation opportunity to get it right versus just cutting it deeper and wider south through the miles that like a sugar high crashes back to reality all too soon. | See Comment #4 |
| 656 | Chad Peto | 1/27/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |

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| 657 | Chandra Magolda | 1/27/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Magolda | See Comment #8 |
| 658 | Charles Bodisch | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Hennrich | 1/30/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Batta | 1/31/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | MCuEx WebSite Comment Form | 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 hope that Austin will have to deal with more traffic as it grows, but this will require rethinking the street system as a whole, not just expanding one thoroughfare in the city. | See Comment #25 |
| 663 | Charles Edwards | 3/1/2023 | Email | Air Quality/Noise, water quality | Rebuild35 Program Manager Tommy Ahlrig. Proposing I-35 to be not used for traffic better. In fact, it might actually make it worse, you can see with the Houston July freeway https://www.google.com/maps/@30.059769,-95.368191,15z data=!4m2!3e1?hl=en 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 Leland IV | | MCuEx WebSite Comment Form | Do not widen/ho build | Please don't expand I-35. More lanes bring more traffic and the whole thing is right on the city. | See Comment #5 |
| | | | | Blue just 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 ramp on 53rd would really benefit our neighborhood. | See Comment #30 |
| 665 | Charles G | 1/31/2023 | MCuEx WebSite Comment Form | 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 reconstructing our communities, protecting our environment, and reducing motor deaths. It's a win-win investment. | See comment #1 |
| 666 | Charles H Zetala | | My site I, Co, on site | Do not widen/ho 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 are blocked by bureaucracy. | See Comment #5 |
| | | | | Rebuild to I-35 | Trucks and truck traffic should use I-35 - make it I-35, through the bureaucracy blocking this. | See comment #3 |
| | | | | Rebuild35 Program Manager Tommy Ahlrig. | I am writing to express my strong opposition to TxDOT's plans to expand I-35. Furthermore, a bondsmen 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. | See Comment #3 |
| | | | | Rebuild justice | In conclusion, I urge TxDOT to reconsider its plans to expand I-35 and instead embrace the vision of a bondsmen that will improve mobility, enhance our environment, and promote greater equality in our city. | |
| 667 | Charles Harrison | | | Lateral/Inbound 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 Inbound 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 bondsmen 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 provide economic development by creating a more attractive and welcoming environment for businesses and residents alike. | See Comment #18 |
| | | | | Community Alternatives | I urge TxDOT to consider an alternative plan to turn I-35 into a boulevard, following the Rebuild35 plan. This plan would involve transforming the highway into a two-lane, pedestrian-friendly street with bike lanes, bus lanes, and dedicated spaces for outdoor cafes and shops. Such a bondsmen 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 | | | Do not widen/ho build | Rebuild35 Program Manager Tommy Ahlrig. I am a resident of 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 an completely in favor of the plan put forth by Rebuild35 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 |
| | | | | Lateral/Inbound Demand | Highway expansions do not help alleviate 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 Pass | 1/31/2023 | MCuEx WebSite Comment Form | Regional Connectivity | I fear the rail network would be more 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 Reacke | | MCuEx WebSite Comment Form | Do not widen/ho build | The proposed expansion of Interstate Highway 35 is an unnecessary expending of billions of dollars of taxpayer money-money that should be directed to necessary projects to maintain and improve the public using transportation infrastructure. As we can see elsewhere, this 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 #54 |
| | | | | Rebuild to I-35 | An obvious solution to the problem of traffic on IH35 in Austin is to remove the toll on Highway 230 and induce through-traffic, especially trucks, to use Highway 230 to bypass Austin. | See comment #3 |
| 671 | Charles Wilby | 2/13/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Zetala | 3/7/2023 | Email | Air Quality/Noise | Rebuild35 Program Manager Tommy Ahlrig. New studies indicate that vehicle emissions are even more harmful than 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 | MCuEx WebSite Comment Form | Do not widen/ho 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 the project. | See Comment #5 |
| | | | | Rebuild 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 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 additional connectors and additional capacity in the future. I-35 needs more east-west connector roads that will help for all users including cars, buses, 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 particular 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 health threat. Existing and future study are especially vulnerable. This study should specifically analyze existing and future PM2.5 activities and other air quality factors within 2 miles of I-35. 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 |
| 674 | Charlie Wets | | | Air quality/Climate Change | | |

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| | | | | | <p>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 dioxide (NO₂), which causes ozone as well as other pollution that affects 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.</p> <p>The I-35 Capital Express Central Project should conduct a full study of air pollution from traffic, including but not limited to brake dust, tire friction, and the impacts of a shift from internal combustion engines (ICE) 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 the 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.</p> <p>The I-35 Capital Express Central Project should mitigate future air pollution. This expansion represents 42 lanes-miles of added highway capacity. This will lead to an increase of 320 million vehicle miles driven every year, burning the equivalent of 2.7 million more gallons of gasoline every year, and generating 530,000 tons of CO₂.</p> | |
| 675 | Charlotte Davis | 3/7/2023 | Email | Do not widen/ho build | <p>Multi35 Program Manager Tommy Aragon,</p> <p>If you're reading this, you care make a difference. You may think you're only one person and your actions don't matter but they do. You may think 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 be good, or will you ignore their voices and just do what's easy? Be brave.</p> | See Comment #5 |
| 676 | Chase Lee | 2/11/2023 | VOH | Do not widen/ho build | Don't expand at all and if you do don't expand north of I35 | See Comment #5 |
| 677 | Chase Colfield | | | Do not widen/ho build | <p>No TxDOT TxDOT,</p> <p>Dear TxDOT & elected officials,</p> <p>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 usability of the corridors they encroach upon.</p> <p>Reconnect Austin and Return35 need to be re-approached, re-evaluated, 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 last line to regarding this beautiful city.</p> <p>Please, do better.</p> <p>Chase</p> | See Comment #5 |
| | | | | Public Transit / Multimodal Transportation | <p>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.</p> <p>As it stands, this project will heavily discourage non-car transportation.</p> <p>Widening highways is leading cause of increased pollution in cities. I want safe & pleasant walking, biking, and public transportation options.</p> <p>I want a community that has alternatives to car focused solutions.</p> | See Comment #13 |
| 678 | Chase Esley | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Esley Director Multifamily Capital Markets NEMIMARK</p> | See Comment #6 |
| 679 | Chase Eastering | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Aragon,</p> <p>I am a resident of Crockett 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 trip. I support TxDOT, Austin City Council, and other representatives to stand up for me.</p> | See Comment #5 |
| | | | | Community alternatives | <p>I am FOR the Return I-35 proposal including ideas like reorganizing another highway such as SR-130 as an interstate, a boulevard going through town and a public transit first project.</p> | See Comment #4 |
| | | | | Latent/Induced Demand | <p>TxDOT's process in this project flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the acres of freeway removed, and its traffic modeling is flawed. Unlike the city of Austin needs to increase density and decrease regional traffic for the health of its citizens. That is made more difficult to further driving it by a massive freeway that will induce more traffic to flow through the city.</p> <p>Induced Demand is the largest 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.</p> <p>10 years of construction for just a few years of congestion relief is NOT worth it.</p> | See Comment #18 |
| 680 | Chase Eastering | 1/14/2023 | MyCrust Website Comment Form | Do not widen/ho build | <p>I vehemently oppose the expansion of the I-35 corridor through Austin. Courtless 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 shown 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 alternative.</p> | See Comment #5 |
| 681 | Chalsea Acres | | | Do not widen/ho build | <p>No TxDOT TxDOT,</p> <p>I oppose expanding I-35.</p> <p>Fast-lane openings should be at least every 1/4 mile.</p> <p>All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users.</p> | 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 Return35, to be fully studied. | See Comment #4 |
| 682 | Chalsea Burns | | | East/west connectivity | <p>Multi35 Program Manager Tommy Aragon,</p> <p>Dear TxDOT,</p> <p>I am a resident of Austin, and I live about 2.5 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 middle of transportation. Some of the pedestrian and bicycle crossings are truly horrific, in addition to forcing people to cross a road, high highway as it gets particulate matter into the air. Moreover, it makes an even deeper scar out of Austin's historical segregation lines. Why have replicating historical wrong? Austin should be reconnecting these bus 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 should you be considering.</p> | See Comment #20 |
| | | | | Community alternatives | 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 | Chalsea Gomez | 3/7/2023 | Email | Do not widen/ho build | <p>Multi35 Program Manager Tommy Aragon,</p> <p>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</p> | See Comment #5 |
| 684 | Chalsea Lake | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Aragon,</p> <p>We had my opinion on the Austin area within two hours, traveled at around noon and just outside Austin. Never once did I think I35 needed to be larger or hold more lanes. The middle around us is suffering enough with all of the construction and new buildings. We do not need another addition for their downfall.</p> <p>With all of the new residents and their homes, we need a faster way to travel.</p> <p>The great for more revenue for the city has given over the years, and it's not being given back to the community. The community has been giving good points, I think it's time you all listened.</p> | 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 lag behind. The opposite would be to get more officers putting over the "speedsters" who live 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 | Cher Courtney | 2/23/2023 | Email | Reverts to I30 | <p>No TxDOT TxDOT,</p> <p>I am against the expansion of I35 because it will displace so many individuals and businesses, and actually bring more traffic into Austin. I have always thought I30 should be fixed, and I35 listed. 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.</p> | See comment #3 |
| 686 | Cheryl Dugan | 1/31/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Dugan</p> | See Comment #6 |
| 687 | Chet Morrison | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 |

| ID | Commenter Name | Date Received | Source | Topic | Response | See Comment # |
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| 688 | Chayenne Weiser | 3/1/2023 | Email | Community Alternatives | Re TxDOT TxDOT: Expanding I-35 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 deaden hard impacts 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 | General support | Dear Chairman Bagg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Crasse | 2/9/2023 | Email | General support | Dear Chairman Bagg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | | McClure's Website Comment Form | Do not widen/ho 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 | Instead of putting money into alternative forms of public transport like mass transit, TxDOT continues to push for road expansion and embraces the "more lanes" mentality, despite the fact that no amount of new tolls will alleviate the fundamental problem of too many vehicles on the road, and that tolls will always cause delays and traffic jams. | See Comment #13 |
| 692 | Chris Boswell | | | Do not widen/ho build | To Whom It May Concern: I am a lifelong Austin resident and have driven I-35 my entire life. As Austin has grown, so has traffic on I-35, but so has the divide between the east and west side of 35, with all of the historical issues present in that divide. I urge you to just 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 unworkably highway. | See Comment #5 |
| | | | | East/West Connectivity | An expansion of 35 by widening the already single highway through the heart of central Texas and Austin would only deepen the divide between east and west. | See Comment #20 |
| | | | | Lateral/Inbound 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 multimodal future being created in Austin right now via Project Connect and other innovative programs. | See Comment #20; |
| | | | | Topic | Comment. | |
| 693 | Chris Boyd | 2/23/2023 | Email | Bike/ped safety | Re TxDOT TxDOT: I really must 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 Groesbeck park is a nightmare. Expansion will make it worse. Please make Austin a more pleasant place to walk or bike (I do both), rather than worse. Please look for solutions that encourage transit, enhance biking, and make it easier to walk. Reconnect Austin and Rethink35 have some interesting ideas. Please consider them. | See Comment #30 |
| 694 | Chris Braux | | | Do not widen/ho build | MOBILITY35 Program Manager Tommy Aragon, Several members of Austin City Council have publicly spoken not against this plan, and the recent election reaffirmed that the majority in Austin are diametrically opposed to the plan. | See Comment #5 |
| | | | | Lateral/Inbound Demand | I'm an Austin resident and university student who has to experience commuting on a regular basis. As someone who's experienced being in Dallas before I transferred to UT, I've seen it both ways. I've experienced interstates 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 extra wide enough to make up for the extra lanes people are going to travel. It induces demand, it draws resources away from public transport considering Austin's and our 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 by the road and around it. The Katy Freeway, Georgetown road extension on plan, Dallas, and Fort Worth are great representations of how plans like these only increase traffic and congestion. It increases variability in how merging which leads to more highway fatalities and dangerous crashes. | See Comment #18 |
| | | | | Business/residential displacement | I 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 only harm businesses during this inflationary period. The increased lanes will bottleneck traffic during rush hour resulting in even worse traffic. | See Comment #21 |
| 695 | Chris Braux | 3/1/2023 | McClure's Website Comment Form | Parks | I would not want to lose out on valuable park space indefinitely, setting apart 7 better beach park for this plan that will only reduce traffic is a taxon for automobiles. So many businesses will need to be relocated and for what? TxDOT keeps saying they're listening to the concerns of us, but if I've 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 #100 |
| 696 | Chris Farland | 1/30/2023 | Email | General support | Dear Chairman Bagg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Farland, Austin Resident. | See Comment #8 |
| 697 | Chris Garrison | | | Do not widen/ho build | MOBILITY35 Program Manager Tommy Aragon, As a long time resident of Austin, a father of three, an architect, and a true environmentalist, 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 unacceptable. 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 horrendous 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 five years of construction itself that the expansion promises are not worth the environmental cost. The people of Austin deserve better. I do not want to see 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 respect 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 |
| | | | | Lateral/Inbound 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 the wear that this expansion would generate is a significant threat to the health of Austin's residents. | See Comment #18 |
| 698 | Chris Hechtman | 2/7/2023 | Email | General support | Dear Chairman Bagg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Hechtman ***** 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 for any purpose. | See Comment #8 |
| 699 | Chris Hegen | | | Do not widen/ho build | MOBILITY35 Program Manager Tommy Aragon, I'm a resident of Austin, currently living in the Crestview neighborhood near Airport and Lamar. I am against the proposed expansion of 35. Adding more lanes is an easy non-solution to a hard problem. I really do not like the idea of TxDOT and are doing something when they're really just going through the motions. Stop being like TxDOT do your job and come up with a solution that actually works! | See Comment #5 |
| | | | | Lateral/Inbound 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 I-35 | I want to see the city council and TxDOT collaborate on a solution that makes our local traffic amount 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 | | | Do not widen/ho build | Re 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 so given, crossing the bi-laned frontage roads will be dangerous and daunting for any pedestrian or cyclist. No matter one walk for this project is to have Reconnect, and grade, pedestrian crossings that do not involve navigating the frontage roads. Or, alternatively, to divert 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 strong speeds, the roads need to 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 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
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| 701 | Chris Neun | | | Do not widen/hw build | <p>Multi35 Program Manager Tommy Aragon.</p> <p>Great day and thank you all for attending the meeting yesterday!</p> <p>Failure includes increased travel time, increased pollution, and decreased safety.</p> <p>The one long term benefit has nothing with the construction companies who receive the contracts for these expansions and all our companies who benefit from increased car dependency for travelers.</p> <p>I urge you to take account of the many alternative options to freeway expansion including public transit, busways through downtown Austin, and the Net35 proposal.</p> <p>Candidly I'm not the best at emotional pleas. Hopefully others are doing that in my absence. My plea is rooted in logic: very other modern county outside of Austin understand the detriment of highways and the fabled logic in expanding them. It is unreasonably backwards and archaic to think otherwise.</p> <p>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, or companies, car companies, concrete supply companies, etc. I'd urge you to ignore them.</p> <p>There will be good natured people in the audience 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.)</p> <p>Thank you all on 01 of Construction. TxDOT is not out of our car obsession. I understand the political contributions it gives against that. I urge you to lobby your elected reps. Thank you again for your time and consideration. I respectfully ask for you to do the right thing.</p> | See Comment #5 |
| | | | | Labor/Inbound Demand | <p>I oppose TxDOT's plans for I-35. Countless examples show Americans that legal cities that expand highways do not fix traffic. Notable examples include:</p> <ul style="list-style-type: none"> Washington DC I-270 Chicago I90 San Jose I880 Denver I70 Boston I93 Seattle I405 Houston I10 | See Comment #18 |
| 702 | Chris Peraldo | 1/8/2023 | Email | General support | I am writing to today SUPPORT Alternative 3 in your plan. As the owner of a property nearby, I am in complete SUPPORT 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 #6 |
| 703 | Chris Peak | 3/7/2023 | Email | Do not widen/hw build | <p>Hi TxDOT TxDOT,</p> <p>big time and energy such for some wild/farce fantasy even. Dr Disney would've had been able to conceive?</p> <p>After much more of old ground and round, 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</p> | See Comment #5 |
| 704 | Chris Perry | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that accommodates the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 |
| 705 | Chris Ramser | 3/6/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that accommodates the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> <p>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</p> | See Comment #6 |
| 706 | chris randazzo | 1/27/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that accommodates the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> <p>Chris Randazzo, P.E.</p> | See Comment #6 |
| 707 | Chris Reed | 3/7/2023 | Email | Do not widen/hw build | <p>Multi35 Program Manager Tommy Aragon.</p> <p>I am an Austin Resident and oppose the I-35 expansion.</p> | See Comment #5 |
| 708 | Chris Riley | 2/22/2023 | Email | Air Quality/Noise | <p>Hi TxDOT TxDOT,</p> <p>The DES 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 Net35 and Reconnect Austin.</p> | See Comment #18 |
| 709 | Chris Roper | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that accommodates the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 |
| 710 | Chris Roper | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that accommodates the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 |
| 711 | Chris Stangland | 2/24/2023 | VCH | 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 #6 |
| 712 | Chris Vincent | | | Labor/Inbound Demand | <p>Multi35 Program Manager Tommy Aragon.</p> <p>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 (DES Appendix C) is incomplete. Please consider their study 902, 902.2, and 902.2D they are higher health problems.</p> <ul style="list-style-type: none"> -The greenhouse gas analysis (DES 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 economic analysis (DES 703) and some projections. Austin has been filled with some investment, and TxDOT should be deciding these. <p>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 Net35 and Reconnect Austin. The cursory assessment provided by T71 failed to adequately account for the value that could be captured if areas along this corridor were made available for walkable development.</p> <p>I am a native Austinite, and I am concerned that my generation is reflecting this incomplete project on our city and our great. Please stop the madness. This highway should be removed, not widened.</p> | See Comment #18 |
| | | | | Racial Justice | <p>You are encouraging further division of our city, a continuation of a segregated, outdated, and racist 1950s vision.</p> | See Comment #3 |
| | | | | Public Transit/Multimodal Transportation | <p>Austin's strategy 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 comfortably as car. Our partnership with high 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.</p> | See Comment #13 |
| 713 | Chris Warner | 3/1/2023 | M/Cu/E/F Website Comment Form | Wildfire | With specific regard to the proposed grade-level crossing at the I-35 opening of 42nd 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 42nd Street overcrosser, but would be compelled to turn left onto the frontage road instead, where they will have easy access to Sport 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 DePina | | | Do not widen/hw build | <p>I think this plan is still unacceptable - the bottom of I-35 should not be expanded. Realize, in the big picture, I-35 as a current exists has already taken out acres of valuable land. I grew up in Austin and lived in Texas until 2022.</p> | 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 |
| | | | | Labor/Inbound Demand | Also, this plan will do nothing to combat congestion, due to Inbound Demand. | See Comment #18 |
| | | | | Community Alternatives | Support the ideas of Net35/35, and their goal to make I-35 serve the Austin community | See Comment #4 |
| 715 | Christina Vincent | 3/6/2023 | Email | Do not widen/hw build | <p>Multi35 Program Manager Tommy Aragon.</p> <p>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!</p> | See Comment #5 |
| 716 | Christian A | | | Do not widen/hw build | The current approach to I-35 through Austin, while better than previous proposals, is still an awful proposal for our future. If we are to expand highways we should spend it correctly. | See Comment #5 |
| | | | | Rebuse to I-30 | This highway is key for transportation, especially N/S in Texas, however we should send traffic passing through Austin around the city, and preserve I-35 for local transportation. | See comment #3 |
| 717 | Christian B | 1/31/2023 | M/Cu/E/F Website Comment Form | 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 #6 |
| 718 | Christian Britto | | | Do not widen/hw 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 south alternatives would be preferable. | See Comment #5 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
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| | | | | Route 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. Rerouting an 130 would be a great way to do that. | See comment #3 |
| 719 | Christian Fogarty | | | Public Transit / Multimodal Transportation | <p>Multi355 Program Manager Tommy Ahlrog.</p> <p>After being in Austin for almost 3 years, I feel confident say that 135 is the most centrally located part about this city. Over after being here for a few months, I quickly realized that moving over to 135 is the smart choice. Living in this city, I realize, 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. Instead, from my experience commencing Austin on local issues, 135 and road quality are second only to housing affordability in terms of how frequently people bring them up in conversation.</p> | See Comment #13 |
| | | | | Lanes/Reduced Demand | It's not a matter of whether we should have more lanes. The problems with such a proposal are so obvious that they do not bear repeating. | See Comment #18 |
| | | | | Community alternative | I am in support of completely widening 135 and connecting Austin's urban core with boulevards and green spaces. How ever, without that, there are no 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 | McClure Website Comment Form | Do not widen/no build | The 135 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. SOLUTION: We have a 30 Billion dollar surplus. Why not consider high speed rail along the 135 corridor? | See Comment #5 |
| 721 | Christian Kibben | 2/11/2023 | VOH | Do not widen/no build | Don't expand at all, and if you must, don't expand north of 135 | See Comment #5 |
| 722 | Christian Kurts | 1/12/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Christian Kurts, Director of Business Development</p> <p>3802 Helms Way, Suite 130 Pflugerville, TX 78660 www.developmagn.com</p> | See Comment #8 |
| 723 | Christian Laman | 2/21/2023 | Email | Air Quality/Climate Change | <p>Hi TxDOT TxDOT,</p> <p>Dear Sir or Madam,</p> <p>I am a resident of Travis County at 2704 Heavell street, Austin, TX 78702. I am VERY worried about the current plan for 135 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.</p> | See Comment #18 |
| 724 | Christian May | | | Air Quality/Noise | <p>Multi355 Program Manager Tommy Ahlrog.</p> <p>TxDOT's plan to expand 135 through Austin is harmful and should be withdrawn.</p> <p>I live in downtown Austin. I live very close to 135, 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.</p> <p>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.</p> <p>TxDOT needs 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.</p> | 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 depend on. | 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 round one-occupant steel boxes. 135 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 | McClure Website Comment Form | 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 | Christiana Johnson | | | Do not widen/no build | <p>Multi355 Program Manager Tommy Ahlrog.</p> <p>I am a resident of San Marcos, Texas and oppose TxDOT's plans for 135 and I oppose expansion.</p> <p>TxDOT process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the access of freeway removals, and its traffic modeling is flawed.</p> <p>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.</p> <p>I don't want to use an interstate highway for my local trips.</p> <p>I support TxDOT, Austin City Council, and other representatives to stand up for me and for my future.</p> | 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 | | 1/20/2023 | McClure Website Comment Form | Regional Connectivity | reverse the low star rail proposal - building more highways is making this state into a tangled concrete lined nightmare we NEED rail service in the state!! PLEASE | See comment #1 |
| 728 | Christina Kelly Burgess | 3/7/2023 | Email | Widening | <p>Hi,</p> <p>I live in Wilshire West, a neighborhood bordering 135 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, low-rise neighborhood with the east majority of homes that have small children and growing families. We rely on Wilshire Boulevard as the main pedestrian thoroughfare to get to Pflugerton Park, and many to get to Maplewood Elementary and even the daycare at St. George's church. We have spent excellent 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.</p> <p>I strongly advocate that even if these changes are mitigated by electric traffic at the 135 opening of Wilshire Boulevard where it would connect with the east side of the interstate with longforms that cut through traffic could't enter Wilshire from the 41st Street crossover, but they would have easy access onto Airport Boulevard.</p> <p>Please do not let our community become a traffic cesspool and please do not endanger our children and families.</p> | See Comment #9 |
| 729 | Christina Sells | 2/8/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 730 | Christina Vesely | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 731 | Christine Garvey | 3/7/2023 | Email | Bike/ped safety | <p>Hi TxDOT TxDOT,</p> <p>I write as a concerned citizen. This project would make making and using public transit challenging, which is already a challenge for a substantial I would impact our quality of life in a negative way. Please rethink 35. Thank you.</p> | See Comment #30 |
| 732 | Christopher | 3/7/2023 | McClure Website Comment Form | Parks | Why must you destroy Water Beach? The OS isn't going to help in the first place, did you learn nothing from the Katy Pkwy? Please, leave Water Beach alone. I beg of you, the natural beauty of Austin shall not be destroyed for some worthless highway retooling. | See Comment #100 |
| 733 | Christofer Cavello | 2/9/2023 | My other I can see this | Woodland | Please avoid or increase the width of the pedestrian transit under the northbound access road at Woodland Ave. It will be very spotty, making folks not feel safe to cross there. A lot of design time and building cost could be for length of this road isn't the best solution. Add right-of-way and pedestrian crossing infrastructure. Please move entrance ramp on northbound service road just north of Burnside St. to assure folks on Burnside St. can safely get onto the bypass lane heading North. Move entrance a little more north for more distance. | See Comment #238 |
| 734 | Christopher Corbin | | McClure Website Comment Form | 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 using for subscription services can solve some of the traffic problems we have with our current infrastructure. | See Comment #20. |
| | | | | Route to 130 | The most urgent need to protect public safety that I see is to mandate 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 | Bike/ped safety | As a resident near to 135 and 8th street, pedestrian connectivity to downtown is the primary concern, more than being a node. 135 currently acts as a barrier to downtown and I don't feel a part of that neighborhood. Also mitigating business is another concern, and widening causing. | See Comment #30 |
| 736 | Christofer Heiman on | 2/8/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Christopher Heiman Heritage Title Company of Austin, Inc</p> | See Comment #8 |
| 737 | Christopher Herrera | | McClure Website Comment Form | Copy/Check Photos | I try to see more copies - 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 of it. | See Comment #42 |
| | | | | Bury/Tunnel | bury the freeway in longer segments | See Comment #25 |
| | | | | East/West Connectivity | do we truly create connections between east and west | See Comment #20. |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
|-----|---------------------|---------------|-----------------------------|------------------------|--|------------------|
| 738 | Chris plan Ruch | 3/7/2023 | MyCuEa Website Comment Form | Do not widen/no build | We could build a sky bridge 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 I-35. Use other solutions. | See Comment #5 |
| 739 | Christopher Klaseck | 3/2/2023 | VHR | General support | IS 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 #6 |
| 740 | Christopher Lavery | | | Do not widen/no build | Metrolinx Program Manager Tommy Ahlgrin. Dear Mr. Ahlgrin, 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 as completed 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 |
| 740 | Christopher Lavery | | | Community alternatives | As a resident of north Austin who regularly takes I-35 for my trips down to I-49 or have dinner downtown, I have been driving on this highway. I would much rather have a smaller road (the original two-lane road) that was developed when I-35 was first built. Now that it was mostly 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 Austinians like myself. | See Comment #4 |
| 741 | Chris plan Blasing | 1/20/2023 | MyCuEa Website Comment Form | Regional Connectivity | Needs a passenger rail component. | See comment #1 |
| 742 | Christopher Miller | 2/1/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 743 | Christopher Moore | 3/7/2023 | Email | Do not widen/no build | No TxDOT TxDOT, No. 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 | MyCuEa Website Comment Form | Do not widen/no build | Fervidly 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 | Bike and safety | Ernie Gray 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 PCF is located in the public hearing summary, appendix A. NOTE: THEREFORE BE IT RESOLVED, The BAC and PBC not support any alternate BAC and PBC version 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 design detail to demonstrate that the quality active transportation facilities and connections to a complete network, the BAC and PBC do not support moving forward with any of TxDOT's proposed alternatives for the I-35 Capital Express Central. BE IT FURTHER RESOLVED, the BAC and PBC request that TxDOT report 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 Peake | | | Labor/Inbound Demand | Metrolinx Program Manager Tommy Ahlgrin. 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 before. Widening I-35 through Austin will just be a waste of taxpayer dollars resulting in the same congestion after 25 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 Austinians. Thank you for your time and consideration. | See Comment #18 |
| 746 | Christopher Peake | | | Community alternatives | In lieu of freeway expansion, I believe TxDOT should pursue alternate proposals, the ones pushed by Rethink I-35. Through traffic on I-35 can be relocated to parallel SR-130, removing the need for a appo-rtaffcard 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 Paris | | | Do not widen/no build | Metrolinx Program Manager Tommy Ahlgrin. 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 intentional 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 |
| 747 | Christopher Paris | | | Labor/Inbound 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 |
| 747 | Christopher Paris | | | Community alternatives | Please consider the Rethink35 proposal instead as well as alternative forms of transportation. I do not want to consistently 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 | | VHR | Do not widen/no build | I oppose expanding I-35. I oppose pedestrian, 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? I'm going to help? I'm going to take the LA 1 might as well move there since they have a beach. Who actually makes the decision? Please respond and let me hear the money you lost you say you lost | See Comment #5 |
| 748 | Christopher Peake | | | 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 |
| 748 | Christopher Peake | | | Labor/Inbound Demand | Expansion will worsen traffic | See Comment #18; |
| 748 | Christopher Peake | | | Air Quality/Noise | Other problems, including air | See Comment #34 |
| 748 | Christopher Peake | | | Water Quality | and many water. | See Comment #25; |
| 749 | Chris plan S Beck | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 750 | Christophar Schum | 3/6/2023 | Email | Defund | Metrolinx Program Manager Tommy Ahlgrin. The proposed alternative for widening I-35 through the central segment does not meet Defund 2 neighborhood needs and actually causes mobility issues. The proposed highway design does not meet Defund 2 mobility and access needs. The proposed alternative 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 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 unreasonably hostile to anyone without a car. Instead of showing car drivers, who can easily traverse hills, grade changes, and increased distances, mixed use paths users are deterred. This results in proposed mixed use paths that result in the travel distance for wheelchair users and require cyclists to dismount to navigate the hilly terrain of stairs in the paths. The proposed pathways also include an outrageous proposal of "undersides" for pedestrians, including a very long segment in which pedestrians are expected to pass under the lanes of Airport Blvd instead of crossing at the intersection above ground. These barriers make pedestrian use as shelter because Austin lacks sufficient affordable housing. It is inconceivable that the barriers 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 turnouts an even more conceivable 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 unorthodox to anyone not in a car. Defund 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 reference to cars. We understand that TxDOT is attempting to reduce conflict points between pedestrians and cars, but negotiating pedestrians to follow grade turnouts or organized 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 design reduces connectivity through the central region, including the Defund 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 of either I-35 or Airport Blvd, which is the critical section of the highway where people of color and people with lower economic resources are currently concentrated. The removal of highway crossings also increases the negative environmental impact of the proposed alternative. 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 to go to work or visit friends. 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 an engineering and difficult to use will result in them not being used. | See Comment #184 |
| 751 | Chuck Lipscomb | 1/27/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 752 | Col Gutindo | | | 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 |
| 752 | Col Gutindo | | | Community alternatives | Better alternatives provided by credible community groups have not been addressed directly by TxDOT. | See Comment #4 |
| 753 | Condy Gaddick | 2/26/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |

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| 754 | Corina Pedraza | 3/6/2023 | Email | Do not widen/no build | <p>Rebuild35 Program Manager Tommy Alrago:</p> <p>The data is clear that better lighting will lead to faster travel times. In this case we are 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. Nobody wants the on and off ramps are dangerously positioned and too short for a safe merge.</p> | See Comment #45 |
| | | | | Do not widen/no build | <p>No Comments on I-35 Capital Express Central Project</p> <p>T-DOOT CONSISTENT FAILURES</p> <p>Regarding the US CORRIDOR</p> <p>FAILURE to include safety concerns beyond top 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-DOOT's roads and highways has increased. In 2022, 74% of all traffic fatalities were on roads owned and managed by T-DOOT, including US T-DOOT's program 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-DOOT actively pursue realistic safety standards that work, starting with lower design speeds and a geometry that accommodates the city center.</p> <p>FAILURE to respond to public comments made during T-DOOT's parallel "comment periods" required by federal law. The official Scoping period generated over 3,500 mostly negative comments and these comments were never meaningfully addressed. It is T-DOOT's responsibility to listen to, and clearly analyze suggestions, requests and feedback from the general public regarding intelligent land use and economic development proposals from the community.</p> <p>In one point, T-DOOT's official response to public comments was to please comprehensive comments for comment. Thanks.</p> <p>SP and then respond to "Thanks" rather than the complex mix of each citizen's submitted. We demand that as a community our concerns are heard and addressed. This has gone on for too long, we demand change.</p> <p>3. Proceed with the construction of the underpass highway. It's critical that such a disruptive project over a long time frame offers a reasonable plan to accommodate the public.</p> <p>* FAILURE to remove the barrier by proposing an inflexible move dual-lane barrier that contradicts the community's plan "no higher, no wider" Everyone, including the TDOOT team, thinks the ONLY barrier is the elevated Highway. The elevated Highway is like more than an avenue. The following are the four more important physical barriers that make the creation of two arterials virtually impossible:</p> <ol style="list-style-type: none"> 1. The High-speed ramps that cut the highway off from the fabric of the city and break up the grid. 2. The access roads (through roads). 3. Keenan E. Smith, ALA 4. Prerequisite | See Comment #45 |
| 755 | City Lights Design Alliance | | Meeting Comment Form | Air Quality/Climate Change | <p>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 considerably, causing inevitable increases in air pollution. As quality monitors measure air quality for the region, allowing T-DOOT to justify adding more pollutants, including greenhouse gases and congestion, to the air we breathe by stating that the increases from I-35 do not significantly degrade air quality on a regional level.</p> <p>This allows T-DOOT to deny that the dust and noise are actually caused by I-35.</p> <p>T-DOOT'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 dangerous and feeble excuse. It's an indication of how little they care about the air your children breathe. T-DOOT's solution to address the issue of climate change and to address as much damage as possible associated with environmental disaster, 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 reduce and filter pollution air. This can only be achieved by planting a complete cap on the highway. The polluted air is captured, treated, and then exhausted into fresh air brought below the eye at strategic points. Of course, there is the age old tried and true solution... trees. There have the capability to clean the air.</p> <p>It is an easy and natural solution. When we tree trees, T-DOOT's is assured that TDOOT takes into consideration air quality, climate change, and pollution when determining the best solution for the I-35 corridor. We must do our part.</p> | See Comment #28 |
| | | | | Construction | <p>* 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 diversion of traffic will become a serious issue for the city and its residents.</p> <p>There still isn't a workable scenario by T-DOOT to mitigate the problems.</p> | See Comment #178 |
| | | | | Propose to I-35 | <p>* FAILURE to act on the recommendations of the Texas Transportation Commission approved through 35 (I-35) Corridor Advisory Committee who suggested switching designations between I-35 and SR 130. Removing the toll for trucks on SR 130 would allow trucks to bypass downtown Austin. Exporting truck traffic to prevent SR 130 would address the congestion problems of I-35, would make I-35 considerably safer, and could save taxpayers billions of dollars. We ask that T-DOOT address this topic left on the table, and we want to know why a suggestion by a group of experts has been disregarded FAILURE of T-DOOT to understand land use, land value, and the funding of a city through taxes. The city has one major debt. The land within city limits.</p> <p>The taxes we all pay indirectly fund everything, from schools to police to parks to streets. T-DOOT 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-DOOT 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 rich local economy. There are more intelligent designs that protect taxpayer interests. Why not use that value to pay for financing the corridor?</p> <p>This project could pay for itself now through tax increment financing and create a future tax base to fund the future city. This is proper land use.</p> | See comment #43 |
| | | | | Community Alternatives | <p>There is, however, a plan proposed by the community group Movement Austin. The plan follows:</p> <ol style="list-style-type: none"> 1. Remove trucks from the I-35 corridor by putting them on SR 130. This will be required during construction, so do it now and then make it permanent. 2. Temporarily widen the existing access (through) roads to accommodate the remaining traffic. T-DOOT's Modified Alternative #3 proposes the most devastating barrier imaginable: The "So Grand Canyon." By moving the access roads, both northbound and southbound, to the east side rather than using the R.L.V. structure, and air rights over the system lanes, their plan decreases 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 greater opportunity loss, and neither 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-DOOT's chosen alternative and the several community alternatives. TDO needs to consider all suggestions for a safer, more human, and progressive future for Austin and all of Central Texas. An ROI analysis is always required for an expenditure of public money, especially for such a massive cost of establishing the I-35 corridor - something that will be with us for another 70 years. | See Comment #44 |
| 756 | Ci Walker | 3/7/2023 | Email | Do not widen/no build | <p>Rebuild35 Program Manager Tommy Alrago:</p> <p>This is such a very bad idea. Please stop.</p> | See Comment #45 |
| 757 | Clare | 1/31/2023 | M/C&U Website Comment Form | Public Transit/Multimodal Transportation | <p>I am in favor of any improvements to public transit.</p> | See Comment #13 |
| 758 | Clare Harrison | 2/9/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by T-DOOT. Thank you for your consideration of this request.</p> <p>Clare Harrison</p> <p>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.</p> | See Comment #8 |
| 759 | Clare Hengert | 2/21/2023 | VOH | General support | <p>Modified Build Alternative 3 (Preferred Alternative) provides many positives for downtown:</p> <ul style="list-style-type: none"> * Removes the upper decks * Lowers the main lanes * Enhances transit connectivity to Downtown Station, Plaza Saltillo, and Austin Bergstrom International Airport * Supports 25+ acres of usage as envisioned by Urban Land Institute and Our Future 35 * Creates a land bridge at E 3rd Street to nearby Palm Park with commercial west of I-35 * Includes an urban-style boulevard from Clear Channel Street to Clear Keaton Street * Adds 15 east-west connections for those who walk/bike/cycl * Builds 8 pedestrian/tricycle-only bridges * Adds 4 HOV lanes (three in each direction) for buses, ride-alongs, van/poolpools, and emergency services | See Comment #8 |
| ID | Committer Name | Date Received | Source | Type | Comment | Response |
| | | | | | <p>Final Copy Clear Project Team for the I-35 Capital Express Central Project.</p> <p>Please find attached Federal Bank Community Garden Public Comments and Motion to Intervene in I-35 Capital Express Central Project 3 From US 290 East to US 290 West/SR 71 CSL 0035-13-388). We appreciate the opportunity to provide comments on the Draft Environmental Impact Statement for this matter.</p> <p>If you have any questions or difficulties with the attached document, please let us know.</p> <p>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 T-DOOT consider whether these gardeners and the residents of the residential support for the I-35 Capital Express Central design as proposed by T-DOOT. Thank you for your consideration of this request. Sent from my iPhone</p> <p>The requested footprint will impact us in the following ways:</p> <ul style="list-style-type: none"> Increased noise pollution from construction machinery and activities Increased dust from construction (both a respiratory hazard and for its deposition on the vegetation we eat and donate to local food partners); increased air pollutants from diesel engines and other sources such as construction equipment Restricted access to the garden by foot, bike, and car. Several of our members live south of the river and the pedestrian bridge across US for access to the garden. Others drive to the garden and park along Water St. Possibility of contaminated construction material 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 bees. | See Comment #150 |
| 760 | Clare Krebs | 3/7/2023 | Email | Parks | | |
| 761 | Clare Ruito | 1/12/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by T-DOOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 762 | Clare Ruito | 2/14/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by T-DOOT. Thank you for your consideration of this request.</p> | See Comment #8 |

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| 763 | Clara Parker | | | | <p>Do not widen/ho build</p> <p>Multi335 Program Manager Tommy Alrago. I am a resident of the Chestnut neighborhood in Austin. I oppose TxDOT's plans for I-35 and OPPOSE expansion. TxDOT's process in this project is flawed: it ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. 20 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.</p> | See Comment #5 |
| | | | | <p>Lane/Inbound Demand</p> <p>Highway expansions DON'T work. They worsen congestion (as we see with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.</p> | See Comment #18 | |
| | | | | <p>Community alternatives</p> <p>I am FOR the Metro335 proposal, a public transit first project, or re-designating another highway such as SR 130 as an interstate.</p> | See Comment #4 | |
| 764 | Clara Raley | | | <p>Do not widen/ho build</p> <p>Multi335 Program Manager Tommy Alrago. I am a resident of Austin, TX 78722. OPPOSE TxDOT's plans for I-35 and 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.</p> | See Comment #5 | |
| | | | | <p>Public Transit / Multimodal Transportation</p> <p>I am for expanded public transit within Austin, LA, additional bus routes and train lines.</p> | See Comment #13 | |
| | | | | <p>Lane/Inbound Demand</p> <p>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.</p> | See Comment #18 | |
| | | | | <p>Reverts to I-30</p> <p>I also support designating SR 130 as an interstate.</p> | See comment #3 | |
| 765 | Clara Saiton | | McClure Website - Comment Form | <p>Air Quality/Noise</p> <p>There needs to be greater measurements of air quality during the "environmental" review.</p> <p>Water Quality</p> <p>Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)</p> | See Comment #34 See Comment #125 | |
| 766 | Clara Trachou | | | <p>Do not widen/ho build</p> <p>Multi335 Program Manager Tommy Alrago. My name is Clara Trachou, I'm a citizen of Dallas, Texas, and I oppose TxDOT's plan for the highway expansion of I-35. As a Texas citizen, I expect TxDOT, Austin City Council, and my other representatives to stand up for me.</p> | See Comment #5 | |
| | | | | <p>Lane/Inbound Demand</p> <p>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.</p> | See Comment #18 | |
| | | | | <p>Public Transit / Multimodal Transportation</p> <p>Instead, the city of Austin and TxDOT should invest in public transportation to reduce both highway congestion and</p> | See Comment #13 | |
| | | | | <p>Air Quality/Noise</p> <p>environmental impacts.</p> | See Comment #34 | |
| 767 | Clara Weidick | 3/3/2023 | VOT | <p>General Support</p> <p>I am in support of the Preferred Build Alternative because it will avoid the maximum throughput of vehicles and it most represent 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 give us 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 an Interstate Highway System and will complement what our region is doing with Project Connect.</p> | See Comment #8 | |
| 768 | Clara Zlinka | | | <p>Dear I-35 Capital Expenses 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 expect 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 overestimated future traffic. Expanding the highway accomplishes the opposite of its aim. Furthermore, while TxDOT has proposed design elements to make the highway less prominent in the highly gentrified downtown area, none of those elements have been included in any form of Airport Blvd, a less generalist, more visually diverse area of the city. Expanding the highway continues the highway's history of racism and segregation into the 21st century. However, if TxDOT does proceed with the project, it needs higher-level reviews. Austin is a world-class city in a world-class 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 on to the better grocery store on 54th street, instead of the Hancock MEI, 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 43rd street. In my opinion, the proposed design makes it harder and less safe to cross both Airport and I-35 if you are not a car by increasing the number of lanes at Airport, and requiring a pedestrian to travel significantly out of their way. There are many alternatives in the proposed design 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. Do not need 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 lanes, but we 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 NCNC, and all the letters submitted by NCNC's member neighborhoods. Our neighborhoods are severely impacted in many</p> | See Comment #5 | |
| | | | | <p>Lane/Inbound Demand</p> <p>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 measure highway expansion is required.</p> | See Comment #18 | |
| | | | | <p>Public Transit / Multimodal Transportation</p> <p>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.</p> | See Comment #13 | |
| | | | | <p>End-use connectivity</p> <p>The project claims to want to increase connectivity west to east across the city, and to ameliorate the racist segregation history of the highway.</p> | See Comment #20 | |
| | | | | <p>Blue-ped safety</p> <p>The remaining mixed-use paths for crossing the highway at this intersection are also an example of TxDOT's 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 granting disabled people access for anyone with mobility impairments to cross this intersection due to the long distances required. TxDOT should work with designers with actual experience in pedestrian design, cycle path design, and landscape design to make the mixed-use paths something these users would actually want to use.</p> | See Comment #30 | |
| 769 | Clara Leidy | | | <p>Do not widen/ho build</p> <p>Multi335 Program Manager Tommy Alrago. 327 businesses, residences and properties are marked for potential displacements. This includes having 625 jobs. I live in south Austin now and am moving to the Cherrywood neighborhood soon. Traveling I-35 is a nightmare and the number of lanes 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.</p> | See Comment #5 | |
| | | | | <p>Air Quality/Noise</p> <p>These houses, in addition to the halt on earth that the construction alone will last (15 years of 1975) plus the increased pollution are not worth what will be a short-term solution at best.</p> | See Comment #34 | |
| | | | | <p>Reverts to I-30</p> <p>Why not expand I-30, reduce the tolls for commercial vehicles and get them off I-35 through Austin?</p> | See comment #3 | |
| | | | | <p>Lane/Inbound Demand</p> <p>Adding lanes for traffic will just result in increased traffic.</p> | See Comment #18 | |
| | | | | <p>Public Transit / Multimodal Transportation</p> <p>What Austin needs is more efficient bus service and more mass transit like high speed rail.</p> | See Comment #13 | |
| 770 | Clara Moore | | | <p>Do not widen/ho build</p> <p>Multi335 Program Manager Tommy Alrago. 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.</p> | See Comment #5 | |
| | | | | <p>Air Quality/Noise</p> <p>The environmental effects and</p> | See Comment #34 | |
| | | | | <p>Public Transit / Multimodal Transportation</p> <p>the effects this could have on public transportation could also leads to negative impacts.</p> | See Comment #13 | |
| 771 | Cristina Garcia | 1/20/2023 | McClure Website - Comment Form | <p>Regional Connectivity</p> <p>This project is unnecessary and worth below the weeks it seeks to solve. We need a revival of the Lane Star Rail proposal to provide a necessary and useful connection between Texas cities via railway.</p> | See comment #1 | |

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| 772 | Claudia Scott | 3/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Daylan West | | | East/West Connectivity | No 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 Austinians. Here are some components of what that solution should look like: * East-west crossings should be at least every 1.4 miles. | 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 #305 |
| | | | | Lateral/Inbound Demand | * Expansion is not the best way to use additional space, and other alternatives 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 present is better than this. Therefore, expansion should be done extremely and only at the expense of other elements that will improve the space for Austinians. | See Comment #18 |
| | | | | Blue (and 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 reliable 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 Pathways35, to be fully studied. | See Comment #4 |
| | | | | Racial Justice | * I want community-oriented alternatives to expansion, and want concepts such as Reconnect Austin and Pathways35, to be fully studied. | See Comment #4 |
| 774 | Casi Chaney | | | Do not widen/ho build | Mobile35 Program Manager Tommy Almagu. I am a resident of Austin and already commute about this city. I fundamentally oppose TxDOT's plan for expanding I-35. It kills 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, leaving people who can't drive affected if it spent massive amount of money to get anywhere. I demand for TxDOT, Austin City Councils, 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 Pathways35 or Reconnect Austin. | See Comment #5 |
| | | | | Lateral/Inbound 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 would violate 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 the 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 |
| | | | | Business/Residential Displacement | When the property at 2209 E. 43rd St. and do not want to be condemned. I have been working on getting the property owned 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 Cox | | | Do not widen/ho build | hello, My name is Ernest Wheeler Cox, III and I go by Cody. I own the property at 1039 E. 43rd St. and I am in the courtroom 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 | Cody Bozer | | | Do not widen/ho build | New transportation investment is needed in the Austin region as it is a rapidly growing 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 congestion in TxDOT and other state DOT's roadways have never exceeded 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 ongoing growth momentum by building transportation that will traffic more efficiently through the city and reduces the urban and denser 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 |
| | | | | Lateral/Inbound Demand | No 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 |
| | | | | Remove to I-30 | TxDOT should seriously consider input from the proposals written "Pathways 35" and "Reconnect Austin." They are focused on how to move thru-traffic and truck traffic out of the downtown core to SH 130/83 and to reclaim the land occupied by I-35 to instead use community/residential, local traffic and public transportation. | See comment #3 |
| 778 | Cody Soden | 3/8/2023 | Email | Do not widen/ho build | Mobile35 Program Manager Tommy Almagu. Highway expansion 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 Dunning | | | Remove to I-30 | I took the I-30 toll road this morning to go to South Austin. Had the 35 toll 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 redirect 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 be in my car is because of traffic. I would like to see if you can do anything to improve traffic in 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 |
| | | | | Lateral/Inbound Demand | Mobile35 Program Manager Tommy Almagu. Expanding I-35 through Austin 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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, Downtown Capital Partners | See Comment #8 |
| 782 | Colman Wyle | 2/16/2023 | MC/CA/EA Website-Comment Form | 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 highways 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 suitable agency. | See Comment #21 |
| 783 | Colin Ingberfeld | | | Do not widen/ho build | No 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 Pathways35 have lots of ideas that should be explored, instead of mindlessly widening yet another highway. | See Comment #5 |
| | | | | Remove to I-30 | 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 I-35 mobility? However, either at the same time, or in another study, determine criteria for non-tolled I-35 drivers to enable them to use SH 130 toll free. Again, measure the impact on I-35 traffic. The concern is that we have already built an underutilized alternative to I-35. Could we delay an I-35 expansion and even save millions of dollars if there was any possible way to toll SH 130? | See comment #3 |
| 785 | Colin Parker | 2/9/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Colman Pike | 1/31/2023 | MC/CA/EA Website-Comment Form | 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 | 1/18/2023 | MC/CA/EA Website-Comment Form | Regional Connectivity | We need a high speed rail between Austin and San Antonio. Adding a high speed rail would be the equivalent of adding 20 lanes of highway. | See comment #1 |

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| 788 | Colton Hall | | | 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 you actually think this through instead of expanding like everywhere (and it hasn't been really good). Have a good day. | See Comment #3 |
| | | | | Bury/Tunnel | I think it would be better to demolish 35 and put a underground tunnel and rail system where 35 is now. This would increase capacity significantly (to the rail, and covers both long distance travel (under ground), short distance travel (overhead), and medium travel (over) bus). | See Comment #25 |
| 789 | Conner N. Turner | 2/1/2023 | Email | General support | Dear Chairman Bragg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. See: From Mark for Wiltshire Conner N. Turner, JD. The President, Plus Closing Commercial District Heritage This Company of Austin, Inc. https://www.austintexas.gov/central-express-center . Our new headquarters DO NOT COME TO US TO CHANGE THEM AS A TRAVELER. Please call your design team to confirm the Wiltshire instructions before writing your letter. Please see your letter as soon as possible to avoid funding delays. Thank you. COVID-19 Heritage This Company respects your continued right to express your views. Matters 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 POST OUR OFFICES if you are feeling ill or unwell. If you have been exposed to anyone exhibiting COVID-19 symptoms, if you are unable to attend closing, please contact your account manager to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the early closing event. Please note that we appreciate our business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage This 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. [REDACTED] Inside this email, and destroy all copies and any attachments. Thank you for your consideration. | See Comment #8 |
| 790 | Connie Haham | 3/1/2023 | Email | Issue | Multi35 Program Manager Tommy Ahng. I can already hear I-35 traffic from my North University neighborhood. The thought of this ugly, noisy, polluting, over-widened highway coating as a fortune and engulfing even more of our city while not alleviating traffic in the long term is a total no-brainer, but I don't see 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 | Convor | | MCQ&E Website-Comment Form | Do not widen/no build | After reviewing the proposed plan, I strongly encourage TxDOT to move forward with an alternative that prioritizes safety/level of mobility for local traffic (vehicular and otherwise) over expansion of I-35. | See Comment #5 |
| | | | | East/west connectivity | The proposed vision of the future will be those that encourage affordable housing, urban mobility, and inviting public spaces. While highway expansion may definitely alleviate congestion I-35 in the short-term, creating a wider gap through the middle of the city is incompatible with future prosperity. Our opportunity to envision transportation infrastructure that will last another 80 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 | Convor Lind | 3/7/2023 | Email | Do not widen/no build | Multi35 Program Manager Tommy Ahng. As a resident of Austin I greatly rejoice 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 designs. This is a flawed project that will be adapted to reduced demand. Please help us move forward and about the changing climate, not the past. | See Comment #5 |
| 793 | Connor Matthews | 2/11/2023 | Email | General support | Dear Chairman Bragg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 |
| 794 | Convor Witt | | VGH | Do not widen/no build | After reviewing the proposed plan, I strongly encourage TxDOT to move forward with an alternative that prioritizes safety/level of mobility for local traffic (vehicular and otherwise) over expansion of I-35. | See Comment #5 |
| | | | | East/west connectivity | The proposed vision of the future will be those that encourage affordable housing, urban mobility, and inviting public spaces. While highway expansion may definitely alleviate congestion I-35 in the short-term, creating a wider gap through the middle of the city is incompatible with future prosperity. Our opportunity to envision transportation infrastructure that will last another 80 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 | Conry Hall | 1/12/2023 | Email | General support | Dear Chairman Bragg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 |
| 796 | Conry Martin | 2/8/2023 | Email | General support | Dear Chairman Bragg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 |
| 797 | Conry Public Policy | 3/4/2023 | Email | Slow/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 I-35 expansion. The connection between East Austin and downtown is essential to maintain and fast traffic is going to continue to be a big part of what connects our cities please reconsider some of the proposals to make it more friendly to non-vehicle traffic. -Conry Conry PublicPolicy | See Comment #30 |
| 798 | Coit Whitlock | 3/7/2023 | MCQ&E Website-Comment Form | Reduce to I-30 | Instead of expanding I-35 to create MORE traffic, how is a solution to reduce 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 | | | Do not widen/no build | Hi TxDOT/TxDOT, Dear TxDOT, Expanding I-35 would be an incredibly misguided decision that would only benefit the trading associations that should 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 bike sharing programs. The people of Austin do NOT want I-35 expanded! Thank you so much for your attention. Corinne | See Comment #9 |
| | | | | Business/residential displacement | This expansion cannot occur without uprooting homes and local businesses, and uprooting 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 | Cortez Bigart | 2/1/2023 | MCQ&E Website-Comment Form | 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 SUBAC | | | Do not widen/no build | Multi35 Program Manager Tommy Ahng. I am a resident of South Austin and I have read I am writing in opposition of the plan to expand I-35. More lanes means more traffic! And an even bigger one through our city that will be further detriment to our urban fabric doing 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 I-35 should be rethought as an avenue to connect our city with green spaces, pedestrian and bicycle traffic, and an active street front. The urban35 proposal is a great example of how this could be done. Thank you for your time. | See Comment #4 |
| 802 | Cozimo Miyahara | 3/7/2023 | Email | Do not widen/no build | Multi35 Program Manager Tommy Ahng. I oppose TxDOT's plans for I-35 and I oppose expansion. | See Comment #5 |
| 803 | Courtneay Stanton | 2/23/2023 | Email | Do not widen/no build | Hi TxDOT/TxDOT, I oppose expanding I-35. East-west crossings should be at least every 2.4 miles. All north-south 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 coxides. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want fast, 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 | Courtnay Austin | 3/7/2023 | Email | Wiltshire | I am writing regarding the proposed connection from 43rd St. to Wiltshire Blvd. My understanding is that 43rd Street would connect from the west side of I-35 across the Interstate to the east side to join Wiltshire Boulevard and Schuller Avenue in a continuing line to Airport Boulevard. This would change Wiltshire Boulevard from a quiet residential street into a busy, cut-through thoroughfare. I live on Wiltshire Blvd and am opposed to this connection, without added traffic calming measures. I agree with others in 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 not worsening the safety of children and pedestrians in our neighborhood and worsening 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 Wiltshire Boulevard where it would connect with the east side of the Interstate with long-term, so that cut-through traffic could not enter Wiltshire from the 43rd Street overpass but would be completely funneled 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 assumed. Thank you, Courtney Austin | See Comment #9 |
| 805 | Craig Adair | | MCQ&E Website-Comment Form | 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 also include supporting as much as possible through Central Austin and (b) preserve the ability to use 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 a few more lanes, (3) caps as much as possible, and (4) removes trucks out of Central Austin. | See Comment #5 |
| | | | | Labor/Inland Demand | Widening the Freeway will only encourage more traffic, not alleviate it. | See Comment #18 |

| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
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| | | | | 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 |
| | | | | Renews to I35 | Truck traffic should be moved off of I35 and out of Central Austin (eg. to I30). | See comment #3 |
| B06 | Craig Robinson | 1/21/2023 | McClure Website- Comment Form | 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 |
| B07 | Craig Erath | 2/13/2023 | Email | General support | Dear Chairman Bugg and Commissioners: The City of Austin is far behind other major Texas cities in upgrading the I35 corridor, which passes through the center of the city, and other members of the business community thank you for recognizing that I35 in Austin is in critical need for replacement and upgrading. While other great cities of Texas are well known 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 near threat Austin companies face on technological innovation on a global scale. This has resulted in high traffic congestion, through, and out of the city. I fully support the I35 Capital Express Central design as proposed by TxDOT. Thank you for your careful consideration and further development of this project. | See Comment #8 |
| B08 | Craig Staley | | VGR | Do not widen/ho 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-by interstate through a densely populated Downtown. Please point to a major US City that has that and it works. Second, your meetings are focusing on the expensive pieces that simply mean being along, not at all what I care about here, what is 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 | I think, after you've spent 35 year 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 get-loud traffic on the first day and we will have achieved exactly nothing. The project will run the City, destroy the livelihood of property owners who will lose homes and businesses, and ruin the careers of many planners and engineers who will experience the ultimate failure of this project fast hand. | See Comment #21 |
| B09 | Crystal Curry | | | Do not widen/ho build | Metrolink Program Manager Tommy Arango. 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 drive plan to expand I35 with more lanes in the next option. From experience with the expansion 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 |
| | | | | Labels/Induced Demand | Expanding I35 will only worsen congestion, just like Houston's Katy Freeway expansion did. The sheer amount of induced demand. By sending non-local traffic around Austin instead of through it. | See Comment #18 |
| | | | | Renews to I35 | 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 I35 does it at least 14 other Texas cities. | See comment #3 |
| B10 | Christie Costello | 1/26/2023 | McClure Website- Comment Form | General support | Dear Chairman Bugg and Commissioners: Thank you for your support to address I35 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 world. I35 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 I35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas. | See Comment #8 |
| B11 | Christine Ramirez | | | Do not widen/ho build | Widening I35 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 | Worsen climate change, while doing little or nothing to improve alternatives to driving. | See Comment #51 |
| B12 | Christine Ramirez | | | Do not widen/ho build | As TxDOT TxDOT, Hello, I am writing to you today to express my opposition to I35 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 alternatives across the state. 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, bike 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 Railtown35, to be fully studied and invested in. | See Comment #4 |
| B13 | Christine Seltis | | McClure Website- Comment Form | Do not widen/ho build | This project is intransigent and a poor solution to Austin's current and looming problems. Its 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 I35. | See Comment #5 |
| | | | | Air quality/Climate Change | Expanding I35 will do nothing to mitigate the existential threat of climate change. 7 | 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 |
| B14 | Crockett | 2/9/2023 | My area is Co. | Bike/ped safety | No pedestrian tunnel will encourage homelessness, bring on safety issues, high chance for flooding. The Deemed 2 neighborhood will serve as a cut through and does now when Airport Blvd backs up. This plan doesn't improve safe pedestrian paths. | See Comment #30 |
| B15 | Crocker Harshbarger | | | Do not widen/ho build | Metrolink Program Manager Tommy Arango. - Chasing 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 |
| B16 | Cullen Fan | 2/11/2023 | VGR | Do not widen/ho 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 49th. | See Comment #5 |
| B17 | Cullen Sator | 2/6/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Cullen Sator | See Comment #8 |
| B18 | Cullen Gonzalez | | | Do not widen/ho build | Metrolink Program Manager Tommy Arango. Reforming I35 in Austin is a once-in-a-generation chance to reconnect and reimagine 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 commerce, 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 plan 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 hear into and widen what is already a great hole in the city. For these reasons, I OPPOSE TxDOT's plan, and I SUPPORT ReMetrolink'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 rooted in a rapid desire to sever the connection between the displaced communities of color in the east from the white communities in the west. It acts as a natural wall between the two, despite Texas's efforts to promote an economy of opportunity and a culture of friendship. | See Comment #3 |
| | | | | Labels/Induced Demand | As if this wasn't reason enough to rethink this highway, the facts about expansion are clear: the benefits (proportionally a reduction in commute times) are short-lived, any gains come at immense cost in time and dollars, and inducing greater car usage and clearing more land for concrete roads another invaluable part of Austin and Texas's identity: the environment. | See Comment #18 |
| B19 | CW Sheahan | 2/12/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 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 | Topic | Comment | Response | |
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| 800 | Cynthia | 2/26/2023 | Email | Do not widen/hw build | I strongly oppose the clearing of the Woodland underpass to automobile traffic. This is a crucial connector for families to the east and west of DS to get their children to school, medical care, recreation (e.g. Hays Park/ TODD, etc.). The vast alternatives are feasible and cost-effective. Alternatives will soon become a reality when the top option is built. TODD already provided and the traffic already increased accessibility and safety of these Highways School. If any of the planners of this proposal will travel on O'Roar 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 support along the O'Roar/ DS 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 crucial since the only entrance to DS South from the south side of the river requires use of this intersection. | See Comment #45 | |
| 821 | Cynthia Huser | | MyCapEx Website Comment Form | Widening | I'm writing to express my concern about the proposed pass-through from 4th Street east of H-35 and Widens Blvd. Widens Woods is a 100% residential neighborhood, and many of the sidewalks including most of Widens Blvd. are heavily used by pedestrians and local sidewalks. In my opinion, the proposed conversion would significantly increase traffic on the street. Widens Blvd. is not an appropriate cut-through. I would be in favor of a "neighbor" intersection that would flow automobile traffic to the left onto the northbound frontage road allowing easy immediate access to Airport Blvd. | See Comment #49 | |
| | | | | Air Quality/Noise | adding to noise and potentially endangering pedestrians and encouraging drivers to cut through the neighborhood. | See Comment #34 | |
| 822 | Cynthia Long | 1/20/2023 | MyCapEx Website Comment Form | 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 | | My area I do not live here. | 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/Balls | If this project erases all the businesses on the east side of the frontage road, from Dean Danks north towards airport Blvd I would be in favor of a noise barrier along the back of the residential homes along Midtown Ave. I'd like to see another freeway crossing between 32nd and E 38th or just better solve crossings for pedestrians and bicycles. Thank you. | See Comment #69 | |
| 824 | Cynthia Miller | | MyCapEx Website Comment Form | Do not widen/hw build | I am writing to ask that we not expand H 35 after, an strength in favor of making the existing footcort, as suggested. | See Comment #5 | |
| | | | | Label/Inbound Demand | We receive from pass examples that more lanes just means more traffic. | See Comment #18 | |
| | | | | Route to I-30 | We need to make more efforts to make heavy through traffic east to I-35, which has much more capacity than it being used, to get it out of the center of town. | See comment #3 | |
| | | | | Business/residential displacement | without widening the road and thus avoid displacing so many homes and businesses. | See Comment #21 | |
| | | | | Copy/Check Photos | while helping to reconnect my lovely city with caps and sidewalks. | See Comment #42 | |
| 825 | Cynthia Tashakori | 2/9/2023 | VH | Do not widen/hw build | TxDOT continues to pursue a limited range of alternatives, all involving significant expansion of I-35 through central Austin without burying or capping it. This will negatively impact Austin and end up resulting in a similar traffic congestion in the future. As a result, the expansion would be a CapEx from the rear north to I-35 in order to minimize the negative impact of highway expansion on Central Austin. I accordingly oppose the current formulation of alternatives. | See Comment #45 | |
| 826 | Cynthia Tashakori | | MyCapEx Website Comment Form | Copy/Check Photos | I am writing to oppose TxDOT's current proposal to expand DS. While the proposal has improved since its original conception, it is still a safety failure. First, any proposed expansion of DS should include capping in those expanded areas, especially in central Austin. Right now TxDOT has proposed only capping in downtown and north of UT, but not between dense and historic neighborhoods like Hyde Park and Chermore. Expanding the highway and adding lanes to I-35 will result in increased traffic volume. TxDOT has not made that position in its latest design. Capping would also help address noise pollution in a way that is not possible with noise walls while expanding connectivity, reducing it via noise walls. The only issue has to do with 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 I-35 from downtown to S 54st. Sincerely, Cynthia Tashakori President, Open Road Renaissance | See Comment #42 | |
| | | | | East/west connectivity | The current design further splits/separates/cuts off neighborhoods when capping the project could be neighborhoods together (e.g. Spring Hyde Park to Mueller via parks and bike paths). The resulting east-west pedestrian crossings in that area, which include a long overland crossing that is unlikely to be used due to its 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 S 54st street. It would be a massive missed opportunity for Austin for many decades should TxDOT be allowed to expand I-35 in this portion of Austin without facilitating capping of the highway. | See Comment #20 | |
| | | | | Route to I-30 | Lastly, TxDOT has failed to explore diverting truck traffic around Austin and has only focused on expanding I-35 | See comment #3 | |
| 827 | Cynthia Tatham | 3/1/2023 | Email | Do not widen/hw build | Multi35 Program Manager Tommy Ahngan. Hello, I'm writing to oppose the expansion of I-35 in Austin. As an Austin resident and we must invest in our infrastructure to keep up with the city's growth, but we know highway expansion is not work. This is a waste of money and will destroy homes and businesses for no reason. Instead Demand for highways will cause more people to drive, and traffic will increase. Cars are also the least environmentally friendly mode of transportation. We should be encouraging and investing in other modes of transportation like the bus, bike, and bicyclocally. | See Comment #45 | |
| 828 | D.B. | | | Business/residential displacement | Multi35 Program Manager Tommy Ahngan. Dear Austin Administration, I am a resident in Marjane, but I oppose the expansion of Interstate 35. This is not only bad, but it will affect the people displaced by this expansion, and the people near the traffic and noise. This expansion will only enclose the city of Austin into paying more money for some equipt that aren't any the city back. It which are already some of the most sustainable people's jobs city. The option where you turn the highway into a boulevard is so much better. I will stimulate the economy because there will be an opportunity for new businesses, and developments in the area that will actively and continuously contribute to the local economy. This boulevard will displace not 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. Having walkable infrastructure where people can move around their city like they need to be the most important thing. Both businesses and workers want this, work, shop, and head to the same area. Having the I-35 corridor as 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 in the suburbs, and modern things 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 I-35 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 I-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=27h3uHh5g_Articles https://www.reuters.com/world/us/highway-expansions-increase-traffic-pollution-environmental-group-says-2022-10-20/ https://www.fox17.com/news/features/2021-09-28/why-widening-highways-clean-is-bring-traffic-relief/ https://www.sustainablebusiness.org/learn-more-highway-to-boulevard-expansion/ 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 | |
| | | | | Label/Inbound Demand | Highway expansions DO NOT WORK. They increase 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 | As we 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 | |
| | | | | Route to I-30 | There is a bypass highway that goes around Austin, and traffic can be redirected there. | See Comment #43 | |
| 829 | Darin Marks | | | Do not widen/hw build | Multi35 Program Manager Tommy Ahngan. Hello, I'm 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 #45 | |
| | | | | Label/Inbound 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 expansion is NOT work. They cannot stop it on any way with the (CapEx) money, 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 | Dave | 1/30/2023 | Email | General support | Dear Chairman Bragg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is then closed then Main Street of Texas, all Texans should act to build and decide action to 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 it all that time. It's always had 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. Dave Gray Sent from iPhone | See Comment #8 | |
| 831 | Dave Gray | 1/9/2023 | Voicemail | Business/residential displacement | Name is Dave Gray. I have a business on Cesar Chavez, and don't see the way I'm looking at this thing. It may affect me within three blocks of the intersection. It's not going to bother me after three months. I have no problem with that, but my customers are already asking me if it is going to happen, will be losing my business. Name is Dave Gray. Thank you, and have a great day. | See Comment #21 | |
| 832 | Dale Scott | | | Do not widen/hw build | Multi35 Program Manager Tommy Ahngan. Hello, I oppose TxDOT's plan for expansion of I-35. To sacrifice such a large swatch 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 directed 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 #45 | |
| | | | | Multimodal Transportation | Austin has plenty of things that it should get long building: more walk development, protect correct infrastructure, more bike lanes and sidewalks. It does not need to be bordered with more I-35 getting on the way. | See Comment #20 | |
| 833 | Dan Elkins | 2/9/2023 | Email | General support | Dear Chairman Bragg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Giam | | MyCapEx Website Comment Form | Do not widen/hw build | I do not support the expansion of H-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 | |
| | | | | Label/Inbound Demand | It will increase traffic on the highway | See Comment #18 | |
| | | | | Slow/ped safety | And it will endanger the lives of pedestrians. | See Comment #30 | |
| 835 | Dan Hayes | | MyCapEx Website Comment Form | Do not widen/hw 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 you're planning is a mistake. | See Comment #5 | |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response | | | | |
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| | | | | Capex/Deck Phases | Please consider more capex of the highway expansion. I think you're adding way too many lanes and disrupting a lot of businesses and houses/condos/apartments. Are the Garden Apartments at 1505 Burnside going to be impacted? The sidewalks also need to be made wide and safe for pedestrians. | See Comment #42 | | | | |
| 836 | Dan Hennebery | 1/11/2023 | VGH | 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, but they pale in contrast to the environmental catastrophe this project will enact, as well as the other 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 | | | | |
| | | | | Lanes/Inbound 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 | McClure's Website-Comment Form | General support | Dear Chairman Bugg 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 affects outdated/overcrowded roadways in other cities like the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Molise | 3/1/2023 | Email | Revoke to I-35 | Metrolink Program Manager Tommy Horgan. Move it east or west of the city of Austin. Get it OUT of downtown | See comment #3 | | | | |
| 839 | Dan Molise | 3/3/2023 | Email | Bike path safety | Hi TxDOT TxDOT: Looking at the map I see few trails east of I-35, west of Hwy 183 between Hwy 290 and the lake. | See Comment #30 | | | | |
| 840 | Dan Molise | 3/7/2023 | Email | Do not widen/no build | Hi 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 I-35 884K from downtown | See Comment #5 | | | | |
| 841 | Dan Patrick | | McClure's Website-Comment Form | General Support | Choose option 3 | See Comment #6 | | | | |
| | | | | Capex/Deck Phases | with cap and ditch 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. Dan Patrick | See Comment #13 | | | | |
| 842 | Dan Schmit | 1/31/2023 | McClure's Website-Comment Form | 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 Terpsing | 1/26/2023 | McClure's Website-Comment Form | 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 in the world in the state I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for 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 | McClure's Website-Comment Form | General support | Only downside would be the time it takes to build | See Comment #8 | | | | |
| 845 | Dana Harris | 1/28/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Topic | Comment | Response |
| 846 | Dana Harris | 3/2/2023 | Email | 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 I-35. Summarizing in brief 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 | McClure's Website-Comment Form | Regional Connectivity | Very interested in rail that ran down I-35I 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 | | | 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 (DNA) 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 (DNA) We respectfully urge the Commission to choose the "no-build" option for new and instead begin developing alternatives based on community-proposed visions presented at Metro35.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 (NO ₂), particulate matter 2.5 (PM _{2.5}), and particulate matter 10 (PM ₁₀) in its evaluation of alternatives. It is especially important to minimize PM _{2.5} , as the Environmental Protection Agency (EPA) will tighten its PM _{2.5} 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 | Dana Adelson | | | Air Quality/Noise | Metrolink Program Manager Tommy Horgan. Highway expansionists don't realize the goal iDOT has stated: improve traffic flow. First it slows traffic for ten years. Second it increases vehicular traffic rather than expanding flow. Third it costs money, worsens air quality, increases flooding potential, further divides the city. | See Comment #34 | | | | |
| | | | | Revoke to I-35 | Similar options are available and start with simply collecting real data and change current I-35 usage by changing traffic policies - speed, vehicle type, using I-35, etc. Take different approach: one not based on old practices that are OUT of DATE and not suited for the Austin area. Dana Adelson Rideable Community | See comment #3 | | | | |
| 850 | Dana Jensen | 3/1/2023 | Email | Do not widen/no build | Metrolink Program Manager Tommy Horgan. You're hurt Austin and its community by going through with this plan. Don't do it. You will hurt people. Be conscious of that. Dana Jensen | See Comment #5 | | | | |
| 851 | Daniel | 2/14/2023 | VGH | 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. Please revoke to SR 120 | See Comment #5 | | | | |
| 852 | Daniel Amadorita | 1/11/2023 | | Do not widen/no build | Hi TxDOT TxDOT: To whom it may concern: Please accept this letter as my formal opposition to TxDOT's proposed expansion of I-35 for the following reasons: 1. Strongly oppose expanding I-35. 2. East-west crossings should be at least every 1/4 mile. 3. All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users. Expansion will almost certainly increase traffic and cause other problems, including air, water, and noise pollution, health impacts, heat island impacts, and crashes. One need only look at California's infernal 405. Thank you for your consideration of these concerns. Daniel Amadorita | See Comment #5 | | | | |

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| | | | | 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 RedRiv35, to be fully studied. | See Comment #4 |
| | | | | Do not widen/ho build | Please reconsider the Transit Only or No Build Alternative! | See Comment #5 |
| 853 | Daniel Bates | | VGH | 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 problem. Many people, companies, and state highway DOTs expect 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 IS5 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. Making 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 alarmingly high dependency on cars. Not only are the preferred alternatives in transit clearly prioritized above car traffic, indeed, 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 Christian | 2/28/2023 | MCi&E Website Comment Form | East/west connectivity | I think the heritage road should be built ABOVE the bypassed freeway lanes. The bypassed lanes would be extended as far north and south as practical. Overall, this would minimize the impact of the widening right-of-way and protect homes and businesses along the corridor. Furthermore, this would minimize the number of signal lights on the heritage road. Finally, there should be as many east-west roadways as possible. | See Comment #20 |
| | | | | Do not widen/ho build | Mobility35 Program Manager Tommy Abrego. I am a resident of Austin. I OPOUSE TxDOT's plans for I-35 and I OPOUSE expansion. I expect TxDOT, Austin City Council, and other representatives to stand up for me. | See Comment #5 |
| 855 | Daniel Cobb | | | Community Alternatives | I am FOR the RedRiv35 proposal. I am FOR expansion of bike infrastructure. I don't want to use an interstate highway for my local trips. I want to BKE. I would like 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 I-35. | See Comment #4 |
| | | | | Lane/Inbound Demand | TxDOT's process in this project is flawed. It ignores Inbound Demand, construction impacts, particulate matter pollution from the west, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work. Their congestion (as we see 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 | Do not widen/ho build | Hi TxDOT TxDOT, This city needs other avenues to traffic than to continue to expand 35. Bringing us 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 | | | Do not widen/ho build | Mobility35 Program Manager Tommy Abrego. I'm writing to voice my opposition to the expansion of IS5. I hope the Austin city council doesn't let this expansion go through with this expansion and considers alternative proposals. I am concerned local. Daniel Hernandez | See Comment #5 |
| | | | | Lane/Inbound 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. 20 years of construction isn't worth it just for the possibility of reducing traffic (which it won't). Give us this interstate everyday and it's always a variable nightmare without construction for an expansion that won't actually solve any problems. | See Comment #18 |
| | | | | Revoke to I30 | 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 Hoka | 1/31/2023 | MCi&E Website Comment Form | 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, 350A, and others. The study 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 alternatives to other metro areas, and save the expense of funding for those in the cities and surrounding areas. | See comment #1 |
| | | | | Do not widen/ho build | Dear TxDOT, Your I-35 expansion plans will inevitably harm Austin, TX, and its citizens. I STRONGLY OPOUSE 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 matter how many lanes you add. Here are two articles linking pointing out how flawed your expansion plans are: https://vrm.org/more-lanes-dont-mean-less-traffic/ https://www.wired.com/2014/06/wired-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 more 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 racial 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 RedRiv35. | See Comment #4 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| 860 | Daniel Khani | 2/20/2023 | MCi&E Website Comment Form | 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 | | | Do not widen/ho 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 Inbound Demand and increases higher levels of car dependency when we need to be focusing on the most equitable, holistic & stronger public transit system and making walking & 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 20 years of construction will interfere with safe pedestrian and bicycle crossing of the interstates, and an expanded interstate will be more hostile to pedestrians and cyclists upon project completion. | See Comment #13 |
| | | | | Community Alternatives | RedRiv35 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 Lullmer | | VGH | Do not widen/ho 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 Marco | | | Do not widen/ho build | Hi TxDOT TxDOT, Dear TxDOT, Your I-35 expansion plans will inevitably harm Austin, TX, and its citizens. I STRONGLY OPOUSE 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 matter how many lanes you add. Here are two articles linking pointing out how flawed your expansion plans are: https://vrm.org/more-lanes-dont-mean-less-traffic/ https://www.wired.com/2014/06/wired-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 |
| | | | | Lane/Inbound 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 matter how many lanes you add. Here are two articles linking pointing out how flawed your expansion plans are: https://vrm.org/more-lanes-dont-mean-less-traffic/ https://www.wired.com/2014/06/wired-traffic-induced-demand/ | See Comment #18 |
| | | | | Air Quality/Noise | Your expansion plans will add more vehicular traffic and damage Austin, TX with more 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 racial construction project. | See Comment #13 |

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| 864 | Daniel Mea | | VOH | Do not widen/ho 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 scenarios of climate and transportation engineering are 100% against widening interstate highways, particularly in urban environments. | See Comment #51 |
| | | | | Revenue to I-35 | Instead, if it is not to be shut down entirely, I-35 should be reconstructed with the current number of lanes and completely clogged through the Austin city center, and regional truck traffic should be diverted to SR 130 as was the original intent for that highway. | See comment #3 |
| 865 | Daniel Morgan | 3/7/2023 | McClure's Website-Comment Form | Perks | PLEASE do NOT expand I-35 by tearing into the park!! Are you absolutely kidding me?! | See Comment #120 |
| 866 | Daniel Osham | 1/20/2023 | McClure's Website-Comment Form | Regional Connectivity | Any plan to to expand I-35 simply must include a plan to rewire the Lone Star that proposed to link Austin and San Antonio with regular commuter rail. Widening roads without improving transit is a waste of money, and it only induces more demand and results in the same traffic and more pollution. | See comment #1 |
| 867 | Daniel Pheasant | 1/18/2023 | McClure's Website-Comment Form | 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 I-35 can accommodate without the same traffic impacts with which we are presented today. As a concerned citizen who travels often between San Antonio and Austin, I request that the Lone Star that proposed 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 I-35 for additional trucks and freight that will undoubtedly only increase between the cities in the next several decades. | See comment #1 |
| 868 | Daniel Reynolds | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahng. 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 |
| | | | | Lane/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 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 rail, and improving walk ability. | See Comment #13 |
| 869 | Daniel Wetts | 2/23/2023 | Email | Do not widen/ho build | Hi 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 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 redesigning 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 Woodruff | | | Do not widen/ho build | Hi TxDOT, To whom it may concern, I urge TxDOT to reconsider the expansion of I-35. 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 climate. Expansion will cause varied negative economic impacts to the surrounding communities and residents, most notably by oversteering Austin. 35 is going to be a mess for over a decade, it will have a significant negative economic impact of expansion 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 |
| | | | | Lane/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 transportation plans such as the rail and public transportation plans, Walker creek and the public realm, Congress avenue just to name a few. Consider simply diverting interstate truck traffic to DSHS. This would cost billions less than the proposed expansion and would have immediate, long lasting impacts. | See Comment #20 |
| 871 | Daniel Yeaks | | VOH | Do not widen/ho build | I am fully opposed to any expansion of I-35. | See Comment #5 |
| | | | | Lane/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 highway expansions. | See Comment #18 |
| | | | | Revenue to I-35 | 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 | | | Public Transit / Multimodal Transportation | Mobilize35 Program Manager Tommy Ahng. There has some of the most interesting and highways in the United States, 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 Texas. 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 save 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 we. | 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 vehicle freedom. | See Comment #5 |
| 873 | Daniela Quezada | 3/7/2023 | Email | Community Alternatives | Mobilize35 Program Manager Tommy Ahng. I oppose TxDOT's plans for I-35. I am for Metro30'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 your please. | See Comment #4 |
| 874 | Daniela Torres | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahng. 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 the 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 |
| | | | | Lane/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 | Darron Simpson | 2/11/2023 | McClure's Website-Comment Form | Do not widen/ho build | My whole family lives west China has house on 45th Street. Please do not expand I-35 past 26th Street. | See Comment #3 |
| 876 | Danny Owens | 3/7/2023 | McClure's Website-Comment Form | 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 | Darryl Mackay | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahng. The United States, and especially Texas have been the rear representatives of American freedom, but with 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 |
| | | | | Lane/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 | Deva Hopp | 3/8/2023 | Email | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahng. I fear 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 like here. 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 | | VOH | Do not widen/ho 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 150). | See Comment #5 |
| | | | | Revenue to I-35 | 3) Route trucks to SR 130, encourage other through traffic as well | See comment #3 |
| 880 | Deja Tomancic | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahng. 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 Metro30 proposal, redesigning another highway such as SR 130 as an interstates, a boulevard going through town, a public transit first project, etc. | See Comment #4 |
| | | | | Lane/Induced Demand | TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the 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 |
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| 881 | Darlen Galvan | 3/7/2023 | Email | Air quality/Climate Change | <p>Multi35 Program Manager Tommy Alrags.</p> <p>My name is Darlen Galvan and I am a college student. I am a resident in a Texas 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 utilize the air, not only when I travel to my meetings, large highways, more concrete roads and other places 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, roadwork, and more green space and make Austin more walkable. Do not be on the wrong side of history.</p> | See Comment #18 |
| 882 | Darlene Huckert | 2/10/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.</p> <p>Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #9 |
| 883 | Darrion Jungels | 2/10/2023 | VGH | Multimodal Transportation | <p>I support the "no build" option until the following issues are addressed:</p> <ul style="list-style-type: none"> 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 continuous, 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. Appropriate the 20' ft buffer zone between the active transportation paths and vehicular traffic on road 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 Tom Lake Metropolitan Park, Water Beach, Edward Rendon Sr. Park at Festival Beach and Palm Park, and any other parks directly impacted, including the Butler Park area, that and the Blue Lake Parkway, have improved access and usability with this project. | See Comment #20 |
| 884 | Deah Harris | MyCUE Website-Comment Form | | Air Quality/Noise | <p>Notes:</p> <p>As a 6th generation Austin I have great concern and investment in the future of Interstate 35. I'd like to share my priorities:</p> <ul style="list-style-type: none"> Austin should lead the charge in environmental responsible transportation policy. There should be substantial 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 | <p>Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)</p> | See Comment #125 |
| | | | | Bury/turnout | <p>We should bury the freeway in larger segments as this truly create connections between east and west</p> <p>Early signs suggest TxDOT would pay for the project. Why didn't Austin have to take the bill for the region and the state? Please help us keep Austin West by enforcing rules of all ages, races, classes, etc can navigate our town easily and freely without burdensome cost, dangerous traffic, and environmental degradation.</p> | See Comment #25 |
| 885 | Dora Grables | 3/7/2023 | Email | Rebuke to I-35 | <p>No TxDOT TxDOT.</p> <p>It will be a long drawn out 20 year endeavor and will be obsolete before it is finished and it will be too old to drive by then anyway. There is got to be a better solution than leaving up the main highway of our town when I-30 and 45 are available.</p> | See comment #3 |
| 886 | Dora Murray | 2/21/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.</p> <p>Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 887 | Dora Ross | | | Do not widen/no build | <p>Multi35 Program Manager Tommy Alrags.</p> <p>No then</p> <p>My name is Dora Ross and I'm a resident of Austin, TX 78704. I was born in Austin and lived here my entire life. Since we as 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 can see how and more we need to get around.</p> <p>Please do not expand I-35. Let's use that money for building a better Austin with fewer cars.</p> <p>Thank you for your time.</p> | See Comment #5 |
| | | | | Public Transit / Multimodal Transportation | <p>To make Austin a more healthy 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 shutting down on expanding highways.</p> | See Comment #13 |
| | | | | Rebuke to I-35 | <p>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: we build the additional toll lane we gain enough.</p> | See comment #3 |
| 888 | David Braslie | 3/7/2023 | Email | Do not widen/no build | <p>No TxDOT TxDOT.</p> <p>I do not support an expansion of I-35, and I vote for city council leaders.</p> | See Comment #5 |
| 889 | David Curtal | 1/12/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.</p> <p>Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> <p>Best, David Curtal</p> | See Comment #8 |
| 890 | David Chandler | | | Do not widen/no build | <p>Multi35 Program Manager Tommy Alrags.</p> <p>I am an 8 year resident of Austin and a lifetime Texan, and I vehemently oppose any plan that expands the urban sprawl that is the Austin segment of I-35.</p> <p>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 suburban sprawl and completely voided of character. The expansions of I-20 and construction of the "Spine" has resulted in an explosion of the worst kind of growth: generic establishments and 3/4 acre homes like nothing in a sea of concrete, all where there used to be forests, pastures, rice fields, and scattered small but diverse neighborhoods. This kind of sprawling monoculture is enabled and upheld by endless highway expansions, and places like Georgetown are now in the crosshairs for the standard state of generic franchise that will funnel money out of the local economy, and they will be turned in concrete and further robbed of their way of life if this project goes forward.</p> <p>Austin has been expanding for over a decade, but the responsible development patterns of single-family detached housing, car dependence, and sprawl have turned our city's prosperity into centralization of the region and Austinites chased by parks to the suburbs of the metro area. To turn this back, our city must give up, rather than growing out. Most of Austin is still zoned for single-family detached housing, our public transit infrastructure is miserably underfunded by taking a bus when you want to go to work, 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 stay bright and viable future, and expanding I-35 not only drives resources away from them, but also undermines their viability.</p> <p>Expansion of I-35 is not only a terrible idea in itself, it would create the conditions for a thousand better ideas to bloom. In short:</p> <ul style="list-style-type: none"> 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 |
| | | | | Rebuke to I-35 | <p>It's completely insane that any I-35 expansion project is being considered when 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 led 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 it made the proper "routing" of I-35 traffic, Austin doesn't need motorists passing through it.</p> <p>San Antonio to Dallas, and those interstates don't want to deal with Austin traffic either.</p> | See comment #3 |
| | | | | Public Transit / Multimodal Transportation | <p>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</p> | See Comment #13 |
| 891 | David Chang | | | Do not widen/no build | <p>First, thanks to all who are willing to fix the I-35 system.</p> <p>Second, it seems like 100% free lanes is pretty archaic.</p> | See Comment #5 |
| | | | | Managed Lanes | <p>I don't haven't read all of the proposals, but wouldn't a fee flex lanes help the new I-35 bands volume better? https://www.mackbriggs.com/transportation-management/news/10550000/traffic-control-15h-did-to-invest-25-million-for-free-lanes</p> | See Comment #305 |
| 892 | David Chang | 1/21/2023 | MyCUE Website-Comment Form | Regional Connectivity | <p>It does take up travel 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.</p> | See comment #1 |
| 893 | David Chvalita | 2/8/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.</p> <p>Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 894 | David Chui | | | Do not widen/no build | <p>No TxDOT TxDOT.</p> <p>An urbanized I-35 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.</p> <p>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.</p> <p>I strongly support community alternatives like Reconnect Austin and Rebuild I-35. I would like to see those options fully studied. Respectfully.</p> | See Comment #5 |
| | | | | Public Transit / Multimodal Transportation | <p>In addition, new modes of travel "help" reduce car traffic on I-35. If people can walk or bike, or use public transit, they will leave the road altogether for those who cannot drive. In addition, these modes of transit damage roads less than cars. And this still would reduce the number of fatalities, but only if proper infrastructure is built.</p> | See Comment #13 |

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| 895 | David Demberg | 3/2/2023 | Email | Do not widen/ho build | <p>Multi35 Program Manager Tommy Alving.</p> <p>I am a resident of Travis Heights.</p> <p>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.</p> <p>Please don't approve this.</p> | See Comment #5 |
| <p>ID Committer Name Date Received Source Topic Comment Response</p> | | | | | | |
| | | | | Recurse to I-30 | I am FOR reducing traffic. I think there are other places to route it rather than right through the city center. Using the space area as a boulevard going through town, a public transit hub project, etc. | See comment #3 |
| 896 | David East | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Alving.</p> <p>I live in East Austin at 1202 Thayer St 78751. I strongly oppose TxDOT's plan for I-35.</p> <p>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 have lived along I-35 for 40+ years, it's a road that hurts our community and Austin as a whole for the benefit for not down Texas and out of state motorists. I-35 slow, and expanding it TxDOT's plan will be implemented, creates huge amounts of pollution for our community and separates us from downtown.</p> <p>I lived in Austin for 18 years and I have seen firsthand the arterial 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 wetlands and the gridlock is worse than 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, I-85.</p> <p>We certainly DO NOT want to have Austin's traffic problems and TxDOT's plan will certainly give them to us.</p> <p>Please give us a smaller capped freeway with parkland following I-35's existing route and re-sign I-35 along TX 130 for long distance travel not destined for Austin (especially heavy trucks) Thank you for your consideration</p> | See Comment #5 |
| | | | | Recurse to I-30 | Support routing I-35 around Austin, for example re-routing TX 130 as I-35. I also support capping & lowering freeway along I-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 I-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 Fagan | | McCauley Website Comment Form | Do not widen/ho build | I write in opposition of the I-35 expansion as the plan stands 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 |
| | | | | Labels/Inbound Demand | There are concerns that expanding lanes will increase congestion and travel times through Inbound Demand, as seen in the Paly Freeway expansion. | See Comment #18 |
| | | | | Recurse to I-30 | Should the project move forward, I support the movement of truck traffic onto I-30. | See comment #3 |
| | | | | East/West Connectivity | Increased east-west crossings, and an extended loop to beyond BHV. | See Comment #20 |
| 898 | David Fox | | McCauley Website Comment Form | Air Quality/Noise | <p>1. Please measure air quality during the "environmental" review 2.</p> <p>2. Possibly RES ONLY on ramp?</p> <p>4. Include a plan for rail?</p> <p>6. Have TxDOT would pay for the project?</p> | See Comment #34 |
| | | | | Water Quality | Treat the water runoff. | See Comment #25 |
| | | | | East/West Connectivity | 5. Create connections between east and west. | See Comment #20 |
| 899 | David Franks | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Alving.</p> <p>I am writing to oppose the widening of I-35 in downtown Austin. I have many reasons for this, but will try to be brief:</p> <p>1) Widening the freeway will set 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 best land (and related tax revenues) taken from Austinites, the better.</p> | 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 commutation trips on the Future Orange line that will not parallel to I-35. 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 heavy traffic hinders their track. | See comment #1 |
| | | | | Bury/tunnel | I am in favor of "burying" the freeway and adding more connections across it, but TxDOT should keep the project in the existing ROW. | See Comment #25 |
| 900 | David Frost | 3/8/2023 | Email | Do not widen/ho build | <p>We TxDOT TxDOT.</p> <p>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 walkable and bike friendly, and doing a re-open-which-plan will set that movement, we will connect the east side to the rest of the city.</p> | See Comment #5 |
| 901 | David Gask | | VH | Do not widen/ho 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 |
| | | | | Labels/Inbound Demand | Inbound 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 Gask | 1/4/2023 | McCauley Website Comment Form | 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 I-83 and I-30 but we don't need I-35 in our city center. | See Comment #34 |
| 903 | David Howard | 1/31/2023 | McCauley Website Comment Form | 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 Huffalizer | 2/7/2023 | Email | General support | Dear Chairman Blagg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Alving.</p> <p>I am an Austin resident, indeed I live 3/4 of a mile from the highway in South Austin. I oppose any expansion of I-35 for the following reasons:</p> <p>By expanding I-35 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.</p> | See Comment #5 |
| | | | | Labels/Inbound Demand | 2) the problem of traffic congestion is not solved by building more roads as the amount of traffic will increase to beyond capacity however much it expansion is provided. | See Comment #18 |
| | | | | Air Quality/Noise | 2) urban noise pollution is radically reduced, through different surfaces, high barriers, or different engine and tire, neighborhoods will continue to be plagued 3) the noise-pollution from buses is going to increase and will severely affect many more people with breathing problems, asthma, etc. and also cause a kind of pollution that is just as malicious as that coming from tailpipes. | See Comment #34 |
| 906 | David Jay | 2/8/2023 | Email | General support | Dear Chairman Blagg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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. Johnson, President of Twin Lakes | See Comment #8 |
| 907 | David Jabour | 2/7/2023 | Email | General support | Dear Chairman Blagg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 |
| 908 | David Kaine | | noise | noise | <p>The complete PDF is located in the public hearing summary appendix F. Email Copy: The Wildfire Woods/DeWoods 1 Neighborhood Association (WWD1) has participated in multiple engagement opportunities offered by the Texas Department of Transportation (TxDOT) on the Interstate-30 Capital Express Central Project (CECP) Project for the last several years. That engagement included meetings with TxDOT, input on the TxDOT digital platform, much email correspondence with TxDOT staff and consultants, and, importantly, direct involvement on the Section 106 Committee of the Interstate-30 Capital Express Central Project. WWD1 representatives David Kaine and Norman Van Anderson are on that Section 106 Committee. The Wildfire National Register Historic District is fully within the boundaries of the Wildfire Woods/DeWoods 1 - and in fact the homes on Bradwood Rd, referred to below, are all within the Wildfire National Register Historic District.</p> <p>WWD1's requested design changes can be summarized as follows: • Allow 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 noise data - published in Appendix B to the CECP Traffic Noise Technical Report, I-30 Capital Express Central Project, Travis County, Texas, Austin District, CD# 0015-13-388 - includes excessive noise levels predicted in the most pertinent areas of WWD1 as a result of Modified Alternative 3, levels above the target of 67 dBA maximum prescribed by federal law for the type of usage specified. TxDOT does not appear to have exhausted all possible noise abatement measures that would be appropriate considering its federal standards to prevent, and if that result of the area in question is in the Wildfire National Register Historic District (NRHD). • Fully submit 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.</p> <p>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:</p> <ul style="list-style-type: none"> • F&E corner of Chadwood Rd. and I-35 frontage road. • F&E St. George's church, at corner of Bradwood and I-35 frontage road. TxDOT modeling says it will go to 72 dBA 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 in Interstate Federal law states that the project must meet current federal standards regarding all environmental issues including a permissible noise level, not attain some improvement over the existing highway. Reference: Federal Highway Administration document FHWA-HEP-10-025 • F&E on Bradwood Rd. TxDOT modeling says the noise level will go to 72 dBA, well above the 67 dBA specified by current federal guidelines for acceptable noise for residential areas of this type. For these areas we, as well as TxDOT, look again at their own data published in Traffic Noise Technical Report, I-30 Capital Express Central Project, Travis County, Texas, Austin District, CD# 0015-13-388). That TxDOT report states after further study: | See Comment #69 |

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| | | | | | <p>RL13 and RL18): These receptors represent 9 ft-tall residences at the Walnut Woods neighborhood from Airport Boulevard to Wilshire Boulevard. For these receptors, a noise barrier installed 5 feet inside the ROW w/ 5 segments to allow for additional access at a total height of 8ft 6in not to exceed the maximum feasible reduction of the dB(A) of greater than 20% of impacted. For one receptor on the noise reduction design goal of seven dB(A). An alternate noise barrier was modeled along the eastern ROW of the railroad from 1.3S to 201.1 feet south, with additional noise barrier segments modeled on the outside of the SLP (shared use path) in front of RL16, and on the inside of the SLP near Chalmers Drive (in front of RL12), extending 1.5 feet inside the ROW at Airport Boulevard. For this receptor, a noise barrier standing 2.5S 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.</p> <p>As to that receptor RL16 (located on the St. George's church) not proposed.</p> <p>Those of Wanda RL18: This receptor represents an existing activity area at a place of worship. For this receptor, a noise barrier modeled 5 feet inside the ROW line at 203 feet in length and 20 feet in height would achieve the minimum feasible reduction of five dB(A). This receptor represents an existing activity area at a place of worship. For this receptor, a noise barrier modeled 5 feet inside the ROW line at 203 feet in length and 20 feet in height would achieve the minimum feasible reduction of five dB(A). Therefore, a barrier at this location is not proposed for incorporation into the project.</p> <p>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 is only just and logical that TxDOT take into consideration when reviewing the effect of the Modified Alternative 3 design construction on today's St. George's, i.e. the need to respect the environmental legacy of the current St. George's church and actual - a building and strong community that serves many families, subdivisions and people experiencing homelessness that benefit from St. George's many programs and services.</p> <p>WWD1 believes that because all of the receptor sites (RL13, RL14, RL15, RL16, RL17, RL18) would benefit from noise mitigation according to TxDOT's noise barrier, further attempts to incorporate noise mitigation should be attempted before TxDOT releases its "Final" CDE. 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 modeling errors. By the fact that not enough off-ramp mitigation possibilities could be considered, or the fact that the right-hand lane placement of noise barrier mitigation was not considered.</p> <p>WWD1 believes that TxDOT by federal law needs to ascertain that all current Federal policies 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 already "modeled" the effects of the project on the neighborhoods, especially at those properties in the Walnut National Register Historic District (fully within WWD1) that warrants specific consideration relating to Section 255 of National Historic Preservation Act of 1966. (See appendix A, below).</p> | |
| | | | | | <p>Additional actions by TxDOT should include:</p> <ul style="list-style-type: none"> 1) Consider the noise wall that TxDOT included/considered but not in an exact configuration that led to it meeting all the criteria necessarily. Specifically from the Traffic Noise Technical Report, 1-3S Capital Express Central Project, Travis County, Texas, Austin District, CSI 00015-13-388 - "An alternate noise barrier ..., modeled along the eastern ROW of the railroad from 1.3S to 201.1 feet south, with additional noise barrier segments modeled on the outside of the SLP (shared use path) in front of RL13." 2) In other words, we believe that a noise wall with a higher footprint could meet the criteria - noise mitigation wall could be specified that only went behind the homes on the west side of Broadway Rd. The wall would be placed as follows on the east side of the rail tracks as TxDOT did consider: "Along the eastern ROW of the railroad from 1.3S to 201.1 feet south, with additional noise barrier segments modeled on the outside of the SLP (shared use path) in front of RL13." 3) 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 of our residents' properties, and/or in consultation with any agencies that have authority prior to wall design. We believe that it would be possible, based on current TxDOT Modified Alternative 3 construction, to place a noise barrier wall, carefully designed not to encroach on back yards on Broadway Rd. In that area, we would perform some noise mitigation to get closer to the 47dB limit that the federal government calls for. 4) Other possible sound walls around other receptors that TxDOT in consultation with WWD1 deems appropriate. | |
| | | | | Aesthetics | <p>Aesthetics 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 request to the City of Austin departments and officials that they work with TxDOT and neighbors, on landscaping elements that could have targeted noise and air pollution mitigating properties, in the "aesthetic treatment" areas. This could include trees and other landscaping elements that create a robust 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 plant elements TxDOT indicates design discussions that include representations 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 specify visual barriers between frontage roads and main lanes, such as the low walls TxDOT has indicated would be design features at its enhanced intersections.</p> | See Comment #597 |
| | | | | Lower Speed Limits | <p>Frontage roads: Lower Speed limits to 35 mph. The current Modified Alternative 3 design promotes designs that will encourage higher-speed traffic creating residential areas than currently exist. 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) on residential streets on frontage roads.</p> | See Comment #395 |
| | | | | Water Quality | <p>TxDOT needs to account for the planned design details re: water runoff from the redesigned and rebuilt I35 to Biggy Creek - the entrance of which is at the corner of Perdado and Airport Blvd. i.e. in WWD1. WWD1 is an officially recognized partner to the City of Austin Watershed Dept. for Biggy Creek, and in that capacity we have formed the Upper Biggy Creek Microcap Subcommittee. The Upper Biggy Creek WWD1 NA subcommittee, recognized officially by the City of Austin in 2022, is responsible for planning, fundraising, and management of the Upper Biggy Creek park. We request here that TxDOT work with us on the issue of water runoff from I35 into Biggy Creek. We seek to ensure that excessive runoff, or water polluted beyond reasonable standards, is not allowed to runoff unfiltered into Biggy Creek.</p> | See Comment #129 |
| 909 | David Korman | 3/7/2023 | MC/CSE/Website Comment Form | Do not widen/hw build | <p>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. I35 was as a wide as it spaces. It will be awfully with both sides would not be in separate cars areas.</p> | See Comment #5 |
| 910 | David Marguerite | 2/7/2023 | Email | General support | <p>Dear Chairman Bigg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this anniversary is celebrated roadway is often called the Main Street of Texas. All Texans should be proud and dedicate assets to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and innovative growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. David Marguerite</p> | See Comment #8 |
| 911 | David Moody | 1/31/2023 | MC/CSE/Website Comment Form | Regional Connectivity | <p>A high-speed rail system between San Antonio as well and it would allow both cities' local economies to benefit as a result.</p> | See comment #1 |
| 912 | David Pedersen | 3/7/2023 | Email | Do not widen/hw build | <p>Multi35 Program Manager Tommie Aragon: I live on the Barton Peninsula in British Columbia but I am concerned about the impacts of your proposed expansion of I-35 on me and my neighbors. Expanding freeways contributes to the climate crisis, which affects every place on Earth. Furthermore, we know from the principles of Induced Demand that expanding freeways does NOT save congestion. Please reconsider the project and look at using the money to expand public transit instead.</p> | See Comment #5 |
| 913 | David Press | 3/7/2023 | Email | Do not widen/hw build | <p>Multi35 Program Manager Tommie Aragon: I'm a long time Austin resident and I oppose the current plan to expand I35. 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 real approach needs to be taken. Stop this disaster before it begins! David Press</p> | See Comment #5 |
| 914 | David Press | 3/7/2023 | Email | Do not widen/hw build | <p>Multi35 Program Manager Tommie Aragon: As a native Austinian, 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.</p> | See Comment #5 |
| 915 | David Ross | 2/8/2023 | MC/CSE/Website Comment Form | General support | <p>Dear Chairman Bigg and Commissioners: I write in support of the I35 Capital Express Central design as proposed by TxDOT. Thank you for your support to address I35 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. I35 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.</p> | See Comment #8 |
| 916 | David Ross | 2/27/2023 | MC/CSE/Website Comment Form | General support | <p>Dear Chairman Bigg and Commissioners: Thank you for your support to address I35 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. I35 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.</p> | See Comment #8 |
| 917 | David Stern | | MC/CSE/Website Comment Form | Air Quality/Noise | <p>We need greater measurements of air quality during this "measurement" review.</p> | See Comment #34 |
| 917 | David Stern | | MC/CSE/Website Comment Form | Water Quality | <p>Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)</p> | See Comment #125 |
| 917 | David Stern | | MC/CSE/Website Comment Form | Public Transit/ Multimodal Transportation | <p>We should have direct BUS ONLY on ramps and off ramps so that transit goes a priority over one person one vehicle. We should have bus only lanes (not for TxDOT actually plan for rail here - that would be truly awesome) - but we need PREFERRED transit options.</p> | See Comment #13 |
| 917 | David Stern | | MC/CSE/Website Comment Form | Bicyclist | <p>We should have more cash (bury the freeway in larger 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?</p> | See Comment #25 |
| 918 | David Todd | 2/21/2023 | VQR | General support | <p>I appreciate TxDOT's efforts to be transparent and collaborative with the general public and neighbors. I'm also pleased to see the bus, shared use paths, managed lanes, and noise barriers. These are valuable and important. On the other hand, I am disappointed that the segment of (I-35 between Lady Bird Lake and Bob White is not proposed for opening, and plans include closures of Woodlawn. I think that 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 equally fills any added capacity - urge TxDOT to continue to explore bus or other ways of managing demand.</p> | See Comment #8 |
| 919 | David Vaisko | 1/31/2023 | MC/CSE/Website Comment Form | Regional Connectivity | <p>Rail Transit between the two cities would not only benefit overall traffic but also reduce noise.</p> | See comment #1 |
| 920 | David Vaisko | ----- | ----- | Do not widen/hw build | <p>Re: 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 particularly mind-blowing, 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 - I think I feel safer and less distracted by car 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 go the road. It's much more annoying that Austin allows for traveling safely in a more environmentally friendly way. Please reconsider the expansion plan of I35. I request 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 bus or more lanes' mentality doesn't solve the problems of traffic congestion. Thank you, David David Vaisko</p> | See Comment #5 |
| 921 | David W Sullivan | | MC/CSE/Website Comment Form | Public Transit/ Multimodal Transportation | <p>Indeed, 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 encouraging them. Investments in more mass transit, safer design for pedestrians, cyclists, and wheelchair users within the city is what the residents need, and it is much more scalable than constant expansion of roads for cars.</p> | See Comment #13 |
| 921 | David W Sullivan | | MC/CSE/Website Comment Form | Air Quality/Noise | <p>Friends - I am very concerned about this project for the following reasons - 1) The EIS should have covered the entire length of I-35 in Travis County, not only the central city portion.</p> | See Comment #34 |
| 921 | David W Sullivan | | MC/CSE/Website Comment Form | Capex/Deck Plaza | <p>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.</p> | See Comment #42 |
| 921 | David W Sullivan | | MC/CSE/Website Comment Form | Business/Residential Displacement | <p>3) Given efforts should be made to not take homes and businesses adjacent to I35. If 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 I35 and Project Connect. Thank you for your attention.</p> | See Comment #21 |

| 922 | David Wenger | | McClure Website- Comment Form | Reverts to 130 | Opening up 130 for large trucks will make my way to work or my child's school far safer than the way/west crossing of a larger 135. | See comment #3 | |
|-----|-----------------------|---------------|-------------------------------|--|--|-----------------|----------|
| | | | | Bury/Cancel | Hi, Thank you for the constructive note about I-35. For my needs, I believe the upside most be beneficial: "renewal" the right means fixed. I am unsure of TxDOT's plan to restructure the frontage road and rail road tracks at 426, Wilshire, and so is TxDOT. So, the project needs a lot more funding to be funded under the ground. The frontage road and intersection will be able to raise or lower the roadway, and I don't see a way forward without lowering the road. Fund it more. Thank you. | See Comment #25 | |
| 923 | David Watkins | | McClure Website- Comment Form | Bike/jay safety | The current expansion plans for 135 do not meet the future needs for Austin. I am really inspired 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 | |
| | | | | Reverts to 130 | I also support making 130 toll-free as it can accommodate more freight traffic around the city. Thank you. | See comment #3 | |
| 924 | David Williams | | McClure Website- Comment Form | Community alternatives | Multi335 Program Manager Timmy Almgren, 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 Metro335'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 683 and Pecan, and it's proven counterproductive 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 include 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 | |
| | | | | Reverts to 130 | *TxDOT should incentivize traffic to use SR130, which was built as a bypass to 135, but is currently not financially incentivized 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 #25 | |
| 925 | David Charney | 1/11/2023 | Email | Caps/Dock Plazas | Dear Chairman Bugg and Commissioners: Yes - 135 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 dock plazas, active bridge and landscaped arboreal road need to be treated as "urban-comeback." 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, David Charney | See Comment #42 | |
| 926 | Dawn Cristina Cochran | | McClure Website- Comment Form | 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 | Committer Name | Date Received | Source | Topic | Comment | | Response |
| 927 | Dawn Hammond | | VH | Do not widen/ho build | I strongly oppose the 135 expansion. I understand that TxDOT's original 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 hellhole. 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 highways). We need to stop spending car culture and start getting creative if we want to be able to complete any other advanced economies. | See Comment #5 | |
| | | | | Lane/reduced Demand | As a homeowner near the proposed expansion, this would cause more traffic over decades of widening 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 | | McClure Website- Comment Form | Do not widen/ho build | Multi335 Program Manager Timmy Almgren, I oppose the 135 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 | |
| | | | | Lane/reduced 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 larger increase on car dependence in a city. Please don't make Austin into a Katy TX. Enough of the garbage. | See Comment #18 | |
| 929 | Deigla n. Henkel shut | 1/30/2023 | McClure Website- Comment Form | Regional connectivity | I would like to recommend to convert 135 from SR 135 to SR 171 to Business 135, to have several with a light rail in the median, to reworking recent projects such as the Katy Freeway corridor. I would like to look at reducing that freeway corridor to a limit of 10 lanes and four frontage lanes total, making space for a parallel railroad corridor on that. On the 135, reworking into Business 25 would allow for a light rail corridor that would be a better alternative to the proposed line. The main goal would be to have to be resolved through traffic onto 283 for the better option or the McPac for non-toll travel. Making improvements such as 2 lane direct connectors at the interchanges will help out as well. The main thing 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 135 to 165 SR removed, and extending RM 2222 as a four lane street as well. I am looking at this idea from an active project in Syracuse reworking I-81 to I-81 and replacing the old I-81 with Business 141. | See comment #1 | |
| 930 | Deigla n. Henkel shut | 3/4/2023 | Email | Community alternatives | Dear TxDOT I would like to propose for I-35 to go over Clear Creek have Clear Creek traversed below, leading to an underpass below the Red Line in a proposal to potentially revive the Houston-Austin passenger rail study. I have come up with a Sashum connector from the Cap Metro Red/Green line to the Austin Amtrak station which will be elevated over Clear Creek. With the freeway going under the Red Line and Clear Creek going under the freeway, a rail connector will be the top level, with it elevated enough to clear Clear Creek at 56 ft vertical clearance will use the 135 SR frontage to avoid heavy development in Downtown Austin. Here is a reference to my proposed HOV4X line. It will impact METROdew and Project Connect projects and will impact 135 and the Katy Freeway as well. Proposed Amtrak Texas Plan https://go-gi.maps/SmrCmaQQuassA549 | See Comment #4 | |
| 931 | Dawn Ehsab | | | Do not widen/ho build | Hi TxDOT TxDOT, Hello, I am writing to you today to express my opposition to 135 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, Dawn Ehsab | 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 Metro335, to be fully studied and invested in. | See Comment #20 | |
| 932 | Dawn Palm | 3/7/2023 | Email | Public Transit/ Multimodal Transportation | Hi TxDOT TxDOT, Hello, Please consider an alternative vision for safe, pleasant, walkable, and bikeable streets. Adding any more lanes to 135 won't solve the mess of infrastructure issues already present with 135 downtown. TxDOT has a chance to introduce people-friendly spaces. Please don't continue to contribute anymore to the already apparent vehicular congestion present all over the city. We don't want more cars on 135, we need fewer cars and more options for transport around the city. Thank you for your time. Dawn Palm | See Comment #13 | |
| 933 | Deanna Delone | 1/11/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Expense Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone | See Comment #8 | |
| 934 | Deanna Hartack | | VH | Do not widen/ho build | I do not support expanding the number of lanes for 135. | See Comment #5 | |
| | | | | Lane/reduced 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/jay 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 | |

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| 935 | Deaton Bieda | | M/C&E Website-Comment Form | Do not widen/ho 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 places, maybe they won't need a car. \$4.3 Billion 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 SR45, SR 130, SR190, SR71, SR650, SR450? These have 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. Move them stop 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 be the answer. | See Comment #5 |
| | | | | Labor/Induced Demand | This 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 I35 by building more road lanes. There are many studies to assist 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. Matthew Turner, Brown University) The fact that building more roads increases traffic was realized 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 | Diablo Lopez | 2/13/2023 | Email | General support | Dear Chairman Bugli and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Armitage | 3/7/2023 | M/C&E Website-Comment Form | Air Quality/Noise | Expanding 35 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 Horrocks | 2/20/2023 | Email | General support | Dear Chairman Bugli and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Horrocks | See Comment #8 |
| 939 | Deborah Leyland | | M/C&E Website-Comment Form | Do not widen/ho 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 means no sense to me. | See Comment #5 |
| | | | | Bury/Tunnel | The one plan suggested a white back which had burning 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 |
| | | | | Route to I-30 | We need to be rerouting thru traffic around the city- expansion does nothing to encourage that option to travelers and transportation trusts. | 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 taxi, ride share, uber/lyft & buses. Reject the idea that we'll can only use money for more roads when we know more roads don't help. | See Comment #20 |
| 940 | Deborah Matzner | 3/2/2023 | Email | Do not widen/ho build | Mobilize35 Program Manager Tommy Aragon, I am a resident of Pflugkin, we near 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 expansion 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. Learn from a boulevard going through town with a public transit first project. Learn from public spaces, parks, and sidewalks that knit together the neighborhoods that have been separated by I-35. PLEASE NO BIDs. Expanded 35. Please use evidence-based best practices for urban design and transportation. It's 2023. Please don't put cars before people. Best, Deborah Matzner Deborah Matzner | See Comment #5 |
| 941 | Debra Squarone | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Aragon, 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 later be to the noise of MORE cars passing by on the highway for the rest of my life. Debra Squarone | 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 20 minutes, he could go either way to take the bus, convenient but he has to drive in traffic across town, but our city does not support this. Instead, we discourage 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 | Topic | Comment | Response |
| 942 | Debra Worth | 3/6/2023 | Email | Bike/ped safety | Hi 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. Debra Worth | See Comment #30 |
| 943 | Delaney B | 1/6/2023 | M/C&E Website-Comment Form | Caps/Deck Plaques | Swerving Central East Austin with I-35 was a mistake. Everyone Austin resident knows this. It would be uncommoalable 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 Texas concrete-lined megalopolis - is the option where the highway is capped. Cap I-35. | See Comment #42 |
| 944 | Delaney Burkhard | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Aragon, I opposed the expansion of I-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 respect 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 |
| | | | | Labor/Induced Demand | TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. | See Comment #16 |
| | | | | 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 |
| 945 | Denis Thompson | | | 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 should take out the HOV lanes and make the whole project less like this. Make a boulevard with transit, not the thing you proposed at your public hearing. | See Comment #13 |
| | | | | Bike/ped safety | Mobilize35 Program Manager Tommy Aragon, 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 |
| | | | | 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 38% 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 absurd. Let's be honest and admit the science. Decades of research have shown that adding lanes may temporarily reduce 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 1000 schools and businesses will be affected. Didn't you do a full enough job reimagining Austin when this highway was built in 1957? We should be using the State Infrastructure Funds to reclaim this highway for civil rights reasons, rather than increasing the problem. I authored 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 lung. Diesel engines also emit 20X the amount of particulates 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 Heisterman | See Comment #34 |
| 946 | Denise Kleinman | | | Route to I-30 | As a matter of equity, I think that TxDOT needs all diesel trucks through I-30 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 |

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| | | | | 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 does not mean you can ignore it. It absolutely must be addressed and fixed by transportation. 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: Polls are most 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. Austen'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 learned a more plain-voice summary of the environmental impacts - not a 900 page document shrouded in bureaucracy speak that average citizens can't understand. TxDOT also MUST REINFORCE Clinical EFT Tapping Coach | See Comment #34 |
| 947 | Denise Swaney | 1/30/2023 | Email | 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's 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, Denise Swaney | See Comment #8 |
| 948 | Denik Behrens | 3/6/2023 | Email | Public Transit / Multimodal Transportation | Mobility35 Program Manager Tommy Horng. We need more public transportation and less car dependency. Don't plague downtown areas with cars. | See Comment #13 |
| 949 | Denik Brown | 1/20/2023 | MCouE's Website-Comment Form | Regional Connectivity | Highway expansion is a never ending boonnigggle. 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 | Denik Epp | 2/11/2023 | MCouE's Website-Comment Form | Do not widen/ho 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? These choices haven't been the parties involved elected by the people of Austin. In any case, they got it wrong. The only truly successful remodel would widely relocate the highway outside of the city. Barring that, it should be sunk into a tunnel so that it bypasses cover the majority of its 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 | Denik McGee | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Denik Neasch | 2/10/2023 | MCouE's Website-Comment Form | 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 forgone, that far outweighs any of the modest tradeoffs faced by the stated number of businesses and restaurants 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 | Denik Szaranski | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Dear Szaranski | See Comment #8 |
| 954 | Devon Luciano | 3/7/2023 | Email | Cooperating and Participating Agency | Final Copy I-35 Capital Express Central Project Team. In behalf of Austin Transit Partnership, please find the attached letter documenting our agency's formal comments on the TxDOT DES dated December 2022. We appreciate the opportunity to comment and look forward to our continued construction as ATP works with our partners to advance the light rail program. Feel free to direct any follow up inquiries to Lindsey Wood, ATP Engineering and Construction at Lindsey.wood@atp.org. Thank you. The complete PDF is located in the public hearing summary. ATP requests that TxDOT continue to engage ATP in design coordination and reviews and notify ATP of any changes in TxDOT project contract 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 | Devin Thomas | 1/6/2023 | MCouE's Website-Comment Form | 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 | Devenish Mathur | 3/3/2023 | Email | Do not widen/ho build | Mobility35 Program Manager Tommy Horng. 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, Devenish Mathur Devenish Mathur | See Comment #5 |
| 957 | Devin Wilson | ----- | VOL | Do not widen/ho build Regional connectivity Public Transit / Multimodal Transportation Community engagement | Flattening our Capital into a freeway only turns our state into a drive-through for the rest of the world to abuse. 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 We should be the leaders in this country of mobility freedom by offering car and buses on top of automotive choices. 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 #5 See comment #1 See Comment #13 See Comment #20 |
| 958 | Devin Jishi | | | Do not widen/ho build Public Transit / Multimodal Transportation | Mobility35 Program Manager Tommy Horng. CORPSE 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. Devin Jishi PROTAD, 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 EXPAND I-35!! | See Comment #5 See Comment #13 |
| 959 | Devon Athans | | | Do not widen/ho build Public Transit / Multimodal Transportation Caps/Deck Plazes | Mobility35 Program Manager Tommy Horng. 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 in demographics, 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 rearing 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, isn't the point of expanding a highway, but increase capacity, with the same levels of congestion. This encouraging seen more people to spend some CO2 so they can go to Pothery 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 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. Also, 35 is always under construction, so I only go every other year, and dread it at that. So no second option that you are going to tear up the highway in town. (like for 20 years I'm not enough to remember the upper deck buses). | See Comment #5 See Comment #13 See Comment #42 |
| 960 | Devona Carpenter | 2/23/2023 | Email | East/West Connectivity | Instead of this boonnigggle, 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 #20 |
| 961 | Dewitt Part | 2/7/2023 | Email | General support | East Austin has been fighting for their rights since redlining. A large freeway is not worth displacing so many people. Thank you Devin carpenter | See Comment #20 |
| 961 | Dewitt Part | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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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| 962 | Dewitt Peart | 3/7/2023 | Email | Community alternatives | <p>The complete PDF is located in the public hearing summary, appendix F 135 Capital Express Central Project-Altior Project Team 7901 N. 135, Austin, TX 78753</p> <p>Re: 135 Capital Express Central Project-Quantum Austin Alliance Comments--Draft Environmental Impact Statement (EIS) and Preferred Build Alternative Modified #3 As the managing entity for the Austin Downtown Public Improvement District, formed in 2020, 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, 15,000 residents, 100 businesses.</p> <p>This letter and attachment are our formal comments on the Draft Environmental Impact Statement, published January 5, 2022. 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 wish that the disruption during construction (or turning) of utilities and nearby downtown businesses is minimal and that there is strong communication with and support for local businesses during construction.</p> <p>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 \$4.4B investment results in lasting generational improvements for Austin's preferred Build Alternative. It achieves many positive benefits for downtown. It environmentally cleans the removal of the upper deck and west barrier, shows the main lanes from Airport Boulevard to Lady Bird Lake, and accommodates safe and efficient access to the 2022 Urban Land Institute Advisory Services report.</p> <p>Complete mobility for those who walk, bike, roll, carpool, and serve as first responders will improve with the addition of new HOV lanes in each direction and LE enhanced east-west crossings.</p> <p>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 district, we applaud the inclusion, activation, and well-regarded as a vital part of the urban fabric. The frontage road will become home-based activities like dining and retail, and it should accommodate dining, art and people-friendly amenities that activate the public realm with visual and social interest. This new, urban-style boulevard has the potential to become a pedestrian-friendly green area that enhances regional transit connectivity to the Downtown Station at 4th Street, in addition to the east-right turn to the new, urban-style boulevard.</p> <p>We support the inclusion of a transit station at the intersection of the new, urban-style boulevard and the new, urban-style boulevard. This station will provide a significant benefit to the downtown 921 units above. 232</p> | See Comment #4 |
| 963 | Deynera Rodriguez | | | Air Quality/Noise | <p>Mobile35 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 will not only commit itself to minimizing the environmental impacts associated with the construction of this project</p> | See Comment #34 |
| | | | | Bike/ped safety | <p>as well as ensuring that the proposed shared car 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.</p> | See Comment #30 |
| 964 | Du S | 3/7/2023 | Email | Community Alternatives | <p>Mobile35 Program Manager Tommy Abrego, I oppose the expansion of I-35 and support the Retire35 proposal. Expanding I-35 would be years of negative environmental and travel impact with very short term payoff, not actually fixing any congestion issues. Du S</p> | See Comment #4 |
| 965 | Diana Austin | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Service Officer, Heritage Title Company of Austin, 100 W 6th Street, Suite 1400, Austin, TX 78701. HeritageTitleAustin.com HERE PLEASE WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions to the recipient of the wire transfer. DO NOT CHANGE or consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please use your funds as soon as possible to avoid closing delays. Thank you. COVID-19: Heritage Title Company requests your continuing right choice to wear a mask. Make sure no longer required to wear 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, please contact your service team to arrange a remote closing option. Cash associated with a remote closing option will be passed through to the party receiving 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. Thank you for your consideration. Diana Austin</p> | See Comment #8 |
| 966 | Diana Briggs | | VH | East/West Connectivity | <p>I oppose expanding I-35. East-west connectivity should be at least every 1/4 mile. All car-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.</p> | See Comment #20 |
| | | | | Bike/ped safety | <p>I don't want to travel around Austin on an interstate highway, whether it's 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 worried 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 isn't bad but you're wrong.</p> | See Comment #30 |
| 967 | Diana Davison | 3/7/2023 | Email | Willshire | <p>Hi a 30+ year resident of Willshire Woods, I am asking for TxDOT to alternate traffic for the proposed 4th Street extension to Willshire Blvd that would increase traffic significantly as a road through 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</p> <ul style="list-style-type: none"> > The proposed 4th Street to Willshire 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 church. And needless to say, 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 going up our neighborhood boulevard. > If it's deemed absolutely necessary for the 4th Street and Willshire Blvd connection, then it's imperative to preserve our neighborhood's unity and safety that a long-term 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 McManan | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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</p> | See Comment #8 |
| 969 | Diana Medina | 3/7/2023 | Email | Do not widen/ho build | <p>Mobile35 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 erasing 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 Medina</p> | See Comment #5 |
| 970 | Diane Shelton | | | Do not widen/ho build | <p>Hi TxDOT/TxDOT, I support better traffic planning, and helping get people through town faster. But I haven't seen any research that shows widening DS would accomplish this. What other options are there? Thank you for your time, Diane Shelton Diane Shelton</p> | See Comment #5 |
| | | | | Rebuse to I-30 | <p>Alternate routes, I30 for example, or asking the whole thing to create greenpace above. A big freeway with tons of traffic will decrease property values all over Austin and do nothing for traffic.</p> | See comment #3 |
| 971 | Dick Hahn | | | Do not widen/ho build | <p>Mobile35 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.</p> <p>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.</p> <p>Dick Hahn</p> | See Comment #9 |
| | | | | Multimodal Transportation | <p>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.</p> | See Comment #20 |
| | | | | Bike/ped safety | <p>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.</p> | See Comment #30 |

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| 972 | Dick Kalkerman | | | Do not widen/ho build | <p>Austin Sierra Club Position Regarding the I-35 Capital Express Central Project</p> <p>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 pass in a pool and "no action". Basically TxDOT has offered no alternatives beyond their project of choice.</p> <p>The one challenge I see to more people and vehicles north and south through Central Austin. TxDOT has chosen that sole solution 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 more years of construction over eight miles from U.S. Hwy. 290 East to Bee White.</p> <p>What do we have? Starting from the east:</p> <ul style="list-style-type: none"> SR-130 (Connected to San Marcos at TX-21) TX-973 (Now adding four lanes) US-183 (Recent \$800 million addition and connected to San Marcos at TX-21) Springlake Road Metro Rapid lines 801 and 802 North and South Lanes Loop 1 (MFAH) - Four lanes to be added to South Loop 1 TX-420 <p>What's coming?</p> <ul style="list-style-type: none"> 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) <p>Potential:</p> <ul style="list-style-type: none"> Commuter Rail on the Union Pacific freight tracks. (Once planned from San Antonio to Georgetown) Have undisclosed options | 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 by 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 Kalkerman | | | Do not widen/ho build | <p>Austin Sierra Club Position Regarding the I-35 Capital Express Central Project</p> <p>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 pass in a pool and "no action". Basically TxDOT has offered no alternatives beyond their project of choice. The one challenge I see to more people and vehicles north and south through Central Austin. TxDOT has chosen their sole solution 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 more years of construction over eight miles from U.S. Hwy. 290 East to Bee White.</p> <p>What do we have? Starting from the east:</p> <ul style="list-style-type: none"> SR-130 (Connected to San Marcos at TX-21) TX-973 (Now adding four lanes) US-183 (Recent \$800 million addition and connected to San Marcos at TX-21) Springlake Road Metro Rapid lines 801 and 802 North and South Lanes Loop 1 (MFAH) - Four lanes to be added to South Loop 1 TX-420 <p>What's coming?</p> <ul style="list-style-type: none"> 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) <p>Potential:</p> <ul style="list-style-type: none"> Commuter Rail on the Union Pacific freight tracks. (Once planned from San Antonio to Georgetown) Have undisclosed options | 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 by 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 | Deigh De Alha | 1/31/2023 | McCupe Website Comment Form | General support | I prefer this way more than what Elon Musk wanted in San Antonio | See Comment #8 |
| 975 | Deigh Valadez | 1/12/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 |
| 976 | dilan knudson | 1/12/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Daniel Acosta | | VDR | Do not widen/ho build | I am against the expansion of I-35 in any form. | See Comment #5 |
| | | | | Labor/Induced Demand | I believe this will cause nothing but further congestion, accidents and pollution to a city that is already hurting at the seams. | See Comment #18 |
| | | | | Reroute to I-35 | Reroute non-local traffic to I-83 or SR-130 and save our city. | See Comment #3 |
| 978 | Dipta Mitra Jha | 2/9/2023 | McCupe Website Comment Form | General information request | Good Morning, Hope you all are doing well. Just checking to know 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 | Divy Chouragula | | | Do not widen/ho build | <p>Multistep Program Manager Sonnia Adiga,</p> <p>OPPOSITE TxDOT's plans for I-35 and OPPOSITE expansion,</p> <p>Highway expansion DON'T work.</p> <p>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.</p> <p>I respect TxDOT, Austin City Council, and other representatives to stand up for me.</p> | See Comment #5 |
| | | | | Community Alternatives | I am FOR: The Nation's 35 proposal, redesigning another highway such as SR-130 as an interstate, a boulevard going through town, a public transit first project. | See Comment #4 |
| | | | | Labor/Induced Demand | TxDOT's promise in this project is flawed. It ignores induced demand, construction impacts, particulate matter pollution from bus wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling (a lie). | See Comment #18 |
| 980 | Dominic Armstrong | 1/31/2023 | McCupe Website Comment Form | Regional Connectivity | Please build high-speed rail in between Austin and San Antonio. Thank! | See comment #1 |
| 981 | Dominic Padilla | 1/12/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Diego | 1/8/2023 | McCupe Website Comment Form | General information request | How to watch? | General information request - information was provided to stakeholder |
| 985 | Don Reese | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | 3/9/2023 | Email | 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 Clear Creek. Also, the businesses between Clear Creek and 8th street would be severely affected as these access roads are eliminated. These thousands of us who live south of Clear Creek and in the Rainey Street area are very concerned about this. Those of us who have medical treatments in the 22nd-28th street areas may have to detour an unreasonable amount to reach our appointments. Keep those access to northbound I-35 open. | See Comment #21 |
| 987 | Donald Mason | 3/7/2023 | Email | Do not widen/ho build | Hi TxDOT/TADOT, 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 other things so that automobile travel can be minimized, not expanded. | See Comment #5 |

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| | | | | <p>Ar Quality/Noise Expansion of the highway has a negative impact on air, water, and noise pollution.</p> <p>Bike/ped safety We need a walkable and bike friendly city, not a larger automobile death trap.</p> | See Comment #34 |
| 988 | Donna Bjorkinder | | | <p>Do not widen/ho build Mobilize35 Program Manager Tommy Ahlgrim. Expanding CS to more lanes through the center town is madness. Donna Bjorkinder</p> | See Comment #30 |
| | | | | <p>Business/residential displacement I oppose this project for its destruction of neighborhoods, displacement of homes and businesses, and environmental degradation.</p> | See Comment #21 |
| 989 | Donna Day | 1/12/2023 | Email | <p>General support Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 email 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 review, dissemination, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender immediately by e-mail. 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.</p> | See Comment #8 |
| 990 | Donna Day | 1/12/2023 | Email | <p>General support Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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</p> | See Comment #8 |
| 991 | Donna Day | 1/12/2023 | Email | <p>General support Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Kar Day Sent from my iPhone</p> | See Comment #8 |
| 992 | Donna Garnett | 2/21/2023 | Email | <p>Do not widen/ho build Roads built below grade will flood and be hazardous. Over build to drive around Houston after even a small rainfall? Below grade highways flood and I do not believe you can engineer around the problem.</p> | See Comment #5 |
| 993 | Devin Sanders | | McCauff Website - Comment Form | <p>Do not widen/ho build CS expansion seems environmentally irresponsible. TxDOT is using its own data that is whitewashed, at best. How can they predict car usage but ignore bus usage? How are we saving water to be carbon neutral but will spend a decade expanding a highway?</p> | See Comment #5 |
| | | | | <p>Bike/ped safety Why are bike lanes not being taken seriously in the plans? Doesn't the city have better options to spend over 800 million dollars on other highway caps?</p> | See Comment #30 |
| 994 | Devin Sanders | | | <p>Do not widen/ho build Mobilize35 Program Manager Tommy Ahlgrim. Would like the state to make a clear long-term plan to expand AND deepen CS. This plan is negligent of the effects of highway expansion. This will only bring more traffic as more people are incentivized to use the road punning through our city. I don't want to have to cross or get on a major 17 lane highway just to go to hob. I expect my city leaders to stand up for me and what is right.</p> | See Comment #5 |
| | | | | <p>Bike/ped safety They make no effort to build safe passages for pedestrians and bikers.</p> | See Comment #30 |
| | | | | <p>Ar 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 incremental. They will be contaminating our water, destroying habitat, and causing insalubrious second degree damage.</p> | See Comment #34 |
| | | | | <p>Public Transit/Multimodal Transportation Support rapid bus transit, designating that 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 road waits and increasing public confidence.</p> | See Comment #13 |
| 995 | Dora Hernandez | 1/27/2023 | Email | <p>General support Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 996 | Dora Hernandez | 2/10/2023 | Email | <p>General support Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 997 | Dori Kimball | 2/1/2023 | McCauff Website - Comment Form | <p>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.</p> | See comment #1 |
| 998 | Dorothy Bassett | 2/26/2023 | VQH | <p>General support I am in favor of this project, it isn't pleasant, but it's necessary.</p> | See Comment #6 |
| 999 | Dotie Watkins | 2/13/2023 | Email | <p>General support Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 1000 | Doug Altes | | VQH | <p>Do not widen/ho build I would prefer the alternative of no expansion on I-35.</p> | See Comment #5 |
| | | | | <p>Rebute to I30 We need a highway that goes around Austin and does not destroy more of our city by going through it.</p> | See comment #3 |
| 1001 | Doug Bellow | | | <p>Do not widen/ho 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 promoting and promoting alternative, more environment 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!</p> | See Comment #5 |
| | | | | <p>East/West Connectivity East-west corridors should be at least every 2-4 miles.</p> | See Comment #20 |
| | | | | <p>Lower Speed Limits All non-high speed roadways in Austin should be designed for 25mph or less for all road users.</p> | See Comment #30 |
| | | | | <p>Ar Quality/Noise Expansion will worsen traffic and many other problems, including air, water, and noise pollution/health impacts, heat island impacts, and coagules.</p> | See Comment #34 |
| | | | | <p>Community Alternatives I want community alternatives to expansion, including Reconnect Austin and Rebuild35, to be fully studied.</p> | See Comment #4 |
| 1002 | Doug Dyer | | | <p>Do not widen/ho build No 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.</p> | See Comment #5 |
| | | | | <p>Ar Quality/Noise Expansion will worsen traffic and many other problems, including air, water, and noise pollution/health impacts, heat island impacts, and coagules.</p> | See Comment #34 |
| | | | | <p>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, walkable and bikeable streets.</p> | See Comment #30 |
| | | | | <p>Community Alternatives I want community alternatives to expansion, including Reconnect Austin and Rebuild35, to be fully studied.</p> | See Comment #4 |
| | | | | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 1003 | Doug Healy | 2/13/2023 | Email | <p>General support Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 1004 | Doug Levine | 2/1/2023 | Email | <p>General support Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 1005 | Doug Osbika | 2/7/2023 | Email | <p>General support Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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. Double Server Manager Director Austin & San Antonio Office 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 ALL 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.</p> | See Comment #8 |
| 1006 | Doug Wilson | 2/8/2023 | Email | <p>General support Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 1007 | Doug Wilson | 1/20/2023 | Email | <p>General support Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 9H 130 Concessions Company, LLC</p> | See Comment #8 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
|------|--------------------|---------------|--------------------------------|--|---|------------------|
| 1008 | Doug Wolfe | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 H. Wolfe Executive Vice President (HCR/DH BANK) This communication is confidential and privileged, as stipulated by the Electronics Communications Act, 28 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 advise any further review of the message and any attachments, correct use and destroy all copies of the original message. Thank you. | See Comment #8 |
| 1009 | Dezha Sternbach | | | Community alternatives | Multi-35 Program Manager Tommy Korngis. Dear TxDOT, Please reconsider the current I-35 plan. This is a chance to reconstruct Austin and add large walking sidewalks with public transit as opposed to a tunnel that won't improve travel times and will add air pollution all over the entrance and exit of the tunnel. | See Comment #4 |
| | | | | Air Quality/Noise | Please rethink I-35 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. | See Comment #34 |
| | | | | Public Transit / Multimodal Transportation | We need better solutions to transit, alternatives are for traveling across the state not getting from one part of town to the other. | See Comment #13 |
| 1010 | Douglas Fleming | 3/7/2023 | McCluskey Website-Comment Form | CapS/Deck Photos | Living between 2222/250, 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 elevated freeway make for a scar dividing east from central to Austin. Any expansion of 35 needs to incorporate cap and stitch to make our city whole, safe, and prosperous. I've traveled through highway expansions in other areas of the country and seen rehabilitation of traffic and only very sparse impact on the communities located by them. It's worth taking the time, money, and effort to do it right. | See Comment #42 |
| 1011 | Douglas Smith | | McCluskey Website-Comment Form | 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 interested in this section? 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 | McCluskey Website-Comment Form | Do not widen/ho build | There are many solutions to congestion you have ignored- bus lanes on all 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 | McCluskey Website-Comment Form | 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 #6 |
| 1014 | Drake Hampton | | McCluskey Website-Comment Form | Early/Week Connectivity | Include better SLP crossings at the two SPD interchanges at Airport and Riverside that don't involve turnouts or crossing 4+ lane travel lanes. | See Comment #20 |
| | | | | Lower Speed Limits | *Include design speed limits of 30 mph or less on all frontage roads between the speed and pedestrian's chance of dying if struck by a vehicle is greater than their chance of surviving. I recognize the designs incorporate lower speed limits on some portions of I-35 in some portions. * 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 general protection between all frontage roads and shared use paths (SUPs). | See Comment #395 |
| | | | | Blue/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://www.austintexas.gov/odm/document.cfm?id=403936). And I offer the following additional personal comments on the project, to be included in the official hearing record. Comprehensive support of current design alternatives, including the preferred alternative, being brought forward in the DIS of the I-35 Capital Express 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 being lost out 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 design, 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 design altered to: * Minimize curb cuts and keep the SUPs. * Legally continue to reduce traffic peaks. * Minimize slip lanes and, where required. * Alter the design to slow traffic as much as possible where it crosses SUPs. * The carriage/lane 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 technology to see these choices as mistakes. With the current design for I-35 Capital Express, TxDOT stands to repeat and thereby cement these mistakes for decades to come. Instead, TxDOT should seize this once-in-a-generation opportunity to correct past wrongs: to reimagine who 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 | Drew | 1/31/2023 | McCluskey Website-Comment Form | Regional Connectivity | I support a regular rail transit system between San Antonio and Austin | See comment #1 |
| 1016 | Drew De Loo Santos | 2/11/2023 | VOH | 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 Eshelberger | | | Do not widen/ho build | Multi-35 Program Manager Tommy Korngis. I am against the expansion | See Comment #5 |
| | | | | Business/residential displacement | because it will hurt the business residents and communities in and near the corridor and it will not help traffic congestion anyway. Drew Eshelberger | See Comment #21 |
| 1018 | Drew Hamish | 2/6/2023 | McCluskey Website-Comment Form | 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 connectivity between East and Downtown - "Public transit" - big business is located on I-35 Corridor. 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | McCluskey Website-Comment Form | 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 economies can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT with the cap-and-stitch options for the City. Thank you for your dedication to serving the citizens of Texas. Drew Raffaele | See Comment #8 |
| 1021 | Drew Schaffer | | | Do not widen/ho build | Hi 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 heavy-duty lanes. Even the biggest freeway on Earth will remain congested if we keep dividing 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 feeling compelled 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, hotter, less humane city, and will cost billions of dollars to drive | See Comment #34 |
| | | | | Community Alternatives | I support Rebuild 135's proposed plan of a human-scale urban boulevard as one step to toward undoing the cost & 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 | | | Do not widen/ho build | Multi-35 Program Manager Tommy Korngis. 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 inhumane and I oppose it. | See Comment #5 |
| | | | | Public Transit / Multimodal Transportation | Yes 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 Stucka | 1/12/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Topic | Comment | Responses |
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| 1024 | Dixi Brown | 3/6/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners:</p> <p>I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 |
| 1025 | Duane McGuffin | 1/30/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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, Duane McGuffin</p> | See comment #8 |
| 1026 | Duress of Saturn | | | Do not widen/ho build | <p>Mobil35 Program Manager Tommy Aragon,</p> <p>We need less cars, not more.</p> | See Comment #5 |
| | | | | Lateral/Induced Demand | <p>Induced Demand is not something TxDOT should be employing to reduce car-entirely antithetical to the goal.</p> | See Comment #18 |
| 1027 | Duchy Simmons | 2/8/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT.</p> | See Comment #8 |
| 1028 | Dulani Gandhi | | | Lateral/Induced Demand | <p>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.</p> | See Comment #18 |
| | | | | Air Quality/Noise | <p>Mobil35 Program Manager Tommy Aragon,</p> <p>As most expansion of I-35, it's responsible to consider the many ways expanding I-35 will make our lives worse - during and after construction. The planning process needs to ignore induced demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.</p> | See Comment #34 |
| 1029 | Dunson Messel | | | Do not widen/ho build | <p>Mobil35 Program Manager Tommy Aragon,</p> <p>I was born on St.Daniel's Hospital in Austin, Texas, overlooking I-35. TxDOT's plan will ensure that this highway remains a bright for my children, and possibly their children too. I respect TxDOT, Austin City Council, and other representatives to stand up for me by rejecting this plan for expansion of I-35.</p> | See Comment #5 |
| | | | | Lateral/Induced Demand | <p>TxDOT has ignored induced demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the impact of every meaningful alternative proposal, and the environmental, overwhelming opposition of Austinites who agree that we clearly regrettable the rapid and immense growth we are experiencing in our great State. It is a discredited, discredited process of community consultation, with the outcome of a 20-lane pollution source that will last generations.</p> | See Comment #18 |
| | | | | Air Quality/Noise | <p>For my entire life, this highway has been a blight on Austin, generating noise and air pollution 24 hours a day, driving neighborhoods, and contributing to climate change.</p> | See Comment #34 |
| 1030 | Dustin Kim | | M/Co/Ex/Comments Form | Early/Weak Connectivity | <p>The I-35 expansion project, even in the most recent form proposed by TxDOT, does not do enough to repair the wounds created when the highway was first created. There is not enough being done to recommit 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 to preparing for caps. The TxDOT will not be a good use of state resources and will be underutilized. The state needs to supply dynamic tolling in order to both increase utilization and pay for construction.</p> | See Comment #20 |
| | | | | Community Alternatives | <p>The best option would be to scrap this design and consider the ReConnect proposal.</p> | See Comment #4 |
| | | | | Bury/Tunnel | <p>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.</p> | See Comment #25 |
| 1031 | Dylan Blackburn | | | Do not widen/ho build | <p>Mobil35 Program Manager Tommy Aragon,</p> <p>I am a resident of Austin who supports TxDOT's plans for I-35 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 commensurate all existing toll lanes, freeways, roads, paths, public-use parking spaces & bridges, in TXM for free public use, walking & running any contracts with other entities regarding toll roads/toll lanes, highways, roads, paths, public-use parking spaces & bridges. TxDOT is behind on maintaining and construction and control of current projects in all projects. The public is very aware of this trend instigated into all government bureaucracies. 20 years of construction for just a few years of congestion relief is NOT worth it. I respect TxDOT, Austin City Council, and other representatives to stand up for me as a concerned citizen, Dylan Blackburn</p> | See Comment #5 |
| | | | | Lateral/Induced Demand | <p>TxDOT proceeds in this project to increase, 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 redesigning another highway such as SH-130 as a toll-free interstate.</p> | See Comment #18 |
| 1032 | Dylan Lance | | | Do not widen/ho build | <p>Mobil35 Program Manager Tommy Aragon,</p> <p>As an Austin resident, I find it concerning that the Department of Transportation is willing 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 flow.</p> | See Comment #5 |
| | | | | Business/residential displacement | <p>Additionally, the construction will tear down a brand new apartment complex and Austin needs housing more than ever.</p> | See Comment #21 |
| | | | | Community Alternatives | <p>Please reconsider and look into the alternatives the community has been proposing like the ReConnect 35 Plan.</p> | See Comment #4 |
| 1033 | Ed Crowell | 3/7/2023 | Email | Revisit to I-35 | <p>Mobil35 Program Manager Tommy Aragon,</p> <p>Stop thinking we need to help move faster every truck from Chicago to Mexico and back through Austin. Let them take the I-30 toll road to the east. Design I-35 through our city for Austinites and the businesses and neighborhoods it intersects. Ed Crowell</p> | See comment #3 |
| 1034 | Ed Deaters | | | Widening | <p>To whom it may concern:</p> <p>I am an Austin resident who lives on Wilshire Blvd. The plan to use Wilshire as a throughfare to connect 42nd 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 sidewalk with west. Making a connection from 42nd 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 throughfare 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 our 200+ residential units. In our understanding that TxDOT has proposed a possible design for the expansion of I-35 through our city area that would connect Wilshire Boulevard from the current status as a quiet residential street into a busy and potentially dangerous one through throughfare. Our understanding is that this would be achieved by extending 42nd Street from the west side of I-35 across the Interstate to the east side to join Wilshire Boulevard and Schaffner Avenue in a continuous connection line to Airport Boulevard. The neighbors most affected by this proposal are the residents of the Schaffner/Wilshire neighborhood. Our neighborhood is lined with a large population of young children, and will continue to be as through the upcoming years. The local elementary school, Magnificent Elementary, is home to grades PK through 5. Our children (and us) walk with their parents through the streets, Schaffner/Wilshire neighborhood Association Precilla Ebaristo, Chair Schaffner/Wilshire Blvd. Vice Chair Margaret Mills, Treasurer Mallory Address 4004 Vinland Dr. Austin, TX 78722 Email: [REDACTED] We have 100+ residents who rely on the safety of these streets to get to work, school, and other errands. The safety of these streets depends upon their being able to navigate easier traffic flows and avoid 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 residential Google-mapped way to avoid extra mileage. Such traffic always poses a danger to our residents, to increase exponentially, which this construction plan would do, is a disturbing prospect for all of our citizens.</p> | See Comment #9 |
| | | | | Blue/ped safety | <p>On behalf of the Schaffner/Wilshire Neighborhood Association and the families that live in the blocks surrounding Wilshire Boulevard and Schaffner 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-calmed throughfare that these two streets provide, in the face of the design for the new I-35 project.</p> | See Comment #30 |
| 1035 | Ed Wernund | | VOH | Do not widen/ho build | <p>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 overflow of feeder roads.</p> | See Comment #5 |
| | | | | Blue/ped safety | <p>I suggest adding an access ramp of Riverside and on the Ring over bridge to be built between Holly and Clear Channel. Also, the bridge from River Street to Holly Street should accommodate bicycles, pedestrians and micro mobility.</p> | See Comment #30 |
| | | | | Caps/Deck Phases | <p>Also, I suggest a cap on I-35 from Clear Channel to 8th street.</p> | See Comment #42 |
| 1036 | Eddie Page | 2/14/2023 | M/Co/Ex/Comments Form | Business/residential displacement | <p>Don't expand I-35 north of 40th street, the small businesses here deserve to stay.</p> | See Comment #21 |
| 1037 | Eddie Safety | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 1038 | Eggar Garcia | | | Do not widen/ho build | <p>Mobil35 Program Manager Tommy Aragon,</p> <p>TxDOT,</p> <p>I am reaching out to make a statement on the opposition of the I-35 expansion.</p> | See Comment #5 |
| | | | | Lateral/Induced Demand | <p>Expanding highways only create induced demand, just look at the Katy freeway in Houston.</p> | See Comment #18 |

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| | | | | Public Transit / Multimodal Transportation Edgar Garcia | Please seek alternatives such as public transit with mixed use zoning. This will alleviate the current traffic on the highway. Our Lone Star state needs more walkable cities! Edgar Garcia | See Comment #13 |
| 1039 | Edgar Haniel | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Arango. 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, sprawl, lawsuits, and more). | See Comment #13 |
| 1040 | Edgar Walters | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Arango. Hello, I am a resident of Austin and I will just give you a heads up. 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 #9 |
| | | | | Community Alternatives | I am for the Metro35 proposal as an alternative. I believe TxDOT's methodology is flawed because it does not account for Induced Demand, and I believe it fundamentally disadvantages 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 | Do not widen/ho build | Please don't widen 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 Vivasmanes | | | Do not widen/ho build | No TxDOT TxDOT! I am a resident in Austin. I do not like and do not approve of the TxDOT I-35 expansion project, it will 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 Vivasmanes | See Comment #5 |
| | | | | East/West Connectivity | What Austin needs is to repair and reconfigure the east side of the city into the rest of it. I-35 needs to be torn down and turned into a boulevard that integrates several modes of transport including more slowly moving public transport. | See Comment #20 |
| 1043 | Edward Abrego | 1/21/2023 | Metro35 Website Comment Form | 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 | VOL | General support | This project is a big deal that will shape the face of this city for decades to come. It is time to join east and central Austin with pedestrian friendly connectivity over I-35. I am in favor for as much capping as possible to provide for community space and reduced noise from I-35 traffic. Can we shut down this project? Doing so will be a waste of time and money. | See Comment #8 |
| 1045 | Eileen Sautzler | | Metro35 Website Comment Form | Do not widen/ho build | As an Austin resident and avid Texan, I do NOT support the further widening and expansion of I-35. | See Comment #5 |
| | | | | Capex/Opex/Phase | I do support the cap-and-rebuild proposal and believe TxDOT should pay for the majority, if not all, of the project. | See Comment #42 |
| 1046 | Eileen Young | 1/9/2023 | Email | 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 noisy! at times. The noise is my #1 concern. Thank You, Eileen Young | See Comment #6 |
| 1047 | Eileen McGinnis | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Arango. I am the mom of a 7 yr 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 using the I-35 corridor through our city. We have had a long and hard fight to protect these major institutions like I-35 have threatened the risk of pediatric asthma as kids live further 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 coverage, as outlined by the Austin City Council Resolution 0-2-23-2023. I also support a public evaluation effort to be given to 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 #9 |
| | | | | 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 on ways that lower our city's carbon footprint and leave them with a positive legacy. | See Comment #31 |
| | | | | Community Alternatives | I am FOR The Metro35 proposal as well as slowing down to consider community alternatives. | See Comment #4 |
| | | | | Do not widen/ho build | No 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 While not 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 |
| 1048 | Eileen Murphy | | | 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 stop, and not an inch wider. | See Comment #21 |
| | | | | Lateral/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 | Topic | Response | |
| 1049 | Elvird Kartman | | | Do not widen/ho build | I think this is a bad idea. To a business, everything is a nail. To the Texas Department of Transport, every solution is a highway. No negotiation is that you passed 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 (bikes, cars and trucks) moving from San Antonio to Mexico 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 better dagger through the heart of it, it is not an outcome we should support. This project will massively and unconsciously 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. * I must ignore the overwhelming public sentiment, at least consider these suggestions: * Redesign 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, Elvird Kartman District 0, Cherrywood | See Comment #5 |
| | | | | Reverts to I-35 | * Reuse modeling for the "No Build" scenario and travel time reduction and introduce alternative means of traffic reduction, including diversion to SR 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 highway 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 coverage and provide all-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 | Eliana Santiago | | | Public Transit / Multimodal Transportation | Mobilize35 Program Manager Tommy Arango. - 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, either increasing traffic and pollution in the city | See Comment #34 |
| 1051 | Eliane Arnsperg | 3/6/2023 | Email | Air Quality/Noise | Mobilize35 Program Manager Tommy Arango. We added wider highways in Boston during the Big Dig and it only made traffic and pollution worse, not better. Eliane Arnsperg | See Comment #34 |

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| 1052 | Elena Kinway | | | Do not widen/ho build | <p>Multistage Program Manager Tommy Aragon. Public on name is Elena Kinway and the project of Austin, Texas, I OPPOSE I-35 plans for 1.35 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 creeps back up to worse than before. https://www.austintexas.gov/department/transportation Additionally, driving in Texas is dangerous, with hundreds of Texans dying on the road every year. I would not want to actually witness 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 see an interstate highway for my local trips. I respect TxDOT, Austin City Council, and other representatives to stand up for me. Elena Kinway</p> | See Comment #5 |
| | | | | Community Alternatives | I support Refine 35 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 | Rebecca Kemple | | | Do not widen/ho build | <p>Multistage Program Manager Tommy Aragon. 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 reduce 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 commuters 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 even longer, even 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. Aragon, to serve a higher good than at least a few short years of slightly lower traffic numbers after several years of construction costs.</p> | See Comment #5 |
| | | | | Community Alternatives | I am for The Refine 35 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 Navarro | | | Do not widen/ho build | <p>Multistage Program Manager Tommy Aragon. I am against the expansion of I-35. Expansion will not solve the congestion issues, and the last thing we need is construction for the next 20+ years one of the most major roadways in Austin, especially when there is no alternative travel route.</p> | See Comment #5 |
| | | | | Rescue to I-35 | I am for other alternatives, such as new construction elsewhere for out of town commuters, who can avoid Austin if it is not their desired destination. Elena Navarro | See comment #3 |
| | | | | General support | <p>Multistage Program Manager Tommy Aragon. Refine 35 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 I-35 should be expanded to meet increased demand, the number of lanes is excessive and adds 20-22 lanes in some 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 ramps, 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 other 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 being reconfigured 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 more cost-effective implementations could be achieved for less money.</p> | See Comment #8 |
| | | | | Business/residential displacement | Due to these issues, I propose the following additions to the Build Alternative: 1. The expansion be reduced to 3 miles, 2 managed lanes, and 3 forage lanes maximum in one direction. This will reduce traffic substantially. 2. The section between 42nd Street and Meador Rd be fully capped and buried with a surface boulevard over the project. 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 Meador Road and 22th Street remain open for entrance/exit lanes. However, MS and I-35 should be wider streets with greater pedestrian access. 4. The section between 22th Street and Cedar Chove St remain fully capped and buried with parkland/surface boulevard over the roadway. 5. The bridge over Lady Bird Lake be reduced to 18 lane maximum. With these improvements, I-35 will transform from an expense and headache to an asset for the city and state. | See Comment #25 |
| | | | | Business/residential displacement | This project also displace 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 expand to build the freeway. This is almost 15 Austin city blocks. The cost of land will be astronomically 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 expense in the 6.75 miles of the project that are not capped and abated, 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 | Elsa Contreras | 2/14/2023 | MCA/CA Website Comment Form | Do not widen/ho 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 | Steph B Omerick | | MCA/CA Website Comment Form | Do not widen/ho build | I recently heard about the proposed I-35 expansion. I strongly oppose this plan. Please cancel the plan to expand the interstate. Thank you for your time. | See Comment #5 |
| | | | | Labor/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 expanses instead of welcoming, economically diversified communities. | See Comment #18 |
| | | | | Business/residential displacement | The proposed expansion would displace hundreds of jobs from local businesses. | See Comment #21 |
| 1058 | Elijah Chas | 3/7/2023 | Email | Do not widen/ho build | <p>Multistage Program Manager Tommy Aragon. Not time past this letter with emotional BS. It's simple, don't widen that lane. There's literal proof that doesn't help traffic.</p> | See Comment #5 |
| 1059 | Elijah Stout | 3/2/2023 | Email | Do not widen/ho build | <p>Multistage Program Manager Tommy Aragon. Hey Tommy, I am a resident of South Austin and travel I-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 not make the city go through a decade of construction and suffer greater air and noise pollution downtown.</p> | See Comment #5 |
| 1060 | Elijah Varela | 3/6/2023 | Email | Do not widen/ho build | <p>Multistage Program Manager Tommy Aragon. We have been in this in countless other cities 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 add traffic that isn't going to Austin away from Austin. Downtown should be a pedestrian's 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 to what every other city has done and it has not helped them.</p> | See Comment #5 |
| 1061 | Elsa Viorante I | 2/1/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive 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 Center 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 60 years. Furthermore, without a high speed rail linking our major cities Dallas, Houston, San Antonio, Austin, El Paso this state is doomed to be the dark ages as it experiences global warming and climate catastrophe. I appreciate your consideration of this request. Warm Regards, Elsa Viorante Founder, Author, Ghostwriter, and Book Coach Visit our website: www.elsaviorante.com Buy My Book | See Comment #8 |
| 1062 | Elika Murahead | 2/7/2023 | MCA/CA Website Comment Form | Do not widen/ho build | I can't imagine life without the upper back and, if you have to go underground - I've always thought the key to solving the slow down problem is STRAIGHTENING I-35 itself over the lake. | See Comment #5 |
| 1063 | Elizabeth Adams | 2/16/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 |
| 1064 | Elizabeth Amani | 1/17/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 |
| 1065 | Elizabeth Alford | | VGH | Do not widen/ho build | Please reconsider! | See Comment #5 |
| | | | | Business/residential displacement | We own a property on the HCS (Horseshoe Bend and Cemetery St). The property includes a historic home, built around 1920. 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 Models 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, it will take a long time to replace. Taking out this property will negatively impact our family and trust their corporate-Specialty Models, Regan Advertising and Deep Eddy Vodka. It will also require demolition of a historic west side property. | See Comment #21 |
| 1066 | Elizabeth Allen | | | Do not widen/ho build | <p>Re: TxDOT I-35. We do not want further I-35 expansion!</p> | See Comment #5 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
|------|--------------------|---------------|------------------------------|--|---|------------------|
| | | | | 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 Bugg | 2/1/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Barlytt | 3/7/2023 | Email | Parks | I do not agree with the plan for Walter Beach Park to be a bridge maintenance area after the new expansion is built. It should revert back to being a park. Additionally, I am not in favor of the construction pier receiving cement. I am a recreational rower/paddler on LBJ, 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 piers don't line up with direction of the lake. Adding another structure will make it unusable. Having lived through the rebuild 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 Barlytt Austin Resident | See Comment #150 |
| 1069 | Elizabeth Hood | | VGH | Do not widen/ho build | Had to live in Austin in 1994 and lived here until I was 18, and then moved back after 15 years away in 2008 to start my family. It's obvious Austin has experienced monumental growth and an explosion in popularity during recent years, and the I-35 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 is central for the life of me understand why with this explosion in popularity were 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 increasing the presence of 100% use of green spaces and making roads to TOD? I see cities like Dallas making moves prioritizing green spaces over highways with the building of Ajijic Warner Park which is a fantastic addition to their city, and am embarrassed to see Austin instead want to slow through with a behemoth highway which has no plan going through our downtown. I can't know for something as magical as having the highway live in Austin, but the world is shifting rapidly and we need the next 5 years building this asset highway. I 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 blight on 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? Sighing. Thank you for your consideration, Elizabeth. | See Comment #5 |
| | | | | Reverts to I-35 | There should be a full cap on expansion from 183 to Lady Bird Lake, trucks re-routed to 350 and alternative highway expansions considered (like the wonderful job on 183 or 145). We are supposed to be a city that invests resources, infrastructure and starting revenue. We 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 (now, old and future) deserve an alternative to this massive and unwanted expansion. | See comment #3 |
| 1070 | Elizabeth Hoad | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Arango. 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 Hoad | See Comment #5 |
| | | | | Reverts to I-35 | This space is much better used for truly public spaces and this is a great opportunity for a public transit-first project or redesigning another highway such as SH 135 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 | 1/11/2023 | McCombs Website Comment Form | Regional Connectivity | We need safe routes that are energy positive and less pollution. This is a viable solution. | See comment #1 |
| 1072 | Elizabeth Morales | | | Do not widen/ho build | No 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. See Reconnect Austin. | See Comment #38 |
| 1073 | Elizabeth O'Toole | 1/20/2023 | McCombs Website Comment Form | 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. That would be a wonderful thing to do (in 10-15 yrs I'd see it probably saved time a month) | See comment #1 |
| 1074 | Elizabeth Tada | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Arango. 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 Reconnect-35 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 Hamersmy | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Arango. 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 and community first. We want to love the city 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 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 Hoad | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Arango. 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 Reconnect-35's plan. Expanding I-35 would be very detrimental not only to my life but to many, many others. | See Comment #4 |
| | | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Arango. I am a resident of the Chisholm neighborhood in Austin and strongly oppose TxDOT's plans to widen I-35 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 leads us in an automotive model of growth. Austin is vibrant and active city and we deserve a better mobility system. As Jack Crawford succinctly 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. It is a giant missed opportunity to add dozens of acres of developable, high-growth, downtown real estate TxDOT is the department of TRANSPARENTION, not highways, and you should be developing appropriate transportation solutions for an urban center. Building neighborhoods in urban areas to make way for highways is the transportation engineering of the 1950s. It 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 proves that the entire premise is a joke. I expect City Council and TxDOT to stand up for me and all other Austinites by bringing 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 |
| 1077 | Ella Ryan | | | Community Alternatives | I support the Reconnect-35 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 |
| | | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Arango. I am a resident of El Paso I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. 10 years of construction for just a few weeks 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 |
| 1078 | Ella Williams | 3/7/2023 | Email | | | |

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|------|-------------------|-----------|----------------|--|--|-----------------|
| | | | | Public Transit / Multimodal Transportation | I am FOR redesigning another highway or leaving an option for public transit | See Comment #13 |
| | | | | Labor/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 the 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 TxDOT works. 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 | Sam | | My City Or My | Do not widen/ho build | I do not want to see this second place removed because of industry | See Comment #5 |
| | | | | Business/residential displacement | I wish 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 Floske | | MyCityOrMyCity | Public Transit / Multimodal Transportation | If we really must expand I-35, plans should preference mass transit over cars. Finally, what I really need is a train. 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 runoff. | See Comment #34 |
| | | | | | Dear 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 ITI study purporting to show the "problem" of cut through traffic in no way considered the impact because the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle mile traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most divergent alternative. Through the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears 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 ITI 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 I refused to meaningfully consider these alternatives. Thank you for all that TxDOT is doing to promote safe access and mobility options with multimodal networks across the thriving communities of the Austin region. Sincerely, Ellen Mendel | See Comment #4 |
| 1081 | Ellen Mendel | | | Community Alternatives | Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. | See Comment #4 |
| | | | | | ReThink35 Program Manager Tommy Aragon, Hello, I am a resident of East Austin (Brimley Street). I am just three blocks from I-35. I am very concerned about the proposed expansion and I would like other voices expressed. First, of all, an extended time and time again across the US adding more lanes to interstates does not ease traffic load 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 highly detrimental impact on the community. See 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! Eleanor Shoemaker | See Comment #5 |
| 1082 | Eleanor Shoemaker | 3/7/2023 | | Email | Do not widen/ho build | See Comment #5 |
| 1083 | Ellie | 1/20/2023 | MyCityOrMyCity | 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 | | 2/27/2023 | MyCityOrMyCity | 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 historically 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 Henton | | | Do not widen/ho 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 needed. If 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 | Ellet Capovan | 1/18/2023 | MyCityOrMyCity | Regional Connectivity | Commuter rail would be a better investment for the long term sustainability of Texas, and reduce congestion rather than continuing the induced demand greater highway expansion would incur. | See comment #1 |
| 1087 | Ellet Peraco | | | Do not widen/ho build | Making I-35 bigger and creating a decade of construction for a few years of congestion relief to help more people commute into downtown at the cost of reinforcing community issues decades in the making is short sighted and problematic. Please rethink this. | See Comment #5 |
| | | | | Racial Justice | ReThink35 Program Manager Tommy Aragon. | See Comment #3 |
| 1088 | Ellet Buckwalter | | | Community Alternatives | ReThink35 Program Manager Tommy Aragon, I oppose the expansion of I-35 for many reasons. For the past 10 years there has been an on off construction on much smaller scales 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! Ellet Buckwalter | See Comment #4 |
| | | | | Reverts to I-35 | Data has shown that freeway widening only reduces traffic flows for a couple years at best (like the Katy freeway for example) - alternatives such as designating SR-130 | See comment #3 |
| 1089 | Elisa Roberts | 1/31/2023 | MyCityOrMyCity | Regional Connectivity | Please create high speed rail between Austin and San Antonio! | See comment #1 |
| | | | | | Dear HHS team, Rep. Duggan, Mayor Wetzel and Councilmembers, During back to Mr. Toland's tenure at TxDOT, Sherwood Davis, neighborhood (located between Oltorf and St. Edwards University), has given input on many HHS projects. The interstates in our western boundary. The questions have about the HHS project come from its use by the Department of Defense. About 80% of my neighborhood was, until the early 2000's, reserved from Bergstrom AFB and most were WWII or Korean War veterans. These veterans brought new homes in Sherwood Oaks in the 1960's using VA loans. 40 presentations on the HHS expansion. I have not heard any discussion of the following issues: 1. If HHS is put in an underground tunnel, will the DOD be able to move large military equipment on HHS? 2. Has TxDOT been in consultation with the Department of Defense to ensure that any reconfiguration of HHS does not inhibit military readiness? 3. Beyond large defense equipment, will we be building or other large equipment fit through a tunnel of HHS? Beginning in the Eisenhower administration, HHS 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 1958 ("National System of Interstate and Defense Highways"). HHS was critical infrastructure for world peace which is why I write when I hear people call HHS 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 HHS Multiple Treatment Study was underway, several neighbors and I met with US Rep. Lloyd Duggan to discuss preventing the southbound on ramp at St. Edwards Dr. from creating cut through traffic in our neighborhood of only 250 homes. Congressman Duggan met a letter to TxDOT and Mr. Toland on the neighborhood's behalf. For pragmatic reasons, I support HHS being expanded if TxDOT complies with the City's Atlas 24 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 HHS be expanded in such a way as to help vehicles move quickly through the densest part of the city. Having extensive lanes of open side in an approved traffic concentration zone in the central city during our hot, still summer days, vehicles need to keep moving be just crossing town or using HHS to travel from the Texas valley to the | See Comment #5 |
| 1090 | Elisa Matthews | 3/1/2023 | | Email | Do not widen/ho build | See Comment #5 |
| | | | | | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a road and avenue worthy we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. At my best, Lisa Decker | See Comment #8 |
| 1091 | Lisa Decker | 3/6/2023 | | Email | General support | See Comment #8 |

| 1092 | Rae Rivers | 3/1/2023 | Email | Do not widen/no build | <p>Multi35 Program Manager Tommy Alrapp,</p> <p>I am a resident of Austin and I am in need of a road. I oppose TxDOT's plans for I-35 and I oppose expansion.</p> <p>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.</p> <p>I expect TxDOT, Austin City Council, and other representatives to stand up for me, Eva Rivers</p> | See Comment #9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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Thank you for your consideration of this request. | See Comment #8 | | | | | 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 Kriewitz | | | Do not widen/no build | <p>Multi35 Program Manager Tommy Alrapp,</p> <p>Research time and time again has shown that highway expansion does not reduce traffic.</p> | See Comment #5 | | | | | Public Transit / Multimodal Transportation | We need more public transit, NOT more highway lanes. | See Comment #13 | | | | | Relocate to I-30 | We need to open 40-130 up to the public to reroute through traffic around the city. | See comment #3 |
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| | | | | Community Alternatives | I am not Rethink35 proposal, especially restricting traffic outside the city. I have lived in Austin for over 20 years and have seen how it has transformed. Our 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 I-35 | See Comment #4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Air Quality/Noise | Highway expansions DON'T work. They worsen congestion (as we see with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. | See Comment #34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1093 | Elyse Larice | | | Community Alternatives | <p>Multi35 Program Manager Tommy Alrapp,</p> <p>I live in Austin, Austin City Council, and other representatives,</p> <p>I am a resident of South Austin near Manchaca and Daughtler 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 chaos problems. As someone who lives near I-35 I do not want to route all of the population, noise and congestion through the center of the city when this is not the norm for I-35 in different parts of Texas.</p> <p>I wish I could hop on rapid transit and get downtown to the greenbelt. I go out of my way to use MUPs, and local roadsways 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.</p> <p>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.</p> | See Comment #4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Relocate to I-30 | I am for reimagining 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Central Express Corridor design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1095 | Emilio Campes | 2/23/2023 | Email | Community Alternatives | <p>Hi TxDOT TxDOT,</p> <p>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 metro/multimodal system instead.</p> <p>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.</p> <p>Highway expansions 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.</p> <p>Emilio Campes</p> | See Comment #4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1096 | Emilia Gordon | 1/11/2023 | MyCause Website-Comment Form | 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 | | 2/11/2023 | MyCause Website-Comment Form | Business/residential displacement | Please don't remove low house | See Comment #21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1098 | Emily Bankston | 3/7/2023 | Email | Air Quality/Climate change | <p>Multi35 Program Manager Tommy Alrapp,</p> <p>I am a 20+ year resident of the Chiswick neighborhood. My husband, child, and I live within 3 blocks of PM2.5 just south of 38.1 20th Street and east of the highway. We oppose TxDOT's plans to expand I-35 through central Austin.</p> <p>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 I-35 where it sits is not designed to integrate Austin. Expanding it would further separate east and west. The east side will unfairly bear the burden of this expansion.</p> <p>I have been a homeowner in this neighborhood for over twenty years and before that a renter. Even 3 blocks away, I have been jarringly 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 pressure what should be nighttime quiet. It is already impossible to feel safe crossing to the west where crossings ease if I am walking or riding bikes with my family because the number of cars and speed of traffic is overwhelming. The flow to work 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.</p> <p>People should not have to leave 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 effect 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 take an even longer drive. The planned decades of construction will cause long-term challenges, and the result will be decreased quality of life. It's not worth it. The planning of this project ignores many facts and misrepresents addresses so many real concerns.</p> <p>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:</p> <ol style="list-style-type: none"> TxDOT has not and must study NO2 (nitrogen oxides), PM2.5 (particulate matter 2.5), and PM10 (particulate matter 10) in its Air Quality Analysis (DES Appendix P). Appendix P currently only analyzes CO (carbon monoxide), which is common predictor from DDTs because it's easy to land with 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 national standards, making the agency reluctant to address them. 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 NO2 in the DES - they were nervous about what the analysis might show. TxDOT's greenhouse gas analysis (DES 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. TxDOT must conduct a regional emissions analysis for NO2 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. Do not support the highway expansion. I support rerouting the highway outside of the city and reimagining west and east, 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 Casull | | | Community Alternatives | <p>Multi35 Program Manager Tommy Alrapp,</p> <p>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.</p> | See Comment #4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Labor/Inbound Demand | Most highway expansions, such as the Katy Freeway, fail to actually decrease congestion thanks to Inbound Demand. | See Comment #28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 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 increase 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 either 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 Casull | 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 Drain | 3/7/2023 | Email | Do not widen/no build | <p>Multi35 Program Manager Tommy Alrapp,</p> <p>I am currently a resident of 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 what was reimagined but inevitably ended the highway way. I do not want that to be my only memory of Austin.</p> <p>Highway expansion DOES NOT WORK. We've seen Katy and everyone makes fun of it. We don't wanna be Katy or West. Please do not expand I-35</p> <p>Emily Drain</p> | See Comment #5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1101 | Emily Dringale | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Central Express Corridor design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 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 Kriewitz | | | Do not widen/no build | <p>Multi35 Program Manager Tommy Alrapp,</p> <p>Research time and time again has shown that highway expansion does not reduce traffic.</p> | See Comment #5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Public Transit / Multimodal Transportation | We need more public transit, NOT more highway lanes. | See Comment #13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Relocate to I-30 | We need to open 40-130 up to the public to reroute through traffic around the city. | See comment #3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
|------|-------------------|---------------|-----------------------------|--|---|-----------------|
| 1104 | Emly Knight | | | Do not widen/ho build | <p>Mobility35 Program Manager Tommy Alving,</p> <p>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 on-ramp road design from the 1980s fits capacity it was never intended for. Even if you expand I-35, you won't fix the issues that are too often for safe merging, the poor timing and dispersion of local road to highway traffic, the congestion through downtown, and the unsafe driving behaviors that is rampant and encouraged by both road design. I have to cross I-35 to live my life, the grocery stores, bank, 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. 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 state and county fees and taxes to be here, and my needs should come before contemplating 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 crony for commercial interests and start listening to actual residents. Safety and livability come first.</p> | See Comment #3 |
| | | | | Caps/Deck Phases | Support removing the right deck, capping I-35 with bikeable and walkable roads, and congestion pricing through downtown Austin to encourage use of alternative routes for through traffic. | See Comment #42 |
| 1105 | Emly Kucera | 1/21/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Emly Kucera | See Comment #8 |
| 1106 | Emly Marland | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Emly Marland | See Comment #8 |
| 1107 | Emly Martinez | 1/31/2023 | MCiuef Website Comment Form | 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 | Emly Moreland | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Emly Moreland. Sent from my iPhone | See Comment #8 |
| 1109 | Emly Moreland | 3/6/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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, Emly Moreland | See Comment #8 |
| 1110 | Emly Nash | | | Do not widen/ho build | <p>Mobility35 Program Manager Tommy Alving,</p> <p>My name is Emly and I live in Austin for nearly 12 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 respect TxDOT, Austin City Council, and other representatives to stand up for me.</p> | See Comment #5 |
| | | | | Air Quality/Noise | Highway expansions do not work. They increase traffic, create more pollution, and is a safety concern. Not to mention the horrible inconvenience of dealing with road work. | See Comment #34 |
| | | | | Multimodal Transportation | Plan 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 | Emly Nickerson | 1/4/2023 | Email | Business/Industrial Displacement | My name is Emly. This highway expansion is ridiculous. I will not relocate of others 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 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 | Emly Patel | 1/31/2023 | MCiuef Website Comment Form | 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 to the city including traffic, accessibility, and crime. | See comment #1 |
| 1113 | Emly Ramirez | 2/27/2023 | MCiuef Website Comment Form | General support | Expansion needs to happen on I-35, 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 I-30 takes by allowing I-8 when's through it, should happen anyway. I don't see how that toll or A-97 toll in Austin takes money. | See Comment #8 |
| 1114 | Emly Seaton | | | Do not widen/ho build | <p>Mobility35 Program Manager Tommy Alving,</p> <p>I am a resident of Battle Bend Heights in South Austin.</p> <p>OPPOSE TxDOT's plans for I-35 and OPPOSE expansion.</p> <p>Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and</p> | See Comment #5 |
| | | | | Community Information | I am FOR the ReInter-35 proposal, subdividing another highway such as SH-130 as an interstate, a boulevard going through town, a public transit hub project. | See Comment #4 |
| | | | | Lanes/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 | Emly Underwood | | VOH | Caps/Deck Phases | This is a huge project that will have huge effects on the character and accessibility of our city for decades. All of the surface areas would ideally be capped. If it won't 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/Jad safety | Integrating the city on either side of the interstates and making it 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 | Emly Weisz | 2/6/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Emly Weisz, Director, Operations & Culture, Austin Chamber of Commerce | See Comment #8 |
| 1117 | Emlynn Warner | | | Public Transit/Multimodal Transportation | <p>Mobility35 Program Manager Tommy Alving,</p> <p>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.</p> | 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 Nwaeze | | | Do not widen/ho build | <p>Mobility35 Program Manager Tommy Alving,</p> <p>Dear TxDOT,</p> <p>I am a resident in Houston. I want 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.</p> <p>Expanding the right-of-way is conflicting to Austin's values - that values approved for - 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 travel.</p> | See Comment #5 |
| | | | | Routes to I-30 | People should have the ability to walk, use transit or bike to destinations, that's what drove city longevity. Please go back to the drawing board and reroute through traffic through SH 130 | See comment #3 |
| 1119 | Enrique Bismarqui | 2/1/2023 | MCiuef Website Comment Form | Regional Connectivity | I would love a railway system of some sort between San Antonio and Austin. It would make commutes feel easier and help with the horrible traffic the route between both cities experiences. | See comment #1 |
| 1120 | Estevan Taylor | | | Do not widen/ho build | I am an Austin resident living less than a mile from I-35. I strongly oppose the proposed CuiEuf 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 using local transit, I need to be able to traverse our 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/Jad safety | The proposed project does not include enough 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 to the core that", adding significant distance, physical exertion, and travel time to our trips. | See Comment #30 |
| 1121 | Eric | | MCiuef Website Comment Form | Caps/Deck Phases | <p>The following are my requests to TxDOT either considering how to move forward with the I-35 expansion:</p> <ol style="list-style-type: none"> 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 200 A. <p>Thanks,</p> | See Comment #42 |
| | | | | Routes to I-30 | Route trucks to SH 130 | See comment #3 |

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| 1122 | Roi and Gaby Landry | | | East/West Connectivity | TxDOT Clear or Measur: 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 reducing gaps 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. Weisner | See Comment #20 |
| | | | | Air Quality/Noise | I oppose 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 | I oppose 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, ability, 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 |
| | | | | Reverts to I-30 | I support redesigning and marking existing toll 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 | | | Do not widen/no build | MultiModal Program Manager Tommy Ahng. I'm opposed to the current expansion plan for I-35. It will clog up with more traffic for 20 years until it gets finished, and when it does get finished, it won't have been enough if current trends hold, we'll have 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 |
| | | | | Reverts to I-30 | Route traffic to an I-30, maybe expand that instead. Build I-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 Bruhn | 3/7/2023 | Email | Do not widen/no build | MultiModal Program Manager Tommy Ahng. A clear gap in the city's high-rental, why would you expand on that. Learn from the past and get a better future. etc train | See Comment #5 |
| 1125 | | 1/19/2023 | MultiModal Website Comment Form | 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-modal (i.e., highway, inter/intra-city mass transit, etc.) preferences. There have been several proposals to advance a I-35 completion (extended I-35, parallel bypass, passenger rail, etc.), but the proposal seems short-sighted and costly. We propose the state or private group approve funding for a study on regional connectivity - to review existing plans and form a governance/decision-making body to execute the recommendations. | See comment #1 |
| 1126 | Eric Duenhauser | | MultiModal Website Comment Form | Do not widen/no build | I oppose adding two restricted HOV lanes to I-35 as part of the Capital Expense Central project. | See Comment #5 |
| | | | | Lane/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 vastly expanding transit access across the bridge and into downtown rather than expanding the freeway. The city won't stop growing and I-35 lanes of HOV traffic is not going to meaningfully alter the future traffic conditions in the city. | See Comment #13 |
| 1127 | Roi Engert | | | Do not widen/no build | MultiModal Program Manager Tommy Ahng. 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 easily manipulated. In lieu of TxDOT's prior proposals on similar projects in the past, if highway expansion 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 #6 |
| | | | | Caps/Deck Plazas | I would support this plan if there were a railroad component and it was fully tolled between I-35 and Town Lake. As it stands now the allowed area for caps are insufficient and frankly a step in the face to communities along the corridor. | See Comment #42 |
| 1128 | Eric Falar | | | Do not widen/no build | MultiModal Program Manager Tommy Ahng. What I DON'T want to 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 alternate the highways of traffic, and offer safer and more accessible alternate transport options for citizens. | See Comment #13 |
| 1129 | Eric Galloway | 3/3/2023 | Email | Do not widen/no build | No TxDOT TxDOT. Expanding highway expands traffic. You're inviting more traffic by expanding I-35. Eric Galloway | See Comment #5 |
| 1130 | Eric Gunther | | | Do not widen/no build | Halo CapMaha. I would like to submit my comments to oppose I-35 expansion. If you want to know why we need not 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 solve traffic congestion to keep up with population increases of our urban core. It is embarrassing that our state transportation department list of smart people decide to fall back to antiquated and expensive transportation theories. Please cancel the wasteful expansion and do something that'll actually address the problems you are trying to solve. Thank you, Eric Gunther | See Comment #5 |
| | | | | Reverts to I-30 | 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 regenerative. safe. | See Comment #20 |
| 1131 | Roi Sund | | | Do not widen/no build | MultiModal Program Manager Tommy Ahng. I am a resident of Austin and have to use I-35 constantly 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 merely for those in suburbs and numerous pollution, and destruction downstream 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 the. | See Comment #5 |
| | | | | Lane/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 ensures much more economic outcome than historic changes have actually completed. | See Comment #18 |
| | | | | Community Alternatives | Railroad 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 like to work crossing I-35 where as this plan doesn't do near enough to make this situation opportunity better. | See Comment #4 |
| 1132 | Eric Harwell | 1/12/2023 | Email | Reverts to I-30 | I would like to strongly encourage TxDOT to consider other cities across the country have done and roads I-35 around the city of Austin using the existing toll roads. Specifically I-35 at San Marcos, tolled to northbound SH-130 I-35 at Round Rock, tolled to southbound SH-130 Convert existing freeway to its original layout as a central boulevard through the city center. Sincerely, Eric Harwell 12416 Aldermore Ln Phlegoria, TX 78660 | See comment #3 |
| 1133 | Eric Harson | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners. Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical artery of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Expense Central design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 |
| 1134 | Eric Hovestad | 1/31/2023 | MultiModal Website Comment Form | Regional Connectivity | I would like a commuter rail line between Austin and San Antonio. | See comment #1 |
| 1135 | Eric Hugland | 5/7/2023 | Email | Community Alternatives | No 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 Malley | 1/21/2023 | MultiModal Website Comment Form | Regional Connectivity | Looking for commuter rail between Austin San Antonio and Monterey Mexico | See comment #1 |

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| 1137 | Eric Joyce | | | Do not widen/ho build | Re TxDOT TADOT: 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 impermanently damage the urban fabric or Austin for generations. Over time 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 I-30 | The proposal lies in the face of current traffic recommendations and out of touch with current city planning strategies. It thrills Austin back into the 1980s and locks any forward thinking. Tada should instead consider tolling cars to drive through Austin while eliminating the tolls on ah-130 to encourage interstate traffic around downtown. | See comment #3 |
| 1138 | Eric Kaufman | | | Do not widen/ho build | MultiModal Program Manager Tommy Almag. As a local Austin resident, I am writing to register my strong opposition to the TADOT 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 freight roads underground or rerouting them together. The design plans are far "bigger" than highway but have a "bottle-neck" that they are well below 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 I-30 | I encourage you to re-reroute / redesignate SR 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 tap and ABCH in a way that unites downtown Austin with surrounding neighborhoods. | See comment #3 |
| 1139 | Eric Kohnen | | VGH | Do not widen/ho 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 I-30 | 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 Kohnen | | M/Ciut4 Website Comment Form | Do not widen/ho 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 require destruction of an unacceptable number of homes and businesses through central Austin, which only serves to fully divide the city. We need to go to one of the few Spanish mission 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 I-30 | 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 Linday | 1/31/2023 | M/Ciut4 Website Comment Form | 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 Marshall | 2/7/2023 | Email | General support | Dear Chairman Bagg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the US Capital Express Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Eric Marshall Baldwin Road Estero www.baldwinera.com | See Comment #8 |
| 1143 | Eric Mathews | | | Public Transit / Multimodal Transportation | MultiModal Program Manager Tommy Almag. Expanding the I-35 will create further divides in our community that we can't afford. We don't need more roadways, we need more public transportation and support for pedestrian modes of transit such as bicycles and walking. It has been proven over and over again that adding more lanes simply invites more traffic. More traffic equals more pollution, more congestion, more accidents. | 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 Phisar | | | Do not widen/ho build | MultiModal Program Manager Tommy Almag. In 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 |
| | | | | Way-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 Poyatt | | | Do not widen/ho build | Re TxDOT TADOT: As a resident of the DFW area who occasionally travels through Austin, I appear to be a candidate for when TxDOT is looking to widen I-35 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 I-35 is torn down and rerouted around downtown. Any expansion of I-35 will make it less desirable to me. If I'm driving through Austin, there is no problem diverting around an under loop. Please stop the 3% per year assumed traffic model nonsense which assumes people will not change their behavior based on travel time, and i. 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, Return35) to bring these options to a full economic comparison | See Comment #4 |
| 1146 | Eric Reuser | 2/23/2023 | Email | Do not widen/ho build | Re TxDOT TADOT: 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 City and State governments. Expanding it to include more lanes is a short-sighted and incompetent strategy. Do better, Texas. Eric Reuser | See Comment #5 |
| 1147 | Eric Reuser | 3/7/2023 | Email | Do not widen/ho build | Re TxDOT TADOT: 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 short-sighted and economically foolish, it's also stupid! Eric Reuser | See Comment #5 |
| 1148 | Eric Roberts | 3/2/2023 | Email | Do not widen/ho build | MultiModal Program Manager Tommy Almag. 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 descendants 50 years down the line an even bigger headache to deal with. Eric Roberts | See Comment #5 |
| 1149 | Eric Roe | 1/11/2023 | M/Ciut4 Website Comment Form | Reroute to I-30 | 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 SR-130 (aka I-35 does in at least 14 other Texas cities). | See comment #3 |
| 1150 | Eric Rojas | | | Do not widen/ho build | MultiModal Program Manager Tommy Almag. 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 | | VGH | Do not widen/ho build | I do not live how the citizens of Austin or of the Austin area did not give consent 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 |
| | | | | Lateness/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 | Committer Name | Date Received | Source | Topic | Comment | Responses |
| 1152 | Eric Ryan Pace | 3/7/2023 | Email | Air Quality/Climatic Change | Email Copy: Please record the attached public comment regarding the DES. Thanks. Eric Ryan Pace Eric Ryan Pace Evaluate NO2, PM2.5, and PM10 in the Air Quality Analysis as the analysis of CO alone in DES 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 DES Appendix V. | See Comment #18 |

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| 1153 | Eric Vormelker | | | Do not widen/ho build | <p>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 QDES, 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:</p> <ul style="list-style-type: none"> * 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, countless studies that show quite clearly that expanding highways does 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. <p>21</p> <p>* 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.</p> <p>* Widening the highway with the limited connectivity, currently in Modified Build Alternative 3, would perpetuate, expand, and worsen the transportation divide that began with the city 2008 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 0-2/20/2023, including:</p> <ul style="list-style-type: none"> * Ensure that all crossings between 51st and U.S. 290 are at grade. * Work with the North Coast, Redigan, and other neighborhood associations to evaluate adding another flat crossing (bicycle/bike, and pedestrian lanes) between 51st and U.S. 290. Reviewing 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. <p>Eric Vormelker Skyview Neighborhood</p> | See Comment #5 | |
| | | | | Climate Change | 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, a plan that actually attempts to take into consideration all the changes we need to make to mitigate climate change and climate resilience. | See Comment #51 | |
| 1154 | Eric Junga | 1/31/2023 | McClure Website Comment Form | 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 | Enrica Latorre | 3/1/2023 | Email | Public Transit / Multimodal Transportation | No 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 | Eric Landry | 2/14/2023 | McClure Website Comment Form | Do not widen/ho build | Please don't expand I-35 north of 49th 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 creates joy. | See Comment #5 | |
| 1157 | Eric Sanden | 1/31/2023 | McClure Website Comment Form | 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 are get extinguished. I have nearly died on this commute. A rail line would be safer and I could have taken a navel in all that time wasted fighting traffic and idling on I-35 in San Antonio. | See comment #1 | |
| 1158 | Eric Schmitt | | | VDH | Do not widen/ho 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 |
| | | | | Reserve to I-30 | Local traffic downtown should have priority while through traffic should be routed to I-83 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 | |
| | | | | Laborer/Reduced 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 | Eric Schmitt | | | Do not widen/ho build | <p> Mobility35 Program Manager Tommy Alrighn, Hello, as a homeowner in Austin, I do not support expanding I-35 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. Eric Schmitt </p> | See Comment #5 | |
| | | | | Reserve to I-30 | I do support routing through traffic around downtown and making downtown a local and only corridor. Additionally, more work needs to go in creating car alternative and ride trips to downtown. | See Comment #3 | |
| 1160 | Eric Witteauk | | McClure Website Comment Form | Do not widen/ho 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 west and east 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! Let's expand bus and bike lanes and make sure everyone can get around without a vehicle. The new transit system is a MIST and will increase health equity by allowing access to care. | See Comment #13 | |
| 1161 | Enika Adams | 2/8/2023 | Email | General support | <p>Dear Chairman Bugge and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As the seriously congested roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.</p> <p>Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #9 | |
| 1162 | Enika Albright | 3/7/2023 | Email | Community alternatives | <p> Hello TxDOT, Please consider alternatives to the current plans for I-35 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, Enika Albright </p> | See Comment #4 | |
| 1163 | Enika Hasan | 3/7/2023 | Email | Community Alternatives | <p> No 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. </p> | See Comment #4 | |
| 1164 | Enika Lesack | | McClure Website Comment Form | Wilshire | <p> 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 I-35 to the west. I support the plan to reserve the space south of I-35 and redesign the section of Highway between Cedar Drive and S 5th 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 200% 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 that is slated to be I-35 would be residentially sound, reduce property values, and destroy 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 divider so that traffic from East 41st cannot pass through Wilshire Wood. Thank you for your consideration. Enika Lesack </p> | See Comment #9 | |
| | | | | Sound Walls | and add to the noise pollution we already experience with Airport and I-35 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 I-35. | See Comment #69 | |
| 1165 | Erin Brandtrayer | | | Do not widen/ho build | <p> Mobility35 Program Manager Tommy Alrighn, 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 we'll just get worse, making the local roads, which I already prefer, also worse. Erin Brandtrayer </p> | 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 Curly | | | General Support | Please use alternative 3. | See Comment #6 | |
| | | | | Business/residential displacement | Alternative 2 will impact 2 low-income housing developments which will impact 125 households. | See Comment #21 | |
| 1167 | Erin Mortenson | 1/31/2023 | McClure Website Comment Form | Regional Connectivity | Please build a rail network for Texas! I've been waiting 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 Salska | 3/7/2023 | Email | Do not widen/ho build | <p> Mobility35 Program Manager Tommy Alrighn, There's enough evidence to suggest that TxDOT's plan for I-35 will only lead to labor, displacement, and disregard for the environment without addressing any of the long-term benefits that it claims. 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 some strides for a more expansive series of what might be possible for transportation in Austin. </p> | See Comment #5 | |
| 1169 | Erin Swearingen | 3/6/2023 | McClure Website Comment Form | Do not widen/ho build | Anything except caping I-35 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 reconceive the corridor and that need needs to be realized both as a high highway in the middle of a city. We must substitute for environmentally friendly options that will actually improve traffic - in the same expansion which have been proven to not make a significant impact on the length of time spent in traffic. | See Comment #5 | |

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|------|-----------------|---------------|--------------------------------|--|---|-----------------|
| 1170 | Eric Tassoulas | 2/7/2023 | McCluskey Website Comment Form | Capo/Dock Plaza | 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 save the bulk of the highway. We do request that the highway will be expanded to replace caps throughout the central city area highway is work. Our neighborhood is closed off from the west side by small bridges that are very dangerous to walk and safety 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 | Eric Tassoulas | 2/15/2023 | McCluskey Website Comment Form | Capo/Dock Plaza | I live in Cherrywood neighborhood. The east-west division will be greatly impacted in a positive way to have a cap placed along the stretch from Manor to Whitehill Blvd. The new expansion will be better for the area served by 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 | Committee Name | Date Received | Source | Topic | Comment | Response |
| 1172 | Eric Tassoulas | | | Do not widen/ho build | To whom it may concern, I live in the Cherrywood neighborhood that border 35 on the east side. Please, we ask you: - engineer and build the widened highway to support future caps throughout the north central area. - do not extend highway outside of current right of way. - reentry through traffic to take 350. Thank you, Eric Tassoulas | See Comment #5 |
| | | | | East/West Connectivity | Please add more east-west crossings at above level and have pedestrian 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 densifies 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 | Eric Yanika | | | Do not widen/ho build | Mobility35 Program Manager Tommy Ahlgrin, 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 Raily Thruway) 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 systems are expensive. I know for too many people who have been hit by cars in Austin because of the driving culture that highways on highways create-and I myself have been hit by a car since being there while walking "on a sidewalk", and have had the same close calls to meet 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 building that is driving both end-rs-and Austinites out of their own city. This has been reported in the "I-35 expansion would destroy a 70-year 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 city for so many who live here is unapologetically 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 cities that have denser 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 Hernandez | | | Do not widen/ho build | Mobility35 Program Manager Tommy Ahlgrin, Widening highways has been proved to not fix traffic as people travel the newly expanded highways more and causes them to reach a chokepoint. | 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 | | | Do not widen/ho build | Mobility35 Program Manager Tommy Ahlgrin, 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 encourage more cars to drive straight through the city which will ultimately increase traffic. | See Comment #18 |
| | | | | Route to I-30 | 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 |
| | | | | Do not widen/ho build | Mobility35 Program Manager Tommy Ahlgrin, I live in Austin, Texas. 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 expansion should be able to meet their destination efficiently, at the cost to themselves and other individuals, and most importantly, safety. 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 wheelchair and pedestrian means, and will diminish traffic safety for all. The Interstate already acts as a barrier, and in fact leads, against the central and west side of Austin from the east side. This comes from a clearly equal and social intention, and the intended segregation is still left to this day. Widening this barrier will only compound these effects, further alienating people based on social 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, pedestrians) would face an even 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 cancel 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 vehicles 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 |
| | | | | Route to I-30 | A workable alternative to investigate is the diversion of interstate traffic to the suitable highway that already exists US 283, and change what is currently I35 in the city of Austin to a boulevard which supports pedestrian, wheelchair, and alternative 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 thoroughfare. Local businesses would be expanded along the boulevard, 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 | McCluskey Website Comment Form | Regional Connectivity | I believe that Texas needs to initiate a better public transportation project into its works. I believe high speed rail system would benefit the Texas population by providing a much needed connecting service and needs to be favored over the use of cars. | See comment #1 |
| 1178 | Ethan Meyers | 3/7/2023 | Email | Do not widen/ho build | Mobility35 Program Manager Tommy Ahlgrin, This plan will not reduce congestion and is a waste of funds Ethan Meyers | See Comment #5 |
| 1179 | Eugene Rianias | 2/10/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical arterial of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 1180 | Eugene De Rojas | 2/27/2023 | Email | Do not widen/ho build | Hi TxDOT TxDOT, I have lived in Texas 27 years, and in Austin for more than 30 years, half of them downtown. I walk and bike most of the time, and I know the trials and tribulations like the palm of my hand. As it is, I dislike crossing I-35 by bike-not over walking. It's a horrible experience-scary, noisy, smelly, 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 continuing to fund and maintain it more people and community centers 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-not definitely not a wider I-35. Eugene De Rojas | See Comment #5 |
| | | | | Do not widen/ho build | Mobility35 Program Manager Tommy Ahlgrin, 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, already-crowded highway by turning it into a pedestrian-focused boulevard. TxDOT's plan creates more problems than it solves. - it wastes tax dollars while destroying the health and safety of taxpayers. The 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 |
| | | | | Route to I-30 | Move truck and through traffic around the city via SH130 to reduce delays, increase safety and improve traffic flow | See comment #3 |
| | | | | Public Transit / Multimodal Transportation | add a passenger train to I-35 to meet commuters' and travelers' needs with easy future expansion by adding cars to existing trains | See Comment #13 |
| 1182 | Eva Singer | | | Do not widen/ho build | Mobility35 Program Manager Tommy Ahlgrin, 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. 20 years of construction for just a few years of congestion relief is NOT worth it. I don't want to see 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 proceeds in this project is flawed: 1) ignores Induced Demand, construction impacts, particulate matter pollution from the road, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. | See Comment #18 |
| | | | | Route to I-30 | Learn from redesigning another highway such as SH-120 as an interstate, a boulevard going through town, and improving the public transit system. | See comment #3 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1183 | Evan | | McClure Website Comment Form | Air Quality/Noise | Highway expansions DON'T work. They worsen congestion (as we see with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. | See Comment #34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Do not widen/ho build | Hi, I'm an Austin resident in ZIP 78744 in a home about a 20-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 diversion to US, such as lane closures or wrecks, those commute times easily double. | See Comment #5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Lane/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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Air Quality/Noise | and increased pollution in growing residential areas on both sides of the interstate. | See Comment #34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Revoke to I-35 | Instead, TxDOT should consider alternative plans to reduce congestion, such as improving and incentivizing non-local traffic toward the SR-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 Johnson | 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 | | | Do not widen/ho build | Mobile35 Program Manager Tommy Ahng. I am a resident of central Austin and strongly oppose the current TxDOT plans to expand I-35. These current plans are reminiscent of the I95/6 and do not address the problems the Austin is facing with our congestion... its insane to have a massive motorway bleeding through a city's downtown. Evan Baker | See Comment #5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Lane/Induced Demand | Lane gained equaled 05, it ignores Induced Demand, and the issues of air quality in the city | See Comment #18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Public Transit / Multimodal Transportation | Support public transit oriented options and support the redesign of a state highway as an intercity. | See Comment #13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>ID</th> <th>Commenter Name</th> <th>Date Received</th> <th>Source</th> <th>Topic</th> <th>Comment</th> <th>Response</th> </tr> </thead> <tbody> <tr> <td rowspan="3">1185</td> <td rowspan="3">Evan Johnson</td> <td rowspan="3"></td> <td rowspan="3"></td> <td>Do not widen/ho build</td> <td>Mobile35 Program Manager Tommy Ahng. Hi, I'm an Austin resident in ZIP 78744 in a home about a 20-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 diversion to US, 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 Johnson</td> <td>See Comment #5</td> </tr> <tr> <td>Lane/Induced Demand</td> <td>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 general residential areas on both sides of the interstate.</td> <td>See Comment #18</td> </tr> <tr> <td>Revoke to I-35</td> <td>TxDOT should consider alternative plans to reduce congestion, such as improving and incentivizing non-local traffic toward the SR-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).</td> <td>See comment #3</td> </tr> <tr> <td>1186</td> <td>Evan Morris</td> <td>1/12/2023</td> <td>Email</td> <td>General support</td> <td>Dear Chairman Bagg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously undervalued roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Expense Corridor design as proposed by TxDOT. Thank you for your consideration of this request.</td> <td>See Comment #6</td> </tr> <tr> <td rowspan="2">1187</td> <td rowspan="2">Evan Ogburn</td> <td rowspan="2"></td> <td rowspan="2"></td> <td>Do not widen/ho build</td> <td>Hi 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's isn't 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 as I walk 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. Evan Ogburn</td> <td>See Comment #5</td> </tr> <tr> <td>Public Transit / Multimodal Transportation</td> <td>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.</td> <td>See Comment #13</td> </tr> <tr> <td rowspan="2">1188</td> <td rowspan="2">Cae Chavez</td> <td rowspan="2"></td> <td rowspan="2">VOH</td> <td>General Support</td> <td>While I take the fact that this superhighway has to cut through town, I agree that build alternative 3 is the preferred one.</td> <td>See Comment #6</td> </tr> <tr> <td>Copy/Deck Phase</td> <td>I am disappointed that the oak and alibates 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.</td> <td>See Comment #42</td> </tr> <tr> <td rowspan="2">1189</td> <td rowspan="2">Eve Horvath</td> <td rowspan="2">3/7/2023</td> <td rowspan="2">Email</td> <td>Do not widen/ho build</td> <td>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 adverse impacts of construction and congestion on the community during the 4+ years of construction. In this area, the proposal will impact (a) Riverside Drive and its surrounding neighborhoods, (b) the forest of new high rise 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 left for redevelopment furnished on to the I-35 service roads that run from Cesar Chavez through 8th Street. This is a huge expense and those service roads, as well as the major access streets to the service roads such as Cesar Chavez, will become essentially inter-modal. Cesar Chavez Street will be partitioned/redevelopment during the 4+ years of 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 this link the road there while the highway will operate, 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 spring in the multitude of new 45-70 story homes, hotels, buildings will commence with their car trips. Additionally, the Convention Center will undergo a project to double in size, undoubtedly making the capture of Cesar Chavez lanes for construction difficult. Finally, Project Connect, which can no longer afford tunneling through downtown, will be building rail lines on above Cesar Chavez Street west of Trinity which will likewise take Cesar Chavez lanes out of service. 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| 1194 | Faterene Rambaud | | | Do not widen/ho build | Hi 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. Faterene Rambaud | See Comment #5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Revoke to I-35 | One solution I see is making FH-35 a toll road and make I-30 free for that portion bypassing Austin. | See comment #3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Bury/Tunnel | Or bury the highway underground to make the surface livable and connected instead of the inferno of I-35 lanes of traffic! | See Comment #25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| ID | Committer Name | Date Received | Source | Topic | Comment | Responses |
|------|----------------------------|---------------|--------------------------------|--|---|------------------|
| 1204 | Felix Jay Morales | 1/20/2023 | McClure's Website Comment Form | Regional connectivity | I believe that the State of Texas would benefit more from a rail system compared to expanding the highway. 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 upgrading old infrastructure towards rails will provide new opportunities for the state. | See comment #1 |
| 1205 | Fernando Urbina | 1/11/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Central Express Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Francisco - Pineda Coto | See Comment #6 |
| 1206 | Festival Beach Food Forest | 1/10/2023 | McClure's Website Comment Form | Peris | I am a resident of Austin and a representative of the Festival Beach Food Forest (FBFF), which is located on CD4 park land, just north of Edward Rendon 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 between the Food Forest on Walker Street, and we are concerned about any possible effects to the Food Forest from I-35 construction. After reviewing the DBS, our understanding is that there will 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 DBS 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 | Flora Coto | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Central Express Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Francisco - Pineda Coto Respectfully, Westlake - Heritage Title Company of Austin, Inc. [REDACTED] 900 Bee Cave Road Building 1, Suite 100 Austin, TX 78746 HeritageTitle@austintx.com WIRE FRAMED BUILDING that is in excess of 100 years old. Heritage Title Co. [REDACTED] We have been here since the late 1800s and we are proud to be a part of the history of Austin. We are currently in the process of selling the property. Please call your closing team to confirm the Wire Instructions before writing your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19 Heritage Title Company requests your continuing right/ability to wear a mask. Masks are no longer required to enter a heritage office, but we would encourage you to wear a mask when you visit our office. Please DO NOT VISIT OUR OFFICE 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 note 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. [REDACTED] Delete this email, and destroy all copies and any attachments. Thank you for your consideration. | See Comment #8 |
| 1208 | Fortaine Weems | | | Do not widen/no build | Mobile35 Program Manager Tommy Alrigin. I've been a resident of Austin for almost my entire life. I do not believe expanding I-35 is a solution to the traffic issues we face here in town and I oppose it's expansion. Fortaine 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 |
| | | | | Reverts to I-30 | First, please remove TOLL from roads I-30, even if you need to pay off interest, e.g. Rick Perry. That route was intended to ease I-35. | See comment #3 |
| 1209 | Foster Foreman | | | Business/residential displacement | Sincerely, you don't have a neighborhood to displace people out of. You don't need a formal displacement by spending a decade to take away the properties themselves. Fourthly, if Walker Park becomes unbuildable after all this time, who'll pay to restore it again. Fourthly, the current plan seems both unworkable and severely inadequate. Please reconsider this horror. Thank you Sincerely, Foster Foreman | See Comment #21 |
| | | | | | Foster | |
| 1210 | Fran Adams | | | Do not widen/no build | Mobile35 Program Manager Tommy Alrigin. I have lived in Austin and the surrounding area since 2019 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 none, encouraged. I fervently oppose the TX Out plan. Fran Adams | See Comment #9 |
| | | | | 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 Bergues-Navarro | | | Do not widen/no build | Mobile35 Program Manager Tommy Alrigin. I strongly oppose the plan 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 |
| | | | | Labor/Involunt Demand | Nobody wants more cars in downtown Austin. This will bring Involunt Demand and will be very costly. STOP IT! | See Comment #18 |
| | | | | Air Quality/Noise | This is NOT sustainable. STOP I-35 highway expansions do not work so 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 Villar | 1/18/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Central Express Corridor design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #6 |
| 1213 | Frank Aronau | | | Do not widen/no build | Mobile35 Program Manager Tommy Alrigin. 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 I-30/45 an alternative would go a long way in reducing traffic as well. Thank! | See Comment #9 |
| | | | | Racial Justice | This city has a really really paid through one full set 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 | Beth's proposal is a great start to help remove the scars of segregation. | See Comment #4 |
| 1214 | Frank Chaff | 3/9/2023 | Email | Labor/Involunt Demand | Mobile35 Program Manager Tommy Alrigin. I'm in there is a proposal for the East Frontage road of IS to have an exit at 14th Street and for that exit to be the entrance to Sweden Hill Neighborhood and the Chestnut neighborhoods, yeah that street can no afford traffic like that, well cause accidents, confusion and delay for all concerned, that right will hit repeatedly because there is no way to empty that traffic to those neighborhoods through a traditional exit about that dead ends into the cemetery, any 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 was ludicrous and malicious to say the least... | See Comment #184 |
| 1215 | Frank Garcia | 3/7/2023 | Email | Deliver | I have lived in the Delwood 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 negligible, especially the use of turnbells. The proposed highway design do not meet Demand 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 leaving 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 unreasonably hostile to anyone without a car. Instead of diverting car drivers, who can easily traverse hills, grade changes, and increased distance, mixed use paths users are diverted. This results in proposed mixed use paths that nearly double the travel distance for wheelchair users and require cyclists to dismount to navigate the hilly terrain 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 turnbells take pedestrians out of sight of anyone around, which is unworkable and compromising to any mixed use path users. 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 turnbells will not be turned into shelter for these people, resulting in poor outcomes for everyone. As a final point, this intersection region has been plagued with flooding during heavy rain, making pedestrian turnbells an even more unreliable proposal. Cars can easily navigate a 6" of water on the road. Expect pedestrians and cyclists to do so as well. 84% 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 unlikely to anyone not a car. Demand 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 to reference to cars. We understand that TxDOT is attempting to reduce conflict points between pedestrians and cars, but negotiating pedestrians to below grade turnbells or overground street paths is not an appropriate solution for these road users. Proposed Highway designs have negative environmental impacts through the proposed turnbells. The proposed alternative highway design reduces 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 | 1/21/2023 | McClure's Website Comment Form | Regional Connectivity | I fully support a direct rail project from Austin to San Antonio. | See comment #1 |
| 1217 | Frank Huo | 3/7/2023 | Email | Do not widen/no build | Mobile35 Program Manager Tommy Alrigin. For the love of all that is holy don't contribute to the already present car hell we live in phase. Widening the space for cars is never the solution. Building infrastructure that caters to the individual and not measure car monopolies is the way to go for anyone please stop | See Comment #9 |
| 1218 | Frank Thomas | | | Do not widen/no build | Mobile35 Program Manager Tommy Alrigin. 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. 20 years of construction for just a few weeks of completion and I NOT worth it. I don't want to use an interstate highway for my local trips. I respect 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 |
| | | | | Labor/Involunt Demand | TxDOT's process in this project is flawed. It ignores Involunt Demand, construction impacts, particulate matter pollution from the 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 see with the Katy Freeway), air now and water pollution, safety, and transportation options beyond driving. | See Comment #34 |

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| 1210 | Fred Haldenakis IV | 1/11/2023 | Email | General support | Dear Chairman Rugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should continue to build and dedicate effort to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 McLeary | 3/2/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Alragna, Please reconsider this plan for one that is not harmful to those who live nearby. A more effective loop than the expensive one we have, perhaps. | See Comment #5 |
| 1221 | Freddie Behmer | | | Do not widen/ho build | Multi35 Program Manager Tommy Alragna, I oppose the planned expansion of I-35 through Austin. Highway expansion 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 quality/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. Downstream. | See Comment #34 |
| 1222 | Freddie Greenhill | 3/6/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Alragna, It's absolute demonstration that making highways larger does nothing for traffic- Austin is already turning into a soulless mega-city, don't help it on the way thank! | See Comment #5 |
| 1223 | G | 1/6/2023 | McClure's Website Comment Form | Caps/Deck Plaques | 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 residents 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 Choe | | | Do not widen/ho build | Multi35 Program Manager Tommy Alragna, 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 taxpayer, 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 state, 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 4 courteous alternatives that I hope TxDOT would consider. Thank you, G Choe | See Comment #13 |
| 1225 | Gabriel Ferguson | 3/3/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Alragna, 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 expansion 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 comparable 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, Gabriel Ferguson | See Comment #5 |
| 1226 | Gabriel Knight | 3/7/2023 | Email | Community alternatives | Dear I-35 Capital Express Central, Draft Environmental Impact Statement, Near Governor Abbott and other Executive Officers, 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 these AEM 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 TI study purporting to show the "problem" of out 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 kinds of elected officials using TxDOT to seriously consider meaningful alternatives. While the TI study was claiming, it in no way is a requirement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why I refused to meaningfully consider these alternatives. Given that the rate of traffic deaths per vehicle mile traveled 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 Vico | 3/6/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Alragna, 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 Vico | See Comment #5 |
| 1228 | Gabriela Barahona | 3/7/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Alragna, 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 FES, misleading the public, using outdated models, shoring up and entrenching antiquated racism and inequity etc) in attempting to expand I-35. All my love, Gabriela Barahona Gabriela Barahona | See Comment #5 |
| 1229 | Gabriela Cubalcan | | No City or State | Air Quality/Noise | Ask that you to reconsider expanding I-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 highway will displace our local businesses | See Comment #21 |
| 1230 | Gabriel Vergara Zuruga | 3/7/2023 | Email | Bike/ped safety | No TxDOT TxDOT, The need for more roads in the city is outdated. 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 encroach 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 Vergara Zuruga | See Comment #30 |
| 1231 | Gabriela Vasquez | | | Do not widen/ho build | TxDOT Dear Mr 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 relocations 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 number of cars moved from point A to point B. Unfortunately, TxDOT's Modified Alternative 3 does not achieve these goals, and comes out on the downside. 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 level one that can be implemented while further modifications are explored and considered. (see engineering and marking existing for left lanes as HOV-2 lanes during peak AM and PM hours, reinforced by camera photo capture, as well as no-roll, mandatory diversion of trucks to SH 130 also during peak hours) This is a critical moment and a unique opportunity to make a change for the better for the residents of Austin. We have our right. I urge 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, ability, and location. | See Comment #13 |

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| 1232 | Gabriela Prouzet | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Aragon,</p> <p>I am a resident of Austin, Texas. I've lived here for the last 10 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 TxDOT's plans for I-35 and I oppose expansion. I support the Return35 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 respect TxDOT, Austin City Council, and other representatives to stand up for me.</p> <p>Gabriela Prouzet</p> | See Comment #5 |
| | | | | Lanes/Induced Demand | 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. | 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 | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Aragon,</p> <p>I am a born and raised Austin citizen. I am writing in opposition to TxDOT's plan for expansion of I-35 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 livable city, the failure of almost all highway expansions to address traffic, the success of freeway removals, and traffic modeling that is not realistic.</p> <p>Galen M Herz</p> | See Comment #5 |
| | | | | Community Alternatives | The TxDOT 05 plan ignores the more successful and supported of people and the environment ways to handle transportation in the Austin central city area: 1) route through traffic through Highway 130 west to the valid original intention, making it more attractive for users financially, and consider converting it to I-35-2) 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 Return35 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 Sells | 3/7/2023 | Email | Capex/Deck Plaas | 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 | garrett nick | 2/22/2023 | Email | Do not widen/ho 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 Dalbey | 3/7/2023 | Email | Public Transit / Multimodal Transportation | Multi35 Program Manager Tommy Aragon. Public transit - more use | See Comment #13 |
| 1237 | Garrett Nadinger | 3/7/2023 | M/Ci/Ex Webste-Comment Form | Capex/Deck Plaas | Regarding I-35 planning through Austin. I would have more options than the freeway in longer segments so we truly create connections between west and east! 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 | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Aragon,</p> <p>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.</p> <p>I respect TxDOT, Austin City Council, and other representatives to stand up for me</p> <p>Garrett Neaves</p> | See Comment #5 |
| | | | | Community Alternatives | I am a resident of Austin. I agree 2001 with the following points from Return35. I hope that we can stop doing what clearly does not work. Prioritizing more lanes instead of a walkable, bikeable, public transit means a less enjoyable, less healthy city. I am FOR... (Example: The Return35 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 |
| | | | | Lanes/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 | Gay Brantner | 3/6/2023 | Email | Multimodal Transportation | <p>Multi35 Program Manager Tommy Aragon,</p> <p>The current expansion plan of I-35 in 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, there won't 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. The root reason that TxDOT is expanding I-35 is just to take 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, least efficient and costliest form of transportation in the history of mankind. What the toll authority should realize is that this project will not 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 county. I am an automotive enthusiast and have loved 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 to spare money and cause more damage to the environment. THANK YOU VERY MUCH GOVERNOR ABROT TOLL ROAD PROFFERS!!</p> | See Comment #20 |
| | | | | Lower Speed Limits | TxDOT really wants to help the traffic flow on I-35 through Austin, then they should gradually reduce the speed limit on I-35 to 30 mph and require vehicle lane to leave proper following distance. Starting in the afternoon and continue through the night. This would be the best way to prevent safety issues and reduce rear end collisions. If this could be accomplished, it would greatly improve the traffic flow on I-35. Traffic flow is more easily improved by using the length of the roadway and not the width of the roadway. | See Comment #35 |
| 1240 | Gar Rodgers | 1/30/2023 | Email | General support | Dear Chairman Bugl and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. -Gar E. "Gar" Rodgers II - Sent from Gmail Mobile | See Comment #8 |
| 1241 | Gauri Iyengar | | VQR | Do not widen/ho build | I do not support the expansion of I-35, particularly downtown. While cities across the country (and world) are rethinking alternatives by removing overly 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 |
| | | | | Lanes/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 businesses 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 |
| | | | | Capex/Deck Plaas | Cap and offset is also an incomplete solution. While it is better than rolling, 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 buses, trains, bike lanes and more. | See Comment #13 |
| 1242 | Gay Erwin | 2/13/2023 | Email | General support | Dear Chairman Bugl and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a 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 | Gaddy Swager | 1/31/2023 | M/Ci/Ex Webste-Comment Form | 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, when I grew up. It was highly 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 | Gemie Lopez | 1/20/2023 | M/Ci/Ex Webste-Comment Form | Regional Connectivity | Revive the Lone Star Rail proposal. Widening the roads without improving transit is a waste of money as it only reduces more demand and results in the same traffic and more pollution! | See comment #1 |
| 1245 | Gaming Ban | 3/6/2023 | M/Ci/Ex Webste-Comment Form | General support | Dear Chairman Bugl 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 essential for entrepreneurs to meet their current and future needs of a growing region and future needs of a growing region 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 | Do not widen/ho 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 logically, single-user cars is not the way to do it. | See Comment #5 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
|------|-------------------------|---------------|-----------------------------|------------------------|--|---|
| 1247 | Gentry McLean | 3/6/2023 | Email | Reverts to I30 | Multi235 Program Manager Tommy Alrapp. I am a resident of Austin, TX living in the Old West 2 neighborhood, which is in the northeast corner of I35 and Airport Boulevard. The proposed project would not meet our neighborhood's needs and would actually cause mobility issues and more drivers bleeding through our neighborhood to get to the frontage road. Our neighborhood would be detrimentally affected by your preposterous idea, which needs of a major lack of common sense and makes me even more inclined to think that there is a just a way for anyone 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 to my questions. I OPPOSE TxDOT's plans for I35 and I OPPOSE expansion. It is a waste of taxpayer money and detrimental to the environment and quality of life of the citizens who live in Austin. IT ENCOURAGES traffic. I I * 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 need to use an interstate highway for my local trips. * I expect TxDOT, Austin City Council (e.g., DD Q&DR- TIME TO STOP I35), and other representatives to stand up for me. * The proposed pedestrian (and/or bicycle) paths will be right-of-way for pedestrians and cyclists. * I am OPPOSED to the proposed expansion of the Airport Blvd I35 interchange without a turn to handle 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 through a tunnel??? Would you want your mother to walk through a tunnel? Put yourself in an shoes. Imagine people will walk refuge in these tunnels. Have you thought about that? Who is on your design team, anyone?? 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 who wheelchair) are on equal footing with the rest of the road users and do not have to travel so far out of their way in reference to cars. * I am AGAINST closing off Ferenwood 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 NCCNC. * 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 transit (and SMM-riding) and parking highway expansion in favor of shifting more 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 insane proposal is executed? Gina Fuentes | See comment #3 |
| 1248 | Geoffrey Anthony Keller | | | Do not widen/ho build | Multi235 Program Manager Tommy Alrapp. I35's placement doesn't fit its intended purpose or interstate travel. Highway expansion will be bad for business and business expansion in Austin. Reverts to I30 There should be a bypass, that goes around the city instead of an expansion. Bury/Tunnel If you have to keep it where it is, fully bury it so we don't have to look at it 24/7. 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 #5 See comment #3 See Comment #25 |
| 1249 | George Adams | | | Community Alternatives | As one example, TxDOT identifies indicators that transportation agencies can use to reduce traffic-related air pollution and improve air quality. These are: 1) Community design 2) Miles traveled by mode 3) Vehicles miles traveled per capita 4) Proximity to major roadways, and 5) Public transportation trips per capita. The focus and scope of the I35 Capital Express project will increase SOV mode share, VMT and increase the population in close proximity to I35, it will decrease public transportation trips by reducing greater demand for SOV travel. The expansion of I35 will disproportionately impact environmental justice populations in the corridor. Air Quality/Noise The draft TxDOT ES is inadequate and ignores or minimizes the impact of 20 years of construction, increased air and water pollution, noise and thousands of additional vehicles per day upon completion. Reverts to I30 The proposed expansion is a complete misdirection for the center of Austin and will further degrade adjacent neighborhoods and commercial areas. TxDOT should develop plans which restrict trucks and non-local traffic to SR 130 and redesign I35 through Austin as an urban boulevard. | See Comment #4 See Comment #34 See comment #3 |
| 1250 | George Caranamas | 2/7/2023 | MCoUeX Website Comment Form | General support | Dear Chairman Bugg and Commissioners: Thank you for your support to address I35 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. I35 through Austin is essential for improvements to meet the current and future needs of a growing region to remove our road and state economy can continue to thrive. I write in support of the I35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas. | See Comment #8 |
| 1251 | George Cole | 3/7/2023 | Email | Do not widen/ho build | Re: TxDOT I30. The proposed design is yet another expenditure of billions of dollars on "wastefully" transportation corridor. George Cole | See Comment #5 |
| 1252 | George Douglas | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted email 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 privacy concerns 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. 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. Checks associated with a remote closing option will be passed through to the party requesting same. Please know that an appropriate 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 to [REDACTED]. Delete this email, and destroy all copies and any attachments. Thank you for your consideration. | See Comment #6 |
| 1253 | George Lindenberg | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 |
| 1254 | George Rose | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. George A. Rose | See Comment #8 |
| 1255 | Steven H. Rhene | 1/21/2023 | MCoUeX Website Comment Form | Regional Connectivity | We need High Speed Trains between Houston Dallas Austin San Antonio | See comment #1 |
| 1256 | Gran C. Guzman | 2/15/2023 | MCoUeX Website Comment Form | Do not widen/ho build | STOP THE EXPANSION OF I-35! Save Austin | See Comment #5 |
| 1257 | Gilbert Zavala | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 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 | MCoUeX Website Comment Form | Regional Connectivity | To truly improve travel on I35, plans need to include steps to revitalize the Luvie Star Rail proposal that would link Austin and San Antonio with regular commuter rail. Instead of expanding roads, we should be exploring the benefits of faster, wireless roads without increasing traffic. A road is made of money, as it only blocks more demand and results in the same traffic and more pollution. | See comment #1 |
| 1259 | Gina Fuentes | | | Do not widen/ho build | Multi235 Program Manager Tommy Alrapp. I am a resident of Austin, TX living in the Old West 2 neighborhood, which is in the northeast corner of I35 and Airport Boulevard. The proposed project would not meet our neighborhood's needs and would actually cause mobility issues and more drivers bleeding through our neighborhood to get to the frontage road. Our neighborhood would be detrimentally affected by your preposterous idea, which needs of a major lack of common sense and makes me even more inclined to think that there is a just a way for anyone 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 to my questions. I OPPOSE TxDOT's plans for I35 and I OPPOSE expansion. It is a waste of taxpayer money and detrimental to the environment and quality of life of the citizens who live in Austin. IT ENCOURAGES traffic. I I * 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 need to use an interstate highway for my local trips. * I expect TxDOT, Austin City Council (e.g., DD Q&DR- TIME TO STOP I35), and other representatives to stand up for me. * The proposed pedestrian (and/or bicycle) paths will be right-of-way for pedestrians and cyclists. * I am OPPOSED to the proposed expansion of the Airport Blvd I35 interchange without a turn to handle 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 through a tunnel??? Would you want your mother to walk through a tunnel? Put yourself in an shoes. Imagine people will walk refuge in these tunnels. Have you thought about that? Who is on your design team, anyone?? 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 who wheelchair) are on equal footing with the rest of the road users and do not have to travel so far out of their way in reference to cars. * I am AGAINST closing off Ferenwood 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 NCCNC. * 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 transit (and SMM-riding) and parking highway expansion in favor of shifting more 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 insane proposal is executed? Gina Fuentes | See Comment #5 |
| | | | | Community Alternatives | I am FOR... consideration of Redrock35 proposal, reimagining another highway such as SR 130 as an interstate, a boulevard going through town, a public transit-first project, etc. Think about it. Get the profilers to make their money by putting these ideas into place. We're not citizens and the profilers can make their money, what is their bottom line. It's a no-brainer. What is your apposition? | See Comment #4 |
| | | | | Lateral/Inbound Demand | TxDOT's process in this project is flawed. It ignores Inbound 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 Chisholm | 1/12/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Ginny Chisholm, NA, PA | See Comment #8 |
| 1261 | Grant Kinney | 2/9/2023 | My voice is Co. | Water Quality | RE: Our flow pipe along 11th to point on below at Pleasant Valley Road. Should not TCE's pipe empty 6 blocks further west right below the dam? When it is shown to empty, it is not given into the main river system. | See Comment #125 |
| 1262 | Gloria Rodriguez | 1/30/2023 | MCoUeX Website Comment Form | Regional Connectivity | Commuter rail between Austin and San Antonio is highly needed! | See comment #1 |

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|------|---------------|-----------|------------------------------|--|--|-----------------------------------|
| 1263 | Quar Kristman | 2/20/2023 | VQR | 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 cross businesses and groups of interested residents of both sides and for visitors. The proposed enhancement also raises the noise level for people who live close to I-35 on downtown area. Thanks and keep up this great transformational work. It is much needed. | See Comment #8 |
| 1264 | Gaily Low | | | Public Transit / Multimodal Transportation | Betterment Perhaps a park and ride system would be more beneficial and cause less congestion. | See Comment #13 |
| | | | | Roadside to I-35 | Has any thought been given to eliminating the tolls on I-35 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 |
| | | | | Lane/shoulder 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 | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahlrigs. Greetings, As a resident of the I-35 corridor in Austin, I'm writing to urge reconsideration of the plans to expand I-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 1900s solution for a 21st century world and I as an Austinite will not support it. Grace Gibson</p> | See Comment #5 |
| 1266 | Grace Gilmer | 3/4/2023 | Email | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahlrigs. Highway expansions of this sort don't work. The process is flawed and I oppose TxDOT's plans for I-35. I am a resident of Austin. Grace Gilmer</p> | See Comment #5 |
| 1267 | Grace Hsieh | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahlrigs. Hi, Tim Grace, I grew up in the Austin area and currently attend St. Edward's University studying environmental science. Growing up I would travel up and down I-35 and 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 severely off-balance and this project will just hurt the growth as we all know construction on I-35 takes years.</p> | 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 solve 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 anymore. Please look into more efficient public transit that gives 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 Staggen | 3/7/2023 | Email | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahlrigs. 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 Staggen</p> | See Comment #5 |
| 1269 | Grace Simmons | 3/7/2023 | Email | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahlrigs. 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 "wilderness," not building another highway that would destroy the local environment and take decades to finish, contributing to a worsening, unobtainable population size in the Austin community. I ask you to think of Austinites and our area of local culture concerning this decision. Grace Simmons</p> | See Comment #5 |
| 1270 | Grace Tsao | | My City, Our Future | Do not widen/ho build | <p>I strongly object to the plans to connect from East 41st Street to Whitacre Boulevard, including a shared use path. Whitacre Blvd is in a residential neighborhood and connecting these streets would pose extreme danger to significant foot traffic, children, and humans.</p> | See Comment #5 See Comment #30 |
| 1271 | Grace Xu | | | Public Transit / Multimodal Transportation | <p>Multi35 Program Manager Tommy Ahlrigs. 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 not own a car, I do not want to use an interstate highway for my school trips. The interstate often feels unsafe, especially during busy hours of the day. I prefer bike downtown where I can conveniently take the bus to and from my destination. It is also important to remember that highway expansions do NOT work. Congestion is worsened (on the Katy Freeway). As a relatively new Austinite, I do not wish to see this city reinventing 20 years of construction and stimulus if it will not be a project that will be a benefit to us residents. I respect TxDOT, Austin City Council, and other representatives to stand up for us. Thank you. Grace Xu</p> | 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 | 2/21/2023 | Message/Website Comment Form | Regional Connectivity | Real options and improved options between ATX & SATX. The current Atreks situation/transition is embarrassing. Look forward to better railway connecting both cities for daily commuters. | See comment #1 |
| 1273 | Graham Carter | 1/11/2023 | Email | 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 roadway 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, Corbina Real Estate Ventures | See Comment #8 |
| 1274 | Graham Duncan | 2/15/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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, CPMB Senior Property Manager | See Comment #8 |
| 1275 | Graham Emmons | 3/7/2023 | Email | Do not widen/ho build | <p>Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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, CPMB Senior Property Manager</p> | See Comment #8 |
| 1276 | Graham Moore | 1/23/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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, CPMB Senior Property Manager | See Comment #8 |
| 1277 | Graham Moore | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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, CPMB Senior Property Manager | See Comment #8 |
| 1278 | Grant Cross | 3/7/2023 | Email | Do not widen/ho build | <p>I don't think you're actually open to public comment. I think you are inviting our input in bad faith. I think your current engagement is designed to check some boxes only, a mere formality. Shame on you for not wanting more lanes, more traffic, more traffic, speedier security, connectivity, & safety. I oppose the I-35 expansion, & I want 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.</p> | See Comment #5 |

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| 1275 | Graham Emmons | 3/7/2023 | Email | Do not widen/ho build | <p>As a resident of Skoview (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 alternative presented in the 2023 TxDOT report 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:</p> <ul style="list-style-type: none"> TxDOT's projected traffic growth and congestion forecasts 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 reduced 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 repair the highway, the project would cut off the 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 freeways divide that began with the city 1928 master plan. 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: <ul style="list-style-type: none"> Efforts that all crossings between I-35 and U.S. 290 are at grade. Work with the North Loop, Rogatka, and Windsor Park neighborhood associations to evaluate adding another full crossing (automobiles, bikes, and pedestrian lanes) between I-35 and U.S. 290. Reviewing 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. <p>Graham Emmons</p> | See Comment #5 |
| 1276 | Graham Moore | 1/23/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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, CPMB Senior Property Manager | See Comment #8 |
| 1277 | Graham Moore | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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, CPMB Senior Property Manager | See Comment #8 |
| 1278 | Grant Cross | 3/7/2023 | Email | Do not widen/ho build | <p>I don't think you're actually open to public comment. I think you are inviting our input in bad faith. I think your current engagement is designed to check some boxes only, a mere formality. Shame on you for not wanting more lanes, more traffic, more traffic, speedier security, connectivity, & safety. I oppose the I-35 expansion, & I want 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.</p> | See Comment #5 |

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| 1279 | Grant Wiggins | | | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alrings. I am a resident of Austin, TX, Central Expressway, and travel to and through Austin multiple times a year. As someone who needs 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.</p> <p>Grant Wiggins</p> | See Comment #5 |
| | | | | Lane(s)/Induced Demand | <p>Freeway expansion is nearly 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 going effective results or easing congestion. Expansion would promote more non-local traffic to use the Interstate, increasing pollution and congestion.</p> | See Comment #18 |
| | | | | Business/residential displacement | <p>Expansion also destroys homes and businesses and makes the area surrounding the freeway more unlivable.</p> | See Comment #21 |
| | | | | Recurse to I-35 | <p>Instead of expanding the Interstates, traffic needs to be directed around the city on a freeway such as SM-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 multi-modal boulevard through Austin, promoting local activity and public transportation that reduces local traffic. To also reduce traffic through Austin, funds that would be dedicated to freeway expansion should be dedicated to intensity rail transit, reducing the need for car trips to and through Austin.</p> | See comment #3 |
| | | | | Community Alternatives | <p>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.</p> | See Comment #4 |
| 1280 | Grier Cuthbertson | 3/7/2023 | Email | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alrings. I oppose I-35 expansion Grier Cuthbertson</p> | See Comment #5 |
| 1281 | Greg Anderson | | | Do not widen/ho build | <p>Help Chairman Bugg and Commissioners. They are truly disinterested 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 (more years, not decades). 1. This is our chance to be forward thinking and not repeat the same mistakes from the past.</p> | See Comment #5 |
| | | | | Community Alternatives | <p>Please take more cues from Rethink 35 and Reconnect Austin and do not do Austin this bad hand that will be an even larger scar for our Capital city for the next 50 year</p> | See Comment #4 |
| | | | | Climate Change | <p>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.</p> | See Comment #51 |
| 1282 | Greg Boney | | | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alrings. 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 Boney</p> | See Comment #6 |
| | | | | Bury/tunnel | <p>We can build a better Austin with a boulevard highway around the city center or burying it beneath something that can be enjoyed by the public.</p> | See Comment #25 |
| 1283 | Greg Goldman | 2/12/2023 | VOH | General support | <p>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 frontage roads by one lane each.</p> | See Comment #6 |
| 1284 | Greg Guttm | 3/8/2023 | MC&U& Website-Comment Form | CapEx/Deck Photos | <p>No. I live in the Cherrywood neighborhood of Austin and I'm writing to submit comments regarding the CapEx project. As a supporter of the rapid transit proposal and urge TX DOT to also consider these factors, 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 options in the north central deck 3. Do not design/build the Cherrywood segment in a way that precludes future capping/decking between Dean Keeton and Airport</p> | See Comment #42 |
| 1285 | Greg Kelly | 3/7/2023 | Email | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alrings. No. I think the I-35 expansion is a bad idea. I don't support it. I'm starting to get sick of hearing that has been there for years is creating this class character and culture along with the mass influx of tech and out of state fair estate developers. When the corporations & real estate developers decide to leave you're looking to the people for answers & trying to pick up the pieces similar to Detroit & Baltimore etc. Greg Kelly</p> | See Comment #5 |
| 1286 | Greg Kilsh | | MC&U& Website-Comment Form | Do not widen/ho build | <p>I oppose expanding I-35, but I do support reducing it so that we can improve crossings and cap the substandard main lanes. The frontage roads should be designed consistent with the Austin Strategic Mobility Plan, the Austin Transportation Criteria Manual, NACTD Design Guides and Grant Streets Standards and should include street trees instead of crash clear zones intended to protect motorists on high-speed roadways.</p> | See Comment #5 |
| | | | | Air Quality/Noise | <p>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, heart ache, pressure, and vehicles and bludgeoned street</p> | See Comment #34 |
| | | | | Community Alternatives | <p>I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied</p> | See Comment #4 |
| | | | | East/West Connectivity | <p>East-west crossings should be at least every 1/4 mile.</p> | See Comment #20 |
| | | | | Local Speed Limits | <p>All north high speed roadways in Austin should be designed for 25mph and be safe and comfortable for all road users, including the I-35 frontage roads.</p> | See Comment #36 |
| 1287 | Greg Kilsh | 2/24/2023 | MC&U& Website-Comment Form | Do not widen/ho build | <p>I do not support Modified Build Alternative 3 as recommended in the DES. The standard cross-section of Build Alternative 2 is preferred for the following reasons. The two-way boulevard configuration of the frontage roads in Modified Alternative 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 no or minimal pedestrian-vehicle storage in the median width between lanes. 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 street bridges or caps. The significant distance between directions of travel in the conventional one-way coupled cross section of Alt 2 provides plenty of storage for left-turning vehicles, eliminating the need for dedicated dual left-turn lanes.</p> | See Comment #5 |
| 1288 | Greg Marberry | 1/13/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously substandard roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 |
| | | | | | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously substandard roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 CRRE - Driveway Services</p> | See Comment #6 |
| 1289 | Greg Marberry | 2/7/2023 | Email | General support | <p>Multi335 Program Manager Tommy Alrings. I oppose expanding I-35, but I do support reducing it so that we can improve crossings and cap the substandard main lanes. The frontage roads should be designed consistent with the Austin Strategic Mobility Plan, the Austin Transportation Criteria Manual, NACTD Design Guides and Grant Streets Standards and should include street trees instead of crash clear zones intended to protect motorists on high-speed roadways.</p> | See Comment #5 |
| 1290 | Greg Maly | 3/8/2023 | Email | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alrings. Please rethink expansion of I-35 in Austin. There's growth 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 Maly</p> | See Comment #5 |
| 1291 | Greg Rios | 3/7/2023 | Email | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alrings. Please get the money allocated for this flawed project towards public transportation PLEASE Greg Rios</p> | See Comment #5 |
| 1292 | Greg Smith | 2/8/2023 | MC&U& Website-Comment Form | General support | <p>In favor of the majority of the changes.</p> | See Comment #6 |
| 1293 | Gregory A Rivas | 1/31/2023 | MC&U& Website-Comment Form | Regional Connectivity | <p>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.</p> | See comment #1 |
| 1294 | Commenter Name | Date Received | Source | Topic | Comment | Response |
| 1295 | Gregory Powe | 3/6/2023 | Email | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alrings. My name is Gregory Powe a resident of Austin, Texas and I oppose TxDOT's plan for the expansion of I-35. There is an undeniable truth that expanding highways does not solve 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 see the reasoning 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 Powe</p> | See Comment #5 |
| | | | | Lane(s)/Induced Demand | <p>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.</p> | See Comment #18 |
| | | | | | <p>Most importantly, it will not fix the traffic problem. It proposes to solve.</p> | See Comment #18 |

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| 1296 | Gingray Gah | 2/9/2023 | Email | General support | Dear Chairman Bugg 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 | Griffithen Otto | | | Do not widen/ho build | Hi, 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 agreed 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, but we do need the highway to be better before giving that without all the extra lanes that just cause more pollution and displacement. LESS LANES, LESS TRAFFIC, LESS DISPLACEMENT, LESS STREET CLOSURES, LESS NOISE. You really need to think about the bike. We don't want these three-lane road widens that actually just cause problems. Thanks you. | See Comment #5 |
| | | | | Lane(s)/Induced Demand | I don't want Austin to look like Katy. 70 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 |
| | | | | Easy/Free Connectivity | and that you are doing everything possible to plan for or include walk-way crossings. | See Comment #20 |
| | | | | Air Quality/Noise | and that you are controlling pollution especially as it concerns Lady Bird Lake | See Comment #34 |
| 1298 | Griffin Balleger | | | Do not widen/ho build | Multi35 Program Manager Tommy Arango, 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. Griffin Balleger | See Comment #5 |
| | | | | Lane(s)/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 | | VOH | Do not widen/ho 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 Phases | 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 Garcia | 1/11/2023 | MC35/E-Water/Comment Form | Regional Connectivity | We need a high speed passenger rail connection between San Antonio and Austin! | See comment #1 |
| 1301 | Gurdiana Sethi | 3/7/2023 | MC35/E-Water/Comment Form | Do not widen/ho 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 in any major changes to the city's biggest thoroughfare. | See Comment #5 |
| 1302 | Sus Loeffelholz | 1/30/2023 | MC35/E-Water/Comment Form | 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 | Guido Lescia | 1/11/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sant from my iPhone | See Comment #8 |
| 1304 | Gwen Flory | 3/7/2023 | Email | Do not widen/ho build | Hi 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 | Haley Mendel | 3/6/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Arango, My name is Haley Mendel and I live in Hyde Park. I couple blocks from 35 and I oppose TxDOT's plan to expand 35. The traffic in Austin exhausts too much and people have the option of bike, which realistically would make Texas more money other than funding highways by 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. Haley Mendel | See Comment #5 |
| 1306 | Hathman Andrea | | | Do not widen/ho build | Multi35 Program Manager Tommy Arango, 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 canyon 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 | Helen Hanks | ***** | | Do not widen/ho build | Hi 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 | Helen Westwood | MC35/E-Water/Comment Form | | 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 BLS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle. We should have bus only lanes (good for bus TxDOT actually plan for rail here - that would be truly awesome) - but we need FREE/RED transit options. | See Comment #13 |
| | | | | Caps/Deck Phases | We should have more caps (bury the freeway in longer segments so we truly create connections between east and west) | See Comment #42 |
| 1309 | Hermana Khairi | | | Do not widen/ho build | Multi35 Program Manager Tommy Arango, 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. Hermana Khairi | See Comment #5 |
| | | | | Air Quality/Noise | TxDOT process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the future of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. | See Comment #34 |
| | | | | Lane(s)/Induced Demand | Highway expansions DON'T work. They worsen congestion (as we see with the Katy freeway), air noise and water pollution, safety, and transportation options beyond driving. | See Comment #18 |
| 1310 | Hannah | 1/18/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Khatun P.E. | See Comment #8 |
| 1311 | Hank Goldberg | 3/7/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Arango, Haley people, as an Austin native who lives just a few blocks from 35, I would not like to see my neighborhood operated by construction to widen the highway. As the city grows in population, population centers will expand outward 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 overwhelmed at 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 | MC35/E-Water/Comment Form | Caps/Deck Phases | Please extend the Cap and Slab program to 51st street! | See Comment #42 |
| 1313 | Hannah Kauf | 2/16/2023 | Email | Do not widen/ho build | I oppose the 35 expansion that would displace over 100 local businesses, including West China Tea House. https://www.houston.com/news/local/west-china-tea-house-100-businesses-relocated-over-100-of-displacement-under-late-i-35-proposal/ | See Comment #5 |
| 1314 | Hannah Bodfisher | | | Do not widen/ho build | Multi35 Program Manager Tommy Arango, 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 an interstate highway for my local trips. Let's find ways to reduce the number of cars on the road rather than increasing them. | 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 |

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| 1315 | Hannah Bruce | 3/7/2023 | Email | Demand | <p>Hi, I live at 1218 Howard Road in the Delwood 2 neighborhood. I am writing to express my objections to the proposed highway design as they apply to the Airport / I-35 intersection. The proposed highway design to not meet Delwood 2 mobility and access needs. This design also does not demonstrate concern for the safety of thousands of Austinians who walk or drive through this intersection. The proposed pedestrian/road-use pathways to navigate the Airport/I-35 intersection without a car are unreasonably hostile to anyone without a car. Instead of diverting car drivers, who can easily traverse hills, grade changes, and increased distance, most use path users are diverted. This results in proposed road use paths that nearly double the travel distance for wheelchair users and require cyclists to dismount to navigate the hilly terrain or stairs in the path. The proposed pathway also includes 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 Road instead of crossing at the intersection above ground. These tunnels were pedestrian use out of sight of anyone around, which is uncomfortable and exposing to any road 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 unreasonable that the tunnels will not be lined into shelter for these people, resulting in your concern for everyone. This proposal, should it come to fruition, will undoubtedly become a breeding ground for camping, crime, and will deter for 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 even more unrealistic and unsafe proposal. Cars can easily navigate a lot of water on the road. Expecting pedestrians and cyclists to do so is absurd. Thank you, Hannah Bruce</p> | See Comment #184 |
| 1316 | Hannah Coakley | 3/7/2023 | Voice | Do not widen/hw build | <p>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</p> | 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 | 3/7/2023 | Voice | Do not widen/hw build | <p>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.</p> | 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 | Voice | Do not widen/hw build | <p>No TxDOT TxDOT. Is when I my concern. I live on E 110 St a couple of blocks from the I-35 crossing into downtown. My concerns 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 highway actually increases the very problems we're trying to correct. I-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 autonomy that most Austinians prefer- safe, walkable and affordable transit. I've long encouraged the city to take a step back and think about how we can create a more vibrant city that respects the local 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 invest in 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 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</p> | See Comment #5 |
| | | | | Air Quality/Noise | An expansion would mean more traffic, more pollution, and more damage to Austinians who need to cross this road to get to work, Downtown. | See Comment #34 |
| | | | | Community Alternatives | Present community alternatives to expansion, like Reconnect Austin and Rebuild I-35 be fully studied and actually considered. | See Comment #4 |
| 1319 | Hannah Hughes | 3/7/2023 | Voice | Do not widen/hw build | <p>Metrolink35 Program Manager Tommy Arango. Hello I'm Hannah Hughes, a new 5 year resident of District 9 in central Austin, just a 5 minute drive from the proposed I-35 expansion. I oppose TxDOT'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</p> | See Comment #5 |
| | | | | Community Alternatives | Emplore my elected officials and TxDOT to review and deeply consider the Rebuild I-35 Plan that's been proposed by multiple community voices in Austin. | See Comment #4 |
| | | | | Labor/Unpaid Demand | Expanding the highway will only lead to more traffic congestion down the line and correct congestion with the expected 30 year construction time. | See Comment #18 |
| 1320 | Hannah Khan | 1/12/2023 | Email | General support | Support this. | See Comment #8 |
| | | | | | Dear I-35 Capital Express Central, Draft Environmental Impact Statement. 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 Rebuild I-35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these realistic alternatives in the actual draft EIS was inadequate. The maps shown in the TI study purporting to show the "benefit" 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 fought 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 Rebuild I-35 and Reconnect Austin proposals, including serious levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TI study was interesting, it in no way is a replacement for meaningfully analyzing Rebuild I-35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please see the response analysis found throughout thousands of pages of EIS on the Rebuild I-35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multiracial networks woven into the thriving communities of the Austin region. Sincerely, Hannah Khan | See Comment #4 |
| 1321 | Hannah Knaps | 3/7/2023 | Email | Community Alternatives | <p>I fought 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 Rebuild I-35 and Reconnect Austin proposals, including serious levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TI study was interesting, it in no way is a replacement for meaningfully analyzing Rebuild I-35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please see the response analysis found throughout thousands of pages of EIS on the Rebuild I-35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multiracial networks woven into the thriving communities of the Austin region. Sincerely, Hannah Knaps</p> | See Comment #4 |
| 1322 | Hannah Lloyd | 3/9/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and increasing growth we are experiencing in our great State. Accordingly, I am writing today to 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</p> | See Comment #8 |
| 1323 | Hannah Rubio | 2/12/2023 | Voice | Do not widen/hw build | Don't expand at all or at least north I-35 | See Comment #5 |
| 1324 | Hannah Saaly | 1/31/2023 | MySpace Website Comment Form | Regional Connectivity | We need rail transit! | See comment #1 |
| 1325 | Hannah Turner | 3/7/2023 | Voice | Do not widen/hw build | <p>Metrolink35 Program Manager Tommy Arango. 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. (Especially one that people can support and that will actually help with transportation and traffic issues) Thank you for your consideration.</p> | 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 | Community Alternatives | <p>Dear Capital Express Central 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 4-6 lanes under the bridge - with basic, curvy, pedestrian, and bicycle use - set above a track. It does little imagination (at rather a 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</p> | See Comment #4 |
| 1327 | Hannes Mandel | 3/7/2023 | Email | Labor/Unpaid Demand | <p>The PDF is included in the public hearing summary, appendix F. Email Copy: Dear Mr. Williams, Mr. Arango, Mr. Ferguson, Mr. Salley-Nelson, 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 expansion of the project in its current form. We kindly ask you to provide answers, in accordance with Transportation Code §201.21-1(b) and Texas Administrative Code (TAC) Title 42, Part 1, Chapter 2, Subchapter 6, Rule 2.021(a)(2), to both our case as well as Mr. Marshall's document. Although TxDOT is the primary recipient of our comments, we have CC'd 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 for reaching and being lasting consequences. Respectfully, on behalf of the HNA,</p> | See Comment #18 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |

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| 1328 | Hanna Mandel | 3/7/2023 | MCiQE Website-Consent Form | Do not widen/hw build | <p>My name is Hanna 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 Whitlow Wood - and what should be a short drive from Blackhawk, Cleveland, Rosewood, or Mueller - with its transportation options...</p> <p>Before we had our second child, I was able to bike with my daughter in a seat on top of my handbike. 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 get to my work, actually through I-35 and get to the great parks, pools, and playgrounds in Cherrywood, Mueller, and East Austin. There was some of the best days of an 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 wobble down the curbs, or have all of us up and over to the pedestrian signal request button with cars honking and turning left and right. I desperately hope 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.</p> <p>Do you expect that a \$1 billion dollar, 8-year construction project to redo I-35 would result in some significant improvement of this situation, if not in time for our son and kids, then at least in time for them and their children. However, with the massive, likely unnecessary and misguided highway expansion, that simply isn't the case. No number of additional lanes ever going to make a 250+ lane highway through the heart of a city sustainable, equitable, or healthy, let alone pleasant. We know about induced demand, climate change, and the unsustainability of suburban sprawl. Also, few people of my generation ever 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 mindlessly subsidizing this unsustainable, unhealthy, concentration, social, and environmentally harmful sprawl by building more and more Freeway 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's time we wake up and start drawing some large TxDOT red lines to restrict and reimagine an I-35 that protects 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.</p> | See Comment #5 |
| | | | | Do not widen/hw build | In addition to the heat maps showing Traffic Volume Changes for each scenario and peak time periods in Appendix I (https://my35exp.com/wp-content/uploads/2022/12/Appendix-I-Traffic-Volume-Changes-for-Scenario-Compendium.pdf), I hope you will provide the public with maps that indicate projected traffic "levels" by road category (i.e. the category and/or the network 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 (either increase or decrease), despite the considerable increase in traffic volume on I-35. Especially if "local traffic" on I-35 Central (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 |
| 1329 | Hanna Mandel | | MCiQE Website-Consent Form | | <p>Your posting on the "Project Connect Modeling Process" (https://my35exp.com/project-connect-modeling-process) explains 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 then? The only possible explanation we can see is that the projected current / future traffic demand on I-35 is so incredibly high that any effect from Project Connect, no matter how large, is immediately going to be water up to 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 most of all duty to correct its messaging and inform the public transparently and unequivocally.</p> <p>Currently, the project continues to be promoted with slogans such as "The Big Traffic", or "lighting congestion," and is lauded by TxDOT under the "Texas Car Lane" campaign. Audiences and Texans need to know what exactly they can expect in return for the tremendous fiscal, cultural, infrastructural, and environmental costs of the project.</p> | See Comment #18 |
| | | | | | In 2013, the Center for Transportation Research (CTR) at UT Austin wrote in a report (https://library.utexas.edu/bitstream/handle/2152/106571/1.pdf) specifically for TxDOT on the potential of Dynamic Traffic Management (see question on State Traffic Management Modeling). "According to recent surveys conducted by the FHWA, 42% of respondents (nearly 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 on more than 10 miles, and 30% wanted to incorporate DTA on 3 to 9 miles at the latest." (p. 47) How come TxDOT not, for a project as high profile, expensive, and impactful as CapE's Central? | See Comment #18 |
| 1330 | Hanna Mandel | | MCiQE Website-Consent Form | Labels: Induced Demand | <p>No, I don't see capacity on I-35 has been stable / going down slightly in the CAPMT data 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 CapE's Central project include Traffic Demand Management efforts? Thank you.</p> <p>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 would - and especially reasons to commute - would either work closer to home, or work closer to work, they would tele-work, take public transit, or telecommute - all of which are more viable and more sustainable solutions than a massively expanded highway. TxDOT needs to stop framing its expansion as the only alternative 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 rest will come (shrug). Don't build, and you'll be fine. The highway 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 we more strongly in Central Austin, increasing the profitability of sustainable public transit, affordability, walkability, bikeability, and livability for all?</p> | See Comment #18 |
| 1331 | Hannah Borei | 3/7/2023 | MCiQE Website-Consent Form | Whitlow | <p>I recently came to know of a proposed through way from week 41st street connecting to Whitlow Blvd and going through our neighborhood via Schwab to connect to Airport Blvd. For the assumed way to connect to Airport Blvd would be to turn left onto frontage road before going into Whitlow Blvd and following the existing roadway. There is no additional benefit to going through the Whitlow Woods neighborhood and instead will cause more harm than good. Citizens who walk through the neighborhood to Maplewood Elementary will be affected by the increased volume and speed of traffic. As all adult residents who utilize the neighborhood to walk their pets and themselves. Events at Putnam Park will also be affected by the proposed through way. We kindly request support to preserve the safety of this neighborhood and road traffic through a simple solution of the northbound frontage road.</p> | See Comment #9 |
| 1332 | Harold Garcia | 1/21/2023 | MCiQE Website-Consent Form | Regional Connectivity | I would like to submit a request for TxDOT to consider adding passenger railway services between San Antonio and Austin. I-35 has been plagued by traffic for decades now and it is no longer feasible to use for passengers to quickly get between the two relatively closer metropolitan areas. Adding a passenger railway would likely enable tremendous freedom in the ability to commute to work from either city, and potentially expand those metropolitan areas and enrich the surrounding communities even more by providing additional property tax revenue to those communities. Legitimacy 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 I-35 as well, thereby helping to alleviate existing traffic conditions. | See comment #1 |
| 1333 | Harrison Gloor | 3/6/2023 | Email | Do not widen/hw build | <p>Mobile35 Program Manager Tommy Algran. This is really dumb, have you ever considered investing in public transportation? Harrison Gloor</p> | See Comment #5 |
| 1334 | Harrison Hubston | 1/26/2023 | MCiQE Website-Consent Form | General support | Dear Chairman Bugge 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 Hubston | 2/27/2023 | MCiQE Website-Consent Form | General support | Dear Chairman Bugge 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 |
| 1338 | Harrison Wright | 2/9/2023 | Yes but not HW | Regional connectivity | <p>And so my thoughts about this are when you look at expanding a highway through a city, and you find yourself like this, one of the main things you have to remember is that 98.9 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 get in their cars to go to 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's event here, but because I don't have to drive so badly, not because I don't know, no other opportunity but because it was the most convenient. There is parking in the apartment, I know 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 spent all this money on a highway, you are building it to be the most efficient and people are going to use it. You're building that demand when 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 - 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 they don't care about it. I think, two miles of a highway in downtown Columbus. And when you look at that, you see, well, you understand that highway because people are using it 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 like that as the most convenient option. So I think you have to have in mind that whatever TxDOT does, whatever the city decides to do, what most people are - are going to do. And either way, whether you build it or don't build it, people are going to do what you build. People are going to use what is most effective to them.</p> | See comment #1 |
| 1337 | Harrison Wright | | | Do not widen/hw build | <p>Mobile35 Program Manager Tommy Algran. I am a resident of west Austin just a couple miles east of US, 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 province used for highway expansion is fundamentally flawed. This will not improve congestion at all, will only increase more demand to use the highways and drive more - eliminating any gains in efficiency it may have. It's a giant waste of tax payer dollars, and really exacerbates the entire way of those living around I35. Please do not expand I35. Harrison Wright</p> | See Comment #5 |
| | | | | Community Alternatives | I support rethinks I-35 and their alternative proposal, redesigning another highway as an interstate and making I-35 through downtown a boulevard. This effort enables us to have a highway connecting interstates, and doesn't increase lanes and lengthening in the case of our city. We do 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 | Henry Semway | 2/22/2023 | Email | Do not widen/hw build | <p>Hi TxDOT TxDOT, I live on 42nd St near I-35 and strongly oppose the present I-35 Capital Express Central Project. I cross I-35 every day, walking or on my bike in my car, and the proposed project will NOT improve the worst congestion. There are far better alternatives to the proposed I-35 Capital Express Central Project that would address the project's impacts on our neighborhood.</p> | See Comment #5 |

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| 1339 | Herisman Kaur | | | Do not widen/ho build | <p>MOBILITY35 Program Manager Tommy Alrings. I am a resident of the city of Austin. Expanding US has disastrous consequences. Frustrating to get home. 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 25 lanes in 2008 and commute times increased by 20%. Secondly, deaths and serious injuries will rise. Currently, 25% of all traffic-related fatalities in Austin happen on US. Widening I-35 will increase vehicle speeds outside of rush hour, and interfere with Austin's Vision Zero initiative to reduce traffic fatalities. The Charneywood neighborhood would be brought closer to US 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 respect TxDOT, Austin City Council, and other representatives to stand up for me, Herisman Kaur!</p> | See Comment #45 |
| | | | | 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 | Hettie Lindzey | 3/1/2023 | | Capex/Deck Phase | Can you please consider wildlife crossing opportunities in this part/brakes, butterflies, birds all need habitat. I support the introduction of more trees & arboreal! Caping the highway for a park/pedestrian use is amazing! From a Dallas native and Dallas loves their highway park. Great use of public space. Infrastructure as a lifestyle! | See Comment #42 |
| ID | Commenter Name | Date Received | Topic | Comment | Response | |
| 1341 | Hayden Bridges | ----- | McCOMB Website Comment Form | 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 US 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 navigating I-35 everyday. A well funded public transportation network just makes sense for Texans. It's time to go high speed! | See comment #1 |
| 1342 | Hayden Thomas | ----- | | General support | Dear Chairman Bugel and Commissioners, Thank you for recognizing that US through Austin is one of the most congested roadway segments in the State of Texas. As this seriously impedes mobility in other called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | | | Do not widen/ho build | <p>MOBILITY35 Program Manager Tommy Alrings. 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 respect TxDOT, Austin City Council, and other representatives to stand up for me, Hayden Payne</p> | See Comment #5 |
| | | | | Lane/Induced Demand | TxDOT's process in this project is flawed. It ignores induced demand, construction impacts, particulate matter pollution from the 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 | | | Bike/ped safety | <p>MOBILITY35 Program Manager Tommy Alrings. 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</p> | See Comment #30 |
| 1345 | Harald Canales | ----- | McCOMB Website Comment Form | Public Transit / Multimodal Transportation | It is 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 Bear | | | Do not widen/ho build | Hi there, My public comment is to oppose the investment in expanding US 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 prohibitive. The best investment in Austin and all future Austinians is to invest in our rail system. Intensity stops throughout different areas of Austin and the surrounding cities is what Austin needs. Please reconsider the US expansion to a solution that future proof our city beyond what a few lanes can do. Best, Heather, Austin, TX, Heather Bear @ Heather | See Comment #5 |
| | | | | Business/residential displacement | Only after we add more stops and routes via rail should we invest an expansion of US, which still may be needlessly needed, but has the potential to minimize home and business displacement and is a better decision for environmental reasons. | See Comment #21 |
| | | | | Multimodal Transportation | By investing more into our rail system, intensity travel will be more efficient, inclusive, accessible, affordable and environmentally friendly for all. | See Comment #20 |
| 1347 | Heather Davis | | | Do not widen/ho build | <p>MOBILITY35 Program Manager Tommy Alrings. I am a life long central Texas and can remember traveling US 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. US was purposely designed to segregate Austin and keep people from being together. Heather Davis</p> | See Comment #5 |
| | | | | Public Transit / Multimodal Transportation | The time is now to increase public transportation, invest transit around the city and finally relegate our city for the future. | See Comment #13 |
| 1348 | Heather F | | | Do not widen/ho build | <p>Hi, 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 US and everything it has been through these past 12 years. I am very AGAINST expanding US under 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 fine expansion and the stress it was. I live just off of US downtown and crossing under US 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 US traffic around Austin instead of encouraging more cars to drive right through it. PLEASE PLEASE stop expanding that damn road. Thank you, Heather Finnegan</p> | See Comment #5 |
| | | | | Regional Connectivity | These desperately needs a rail system. One that connects Dallas, Waco, Austin, and San Antonio. No amount 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 | | | Do not widen/ho build | <p>MOBILITY35 Program Manager Tommy Alrings. 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 I-35. 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 plan to begin construction. The current plans will impact my daily running route as it plans to cut through sections of the Ann and Roy Butler Bike and Blue Trail. I pass an accident almost every time I run and have been in one myself on it (my only one ever).</p> | 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 US because it is unsafe. | See comment #1 |
| 1350 | Heather Forney | | | Lane/Induced Demand | <p>MOBILITY35 Program Manager Tommy Alrings. TxDOT's process in this project is BAD. It ignores induced demand, construction impacts, particulate matter pollution from the 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. ☹️</p> | See Comment #18 |
| 1351 | Heather Heiss | 3/6/2023 | Email | Do not widen/ho build | <p>MOBILITY35 Program Manager Tommy Alrings. 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 fuel 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 facing a similar impact, even projected population growth may directly result in 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 reducing 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.</p> | See Comment #5 |
| | | | | Lane/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 | Fund for additional commuter transportation routes, and streamlined local routes. | See Comment #20 |

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| 1352 | Heather Hurdler | 2/7/2023 | Email | Do not widen/ho build | Expanding the Central Segment of 135 is not the answer-when TxDOT expands capacity on roadways, more vehicle traffic follows, congestion worsens, and the roadways become more dangerous. The current 135 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 135 and will be worsened by this project-facilitating increased air, water, and noise pollution and health impacts such as asthma, particularly in children. TxDOT should review its preferred alternative Modified Alternative 3 and commit to the following design elements for the entire Central Segment: (1) REDUCE THE NUMBER AND FREQUENCY OF LANE CHANGES: 135 currently limits and will also displace long time Austin businesses and single family homes. 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. (2) REDUCE THE PHYSICAL IMPACT OF 135 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 distance 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 hearing measures that better support the needs of travelers and communities as well as the communities who live with 135 every day. -Heather Hurdler | See Comment #3 |
| | | | | Caps/Deck Plaques | ENABLE COVERING 135 IN NORTH CENTRAL AUSTIN AND OTHER LOCATIONS NOT PREVIOUSLY ENABLED BY TxDOT: "hooking" or "bypass" over the highway provides clear community benefit by removing noise and pollution from neighborhoods and TxDOT should consider providing for better covering of 135 through residential neighborhoods along 135 not just in general business districts as currently proposed. Tradeoffs such as removal of ramps should be weighed against other community benefits that can be achieved through additional covering of 135 | 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 | | | Air Quality/Noise and water quality: | NO 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 | Heidi Jobs | | | General support | Dear Chairman Rigg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the "Red Street" of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. -Heidi Jobs, CDM "Heidi" | See Comment #8 |
| 1355 | Heather Banda | | | Do not widen/ho build | Mobility35 Program Manager Tommy Arango. I oppose the highway expansion for 135. Expansions do not reduce the root causes of traffic and do not offer alternatives to residents in Austin. Heather 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 | Herman Duke Zamora III | | MyCircleX Water/Conservation | 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 |
| | | | | Route to 135 | 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 | Topic | Comment | Response |
| 1357 | Heidi Colorado | | | Do not widen/ho build | Mobility35 Program Manager Tommy Arango. I am a resident of Dallas, Texas. I have 4 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 Uber/Lyft. 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 unable 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 ride-share 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. -Heidi Colorado | See Comment #5 |
| | | | | Multimodal Transportation | We can choose to spend billions of dollars on more, 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 other modes of transportation, thereby saving all Texans. I urge TxDOT to choose the latter. | See Comment #20 |
| | | | | Community Alternatives | I OPPOSE plans from TxDOT for 135 expansion. I OPPOSE any and all forms of highway expansion. I SUPPORT the Mobility35 Proposal. I AM FOR greater investment on sidewalks, bicycle infrastructure, and public transportation. | See Comment #4 |
| 1358 | Hayden Walker | | | Bike/ped safety | TxDOT 135 Cap Ex Central Team. Smart Growth America puts out a report on walkable urbanism annual. This year's report Fast Traffic Ahead is attached here and submitted as part of the public record for the DES. (The PDF is located in the public hearing summary, appendix 1) The report notes: When we hear state leaders talking about economic development with 135 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 135 corridor. For the 21st Century and beyond is increasingly important that people are able to walk comfortably, safely, and able to access the goods and 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 suburban 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 |
| | | | | Land/Neighborhood Connectivity | This is a large part of why the Austin community, along with our elected officials, has repeatedly requested more connections across across 135, a continuous one from Hilly 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 safe shared use paths that are protected by trees (between the SUP and any clear ways). | See Comment #20 |
| 1359 | Hayden Walker | 3/6/2023 | Email | Bike/ped safety | TxDOT Cap Ex Team. On February 25, 2023, the City of Austin Bicycle and Pedestrian Advisory Councils (BAPAC) held a joint meeting and approved the attached recommendations regarding 135 Cap Ex Central. This is a response to the DES and is hereby submitted on the record. (The PDF is located in the public hearing summary, appendix 1) Thank you. | See Comment #30 |
| | | | | Air Quality/Noise | Dear 135 Capital Express Central, Draft Environmental Impact Statement Re: 135 Capital Express Central. Draft Environmental Impact Statement Thank you for the opportunity to comment on the proposed 135 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DES. However, I do not believe that the air quality and climate analysis is sufficient. Specifically, I request that TxDOT address all the following before finalizing the Draft Environmental Impact Statement: - Air Quality analyses must look at PM 2.5, PM 10, and NO2. TxDOT only analyzed CO which is easy to study and they know they would clear. - Austin is needed to not abatement for PM 2.5 and will inevitably change the way we do transportation at the CAMD 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 they are pushing for an FES 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 the 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, Hayden Walker | See Comment #34 |
| 1360 | Hayden Walker | | | Do not widen/ho build | Dear 135 Capital Express Central, Draft Environmental Impact Statement Re: 135 Capital Express Central. Draft Environmental Impact Statement Thank you for the transparency work over the last several years at the Texas Department of Transportation in using a safe systems approach and actively 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 codes 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 facilities and various choices that would result from strategically having the goal as the top purpose and need of this project. The 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, Hayden Walker | See Comment #5 |

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| | | | | Do not widen/ho build | <p>Dear TxDOT Capital Express Central, Draft Environmental Impact Statement</p> <p>Dear Governor Abbott and other Escad Officials, TxDOT Commissioners, Staff, and Consultants,</p> <p>Thank you for the opportunity to comment on the proposed I35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the ES process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals.</p> <p>I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft ES was inadequate. The report done in the TI study supporting 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 state of traffic deaths per vehicle traveled are lower in rural areas than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative.</p> <p>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,</p> <p>Hayden Walker</p> | See Comment #3 |
| | | | | Community Alternatives | <p>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 ES. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of Escad officials advised TxDOT to seriously consider meaningful alternatives. While the TI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the ES and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please see the rigorous analysis found throughout thousands of pages of ES on the ReThink35 and Reconnect Austin proposals.</p> | See Comment #4 |
| 1361 | Hayden Walker | | | Bikes/ped safety | <p>TxDOT I-35 Cap Ex Central Team,</p> <p>The attached report from Parsons, "Highway Impact: Urban Heat Islands" 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: "By improving the morphology of cities, building compact cities is a solution. This is because greater compactness helps to reduce the proportion of roads and highways. On a similar note, a higher compactness will encourage the reduction of a need for cars and automobiles."</p> <p>Given that the report clearly states that compact cities are a solution, and that compact cities are a solution, it is not surprising that the report also notes that compact cities are a solution. It is not surprising that the report also notes that compact cities are a solution. It is not surprising that the report also notes that compact cities are a solution.</p> | See Comment #3D |
| | | | | Air Quality | <p>TxDOT Files,</p> <p>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.</p> | See Comment #3D8 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| 1362 | Hayden Walker | 3/7/2023 | Email | Bikes/ped safety | <p>Dear TxDOT Capital Express Central, Draft Environmental Impact Statement</p> <p>Dear Governor Abbott and other Escad Officials, TxDOT Commissioners, Staff, and Consultants,</p> <p>Thank you for the opportunity to comment on the proposed I35 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 ways 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 safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.</p> <p>The travel demand models that only seek to optimize the project to highway speed or 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 choices that I need to live.</p> <p>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 scenario (active transportation, personal mobility device, and public transit) can reach within a half hour by walking, biking, wheelchair, transit, and personal mobility device 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 scenarios that was made available to the Texas A&M Transportation Institute when they were developing analyses for this project.</p> <p>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.</p> <p>Thank you for all that TxDOT is doing to improve safe, multimodal access for all. Sincerely,</p> | See Comment #3D |
| 1363 | Hilary Raines | | | Do not widen/ho build | <p>MultiModal Program Manager Tommy Ahlgrin,</p> <p>I live in Houston and I've seen first hand how highway expansion doesn't reduce congestion long term as I live near I-10. Please stop making the same mistake 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 pain to move through it so why can't we have these things? It's your hand!</p> <p>Hilary Raines</p> | See Comment #5 |
| | | | | Regional Connectivity | <p>I'd love an interstate train that connects me to a robust public transit system. Plus it's way safer than driving.</p> | See comment #1 |
| | | | | Route to I35 | <p>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.</p> | See comment #3 |
| 1364 | Hil Morrison | 3/6/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners,</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously substandard roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform the critical stretch of infrastructure into a roadway that we experience in our great State.</p> <p>Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Hil Morrison</p> | See Comment #6 |
| 1365 | Hilary Raines | 1/26/2023 | McClure Website Comment Form | General support | <p>I'm excited for the improvement, I-35 is a road that many Austinites avoid if at all possible. The improved crossings through Austin will help ease and ease connectivity. This project will improve pedestrian and vehicular safety. Go TxDOT!</p> | See Comment #8 |
| 1366 | Hwan Bhargava | 1/18/2023 | McClure Website Comment Form | Unrelated comment | <p>Hi!o, our company was involved in traffic management for the I-35/281/99 area construction and we performed traffic zoning to remove disabled vehicles and vehicles involved in accidents when the closures were performed. We worked alongside AD Abrams on the project. Who is handling the project for I-35 and Williams Drive where we can offer our services? Thanks in advance.</p> | Unrelated comment |
| 1367 | Hil Richard | | | Do not widen/ho build | <p>Dear TxDOT,</p> <p>The Schaeffer-Wilshire neighborhood will be negatively impacted by the current Plan 3. With the addition of the 424 bridge, there is no doubt we will have terrible out-through traffic from 424 at Wilshire Blvd/Schaeffer Rd to Airport Blvd. As you know, drivers cutting through a neighborhood drive the fast and reckless, because they are not thinking, nor do they care about the children, pets, bicycles and pedestrians who live there. This attitude multiplied by the very sure possibility of hundreds each crossing drives a die, adds up to a very dangerous situation.</p> <p>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 stretch. I am appalled at the size of more I-35 lanes, and the pollution and noise and traffic that will create. But I have my opinion on that subject and have no respect on TxDOT's plans.</p> <p>If 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 Austin to meet, and the many concerned families, is to consider doing whatever is necessary to insure that the stretch from I-35 frontage road at 424 via Wilshire/Schaeffer 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.</p> <p>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.</p> <p>Wincerely,</p> <p>Sure Richard@Crew</p> | See Comment #5 |
| | | | | Bikes/ped safety | <p>If 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 Austin to meet, and the many concerned families, is to consider doing whatever is necessary to insure that the stretch from I-35 frontage road at 424 via Wilshire/Schaeffer 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.</p> | See Comment #3D |
| 1368 | Hwan Truong | 3/6/2023 | Email | Do not widen/ho build | <p>MultiModal Program Manager Tommy Ahlgrin,</p> <p>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. Hwan Truong</p> | See Comment #5 |
| 1369 | Hedy A. | | McClure Website Comment Form | Do not widen/ho build | <p>I think it is a bad idea to add more lanes to I-35 through the center of Austin. It's been shown in other cities, such as Houston, that I don't believe 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.</p> | See Comment #9 |
| | | | | Business/Residential Displacement | <p>In addition, the expansion will displace many people and businesses that are situated next to the highway and will affect many more live myself who live within a couple of blocks of I-35. We should consider plan and come up with a more forward thinking plan.</p> | See Comment #21 |

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| 1370 | Hedy Henrick | | VGH | Do not widen/ho build | I want to add my voice to the question of why we are aiming to expand I35 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 NCMC pointed out, the data from the I35E show not seem to support a 50% increase in highway capacity, a fundamental assumption of the Capital 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 decision. Other similar project moves forward that will affect all of Central Austin for years to come, and they potentially exacerbate the equity issue that I-35 created in the first place. It's not about exploring between an express route that would keep intermodal 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 Clear Creek and Airport Boulevards is an ideal location to add a transit station and to downsize 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) CNM's fundamental concern with the Preferred Alternative that TxDOT not provide more connecting parking 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 NCMC. b. CNM supports CNM's call for a design that provides future capacity/heading north of Airport Boulevard. c. TxDOT has shown potential "back phase" 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 #3 |
| | | | | Capex/Deck Plaza | Finally, I support the removal of the upper Decks of H 35 and a station 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 |
| | | | | Rebute to I35 | Traffic should be diverted at the I-35 opening of Wilshire Boulevard where it would connect with the east side of the Interchange with longlines, so that cut-through traffic could not enter Wilshire from the 42nd 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 | Romar Luna | | | Do not widen/ho build | Multimodal Program Manager Tommy Arango. I have been reading the press release since this project (like all other TxDOT projects) will move forward regardless of what regular folks want, but I disagree. As a resident of Fort Worth, I have seen the impact that years and years and countless years of construction on I-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. Romar 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 reinvested the amount of money we currently spend on expanding highways on funding mass transit instead, we could truly make the state much more attractive for others to decide to move here. | See Comment #20 |
| 1372 | Home | 1/31/2023 | Email | General support | Dear Chairman Rogg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously inhibited roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and innovative growth we are experiencing in our great State. Accordingly, I am writing today to 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 phone | See Comment #8 |
| 1373 | Hope Bass | 3/7/2023 | Email | Do not widen/ho build | I-35 COMMENT TO CAR-DEPENDENT/TXDOT GOV TO WHOM IT MAY CONCERN, MY NAME IS HOPE BASS. I AM A RESIDENT IN THE BINARY STREET DISTRICT WHO'S SAFETY AND WELL-BEING WILL DIRECTLY BE NEGATIVELY IMPACTED BY THE I-35 CORRIDOR PROJECT UNLESS OUR INSIGHTS AND CONTRIBUTIONS ARE INCORPORATED INTO THE PLAN-MAKING 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 east side of new high-density construction in the area between 8th Street and (c) that large portion of downtown which is south of 8th Street will be unambiguously funneled on to the 3.4 lanes of new I-35 service roads that run from Clear Creek through 8th Street. Those service roads will become unworkably overcrowded. Clear Creek Street will also be overwhelmed, particularly during I-35 construction shuttles in 2025. During that time frame, TxDOT will routinely close or partly impede traffic on the intersection of I-35 and Clear Creek, as they take the road there while the highway still operates, build a 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 Clear Creek. At the very same time, the many thousands of new residents arriving in the multitude of new 40-70 story luxury District buildings will commence their car trips. The Convention Center will undergo a revamping including its lake, undoubtedly involving the eastern of Clear Creek lanes for construction staging. Project Connect, which can no longer afford funneling through downtown, will be building call lanes on above Clear Creek Street west of Trinity which will likewise take Clear Creek lanes out of service. As with the service roads of I-35 north of Clear Creek, Clear Creek itself will come to a standstill. For years. | See Comment #5 |
| 1374 | Heaven # C Cavale Bb | 1/31/2023 | MCoU&C Website-Comment Form | Regional Connectivity | We need a commuter railway system that connects the major cities in Texas. | See comment #1 |
| 1375 | Hubert Gaines-Ross | 3/7/2023 | Email | An equity issue | Multimodal Program Manager Tommy Arango. I can hear the traffic already all day and it get smoggy. You're gonna just make it worse by adding more lanes. Hubert Gaines-Ross | See Comment #34 |
| 1376 | Hufsa Husain | 3/6/2023 | Email | Do not widen/ho build | Multimodal Program Manager Tommy Arango. 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 | | | Do not widen/ho build | Multimodal Program Manager Tommy Arango. Please don't continue expansion of the Intermodal 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 regarding the advantage of more cars. 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, side sharing, bikes, etc. Thank you for the opportunity to share my thoughts. | See Comment #13 |
| | | | | 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 which improved the quality of life of nearby neighborhoods. We believe that the Central Project should always 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 and ramp to E. 38th St. Street. We live very close to this location and feel safe ramps at Manor Road/Dean Keeton and Wilshire Boulevard/Airport Boulevard are sufficient. Any small conversion a main lane and ramp to E. 38th St. Street may add to congestion, noise and disruption in 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 centerlined frontage roads should be integrated to limit the overall scale and scope, especially near established neighborhoods. | See Comment #13 |
| 1379 | Huma Spike | 1/20/2023 | MCoU&C Website-Comment Form | Regional Connectivity | I35 needs center running rapid rail transit operated either through Lovell Rd, Artrax, 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 | Huma Spike | | | Public Transit / Multimodal Transportation | Dear 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 ways 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 get you speed up long distance single-occupant vehicle travel do not represent my needs and desires or the real impacts 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 changes that I want to see. 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 model analysis has many pitfalls ranging from each scenario based on transportation analysis and car-trip activity, but I fear by walking, biking, wheelchair, transit, and personal motorized vehicles in the no-build, alternative 2, modified alternative 3, Reframed-35, and Reconnected 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 analyses for this project. | See Comment #20 |
| | | | | Bike/jud 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 Spina | 3/7/2023 | Email | Do not widen/ho build | <p>Multi235 Program Manager Tommy Arango.</p> <p>I don't want faster freeway expansion. I don't see our single, clean, open, scenic, encourage more driving, built-up homes and businesses, and won't receive traffic. Build us high-capacity high-speed light rail. I take local buses to school. Give your project a money to make our bus systems rock instead of putting interstates down the drain.</p> | See Comment #5 |
|------|------------------------------------|---------------|------------------------------|-----------------------------------|--|-----------------|
| 1382 | Hunt Wood | 2/8/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 August</p> <p>I licensed real estate brokerage company. *A One of the 2022 World's Most Ethical Companies*</p> <p>James Lang LifeLife For more information about how I process 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 their delete it. If you are not the intended recipient, you must not use, disclose, copy or distribute this email without the author's prior permission. We have better alternatives to minimize the risk of disseminating 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.</p> | See Comment #6 |
| 1383 | Hunter Alexander | 1/23/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Endovator Real Estate Group</p> | See Comment #6 |
| 1384 | Hunter Alexander | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Endovator Real Estate Group</p> | See Comment #6 |
| 1385 | Hunter Alexander | 3/6/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> <p>Hunter Alexander Senior Vice President, Tenant Representation</p> | See Comment #6 |
| 1386 | Hunter Couch | 1/31/2023 | MyCloud Website Comment Form | Regional Connectivity | <p>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 of rail transport that makes use of a car or a wide option. High speed rail to interconnect these cities will greatly increase the ease with which people can go between them.</p> | See comment #1 |
| 1387 | Hunter Holder | | | Do not widen/ho build | <p>Multi235 Program Manager Tommy Arango.</p> <p>I'm a resident of Dallas, and moved out of that city because of how unsafe 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 heaven. 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 adequate transportation and a safe environment for our children.</p> <p>Even walking my dog in the streets within my suburban neighborhood, I'm afraid of being run over by a car. Other than the buses (happened a few weeks ago, I didn't leave my home to get groceries because the nearest store is 30 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.</p> | See Comment #5 |
| | | | | Multimodal Transportation | <p>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 or their way to school or simply leaving the house. We can do so much better.</p> | See Comment #20 |
| 1388 | Hunter Kirkland | 3/7/2023 | Email | Do not widen/ho build | <p>Hi TxDOT/TxDOT,</p> <p>I-35, more specifically the path it cuts through Austin, is:</p> <ul style="list-style-type: none"> Dangerous Congested Unsustainable <p>I bring unnecessary traffic through what is already the most congested & unsafe part of our great city downtown Austin (East). 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, already-developing areas of town. When making other big cities, I can't help but notice that they've just waste to historic, residential, & public areas by demolishing them with highway-adjacent concrete structures using ugly, state-sponsored design. It is the same Austin do something much different, for the better.</p> <p>Please consider a more robust development plan that is authentic to Austin, and not brought to you by outside money or sleepy transportation interests!</p> | See Comment #5 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| 1389 | Hunter Gehman Stanford | | | Do not widen/ho build | <p>In TxDOT's presentation, "A Born-and-bred Austinite and now a transportation planner, I find TxDOT's plan to widen I-35 through central Austin is completely untenable 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 to providing managed lanes could be reached without expanding the existing capacity simply replace mixed lanes with restricted HOV 2+ for use now and encourage their use by depicting express bus routes from downtown on those lanes. Even without expanding the lane count to completely backbones and not just outer loops. Providing end-to-end paths over I-35 doesn't encourage anyone to bike or walk. Instead it creates a barrier between those neighborhoods that only the parent residents will use because of the horrible inconveniences/risks/pollution one is expected to just to cross the street. This plan, which was terrible from 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, here. Hunter Gehman Stanford</p> | See Comment #3 |
| | | | | Lateral/Induced Demand | <p>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 "Private Induced Demand" is a common concept in transportation planning, approved by the US DOT & Creative Change report. The report says, "The net estimated for both build alternatives is slightly higher than that for the No Build Alternative because the additional capacity increases the efficiency of the roadway and attracts unrelated trips from elsewhere in the transportation network."</p> | See Comment #18 |
| | | | | East/West Connectivity | <p>I agree that the elevated portion of I-35 should be removed and TxDOT should look at reconnecting downtown and East Austin via highway caps with active community uses overhead.</p> | See Comment #20 |
| | | | | Do not widen/ho build | <p>HPMA recognizes that TxDOT assumes 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, HPMA has fostered a close, 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, HPMA calls for reasons to TxDOT's Preferred Alternative "Modified Alternative 3". In addition, HPMA 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:</p> <ul style="list-style-type: none"> 1. Exclude covering I-35 in north-central Austin and other locations not provided in the current plan. "Dedicting" 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. Tradeoffs such as a reduction in the number of planned segments should be weighed against community benefits that will be achieved through additional covering of I-35. | See Comment #5 |
| | | | | Business/residential displacement | <p>1. 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 protect 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 crowding.</p> | See Comment #21 |
| | | | | Lower Speed Limits | <p>Frontage roads should be designed for 30 mph or less and limited to no more than two lanes in each direction.</p> | See Comment #30 |
| 1390 | Hyde Park Neighborhood Association | | | East/West connectivity | <p>The complete PDF is located in the public hearing summary appendix F. Email Copy: Dear Mr. Williams, Mr. Arango, 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 (CEC). I have also included the body of HPNA's letter in this email. Sincerely, Heidi Ferguson, President, HPNA</p> <p>Decades of uncertainty over the future of Interregional Highway 35 (I-35) have lighted and disconnected neighborhoods along it. Regarded as one of the most important 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 roadblock is being overlaid. By expanding the Central Segment of I-35 is not the answer. We can agree that expanding to I-35 is badly needed. However, we also recognize that when TxDOT expands capacity on our roadways, more vehicles follow, congestion worsens, and the roadways become more dangerous. Neighborhoods through which I-35 has crossed to expand highways disproportionately bear the burden of increased pollution, negative financial impacts, and years of construction-related disruption. 1. Increase the total number and frequency of all-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. As a minimum, TxDOT should provide a fully accessible crossing at least every 1 mile on I-35. Furthermore, pedestrians and bicyclists should never be relegated to tunnels or raised concrete viaducts to cross the street.</p> | See Comment #20 |
| | | | | Reduce to I-30 | <p>1. 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 decades 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 Texas Governor to redirect traffic from I-35 to SH130 and support reasons to Modified Alternative 3 that further support our goals of health, safety, 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 reasons 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, Heidi Ferguson</p> | See comment #3 |
| 1391 | Jan Biggs | | | Do not widen/ho build | <p>Multi235 Program Manager Tommy Arango.</p> <p>Hi! Multi235 Program Manager Tommy Arango.</p> <p>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 periodic trips to Austin via I-35. The witness 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 well-timed interstate that avoids the city center. Our interstate highway should be built and traveling between cities. They have good business in the center of our cities, where businesses and our cities would suffice for most local or occasional trips. Expanding the highway to solve traffic problems only works for a short time, after that time has passed, the rate of induced demand comes into effect and traffic begins building up again as more drivers take that route.</p> | See Comment #5 |

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| | | | | Multimodal Transportation | I support TODD replicating these 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 on 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 Todd 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 wisely and wisely. | See Comment #20 |
| | | | | Route 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 congestion, it's a waste of money and time for an extremely temporary reward. The negative reality is though the benefits here, displacing residents and businesses, attracting more drivers to a congested, 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 | MCQ&E Website Comment Form | 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 Route would be a more beneficial alternative than expanding the existing highway structure. This would not down on commuter traffic on the highways as well as encourage ecological and financial beneficial alternatives for the citizens of Texas. Passes from riders would help support the costs, and the business that will grow, both in providing metro links such as buses 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 | Do not widen/ho build | Hi TODD TODD, It is a wasteful and damaging maneuver that will only temporarily heighten convenience for the citizens, while tring the pockets of a precious few. This is a bad idea. You know it is. Please continue to propose realistic light rail options, and we will have one that is not suboptimal. | See Comment #5 |
| 1394 | Ian Mitchell | 3/7/2023 | Email | Do not widen/ho build | Mobility35 Program Manager Tommy Alving, I am a local conservative. We need to stop throwing good money after bad on projects with no practical value. Ian Mitchell | See Comment #5 |
| 1395 | Ian Quaint | 1/18/2023 | MCQ&E Website Comment Form | 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 option for reducing traffic and increasing ease of commute between these two cities. As such, I would like to see a plan the reverts the Lane Star Rail Proposal. | See comment #1 |
| 1396 | Bike Bug | | | Do not widen/ho build | Mobility35 Program Manager Tommy Alving, I oppose TODD's plans for I-35 and 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 can't build subways than we can build transit! If we can't fit more cars on a highway than we need, build Lanes make cities walkable and SAFE. More cars on the road with more need to operate on an ineffective, costly, and frankly straight up stupid. Did you see the highway in Katy? 26 giant damn lanes and they STILL HAVE TRAFFIC JAMS. Don't bother wasting money on more highways when major cities across America are tearing highways down in favor of BUSES AND TRAINS AND PUBLIC TRANSPORTATION. More people can fit on a single bus than can fit across a 50 lane highway and you still build this shit. | 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 BUSES AND TRAINS. | See Comment #13 |
| 1397 | Hanna Garcia | 3/7/2023 | Email | Lane/Inbound Demand | Mobility35 Program Manager Tommy Alving, I oppose I-35 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 said. More drivers = more gasoline use, supported by big business in TX. Big business (oil, construction) in TX lobby = possible collusion with TODD... people know people Pollution Money diverted from public transit or being current roads. | See Comment #18 |
| 1398 | Sam Frank | | MCQ&E Website Comment Form | Bike and safety | I would like to see the I-35 project improved to include: More prioritization of non-motorized pedestrian and bicycle infrastructure especially around major intersections. Newer 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 |
| | | | | Capex/Deck Phases | Caping major portions of the highway, akin to Kyle Warner 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 | Ivan 'Chai' Capobianco | 2/11/2023 | VOT | Do not widen/ho build | DO NOT EXPAND AT ALL IF YOU MUST, DO NOT EXPAND NORTH OF I-35 | See Comment #9 |
| 1400 | Hugh Overstreet | 2/9/2023 | MCQ&E Website Comment Form | General information request | Will we be given a chance to vote yes or no on the final proposal? | General information request |
| 1401 | Ingrid | | MCQ&E Website Comment Form | 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 in 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 | Do not widen/ho build | Mobility35 Program Manager Tommy Alving, 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 | Iris Beltan | 2/9/2023 | Phy and EIS form and | Do not widen/ho build | I oppose any and all expansions of I-35 and this proposition serves to propose other than to worsen congestion and destroy communities, all the while circulating money away from projects that will have a positive impact, without ever leading to less I-35. (Public transportation to serve local commuters off the highway). I understand that your agency only gets funding specifically for highways and I truly pity the state in which it is. So rather than spend billions destroying a city further, buy out Interstate 383 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 |
| ID | Committer Name | Date Received | Source | Topic | Comment | Responses |
| 1404 | Ivan Beltan | | Web EIS form and | Do not widen/ho build | I live at 1812 Meama Mascher Boulevard, Duplex A. A 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 in which it is. So rather than spend billions destroying a city further, buy out Interstate 383 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 serve local commuters off the highway. | See Comment #13 |
| 1405 | Ivan Beltan | | | Do not widen/ho build | Mobility35 Program Manager Tommy Alving, Good evening, my name is Ivan Beltan, a lifelong resident of Travis County, and I write this letter to voice my opposition to any and all highway expansion of I-35. It'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 endlessly expand a highway is. Many supporters of the expansion will preach that it will somehow bolster our economy and ease congestion but that is just a complete farce and a failing of critical thinking. Does one or 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 Inbound Demand and get us back to square 1 around the good use of OUR tax money? Because read assured it is the biggest infrastructure money pill 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 funnelled into car dependency. This expansion is name and everybody with a shred of decency knows it. If you did want to solve congestion there are many solutions that do not involve doubling yourself with a bigger knife. If the idea is so simple to funding any form of transportation not involving cars, then buy out one of the toll highways that give around our city and have intrastate traffic redirected through them. Now if the Texas Department of TRANSPORTATION somehow realizes that the least word of their title means then it is imperative that they use the highway expansion money to bolster our transportation and city's inability to give people more VISIBLE avenues to commute across the city. Also, TODD's preachy goal to #ReopenDowntown 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 as delusional as negligent that hypothetical accident even begin to describe you. All of this and I haven't even touched on the negative effect this expansion will worsen along with the countless socioeconomic impacts highways have on a word that blocks class mobility. As someone whose money is going to your agency I expect better and hope you do better and within I-35. You're welcome for your time and I hope you have a good day. Ivan Beltan | See Comment #5 |
| | | | | Lane/Inbound Demand | The Inbound Demand that has brought us to this point works the other way around too and I-35's congestion will ease without ever having to touch it. Easing congestion is a matter of redirection of commute lanes, 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 | Ivan Castellanos | 3/7/2023 | MCQ&E Website Comment Form | Route to 130 | Please consider re routing outside traffic away from 35 and look to Erect a skyde warmen park like solution for 35 in downtown Austin' . Widening 35 is not the solution | See comment #3 |
| 1407 | Jim Jones | 3/7/2023 | MCQ&E Website Comment Form | Route 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 every projects like this will force me out. In addition, I drive I-35 regularly and experience the majority of the traffic from 28-whenever trying to navigate hilly areas. Why are they allowed on I-35? Move them to 383 and that's a major problem solved. There are SO MANY alternatives that don't involve ripping apart a road through the middle of the wonderful city. Please don't destroy Austin! | See comment #3 |

| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
|------|-------------------|---------------|-----------------------------|--|--|-----------------|
| 1408 | Isaac Blackmore | 2/9/2023 | Web and Online | 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 wish you guys can knock it out quickly because I'm between 383 and the river but been a resident since the '90s. So it's great to see it started up, especially right there at 40th Street, between 40th 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 | Public Transit / Multimodal Transportation | Mobilize35 Program Manager Tommy Ahng. 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 Rubine | 3/7/2023 | Email | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahng. 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 Rubine | See Comment #5 |
| 1411 | Isaac Mervin | 1/31/2023 | MyCueX Website Comment Form | 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 | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahng. I am a resident of Texas. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR the Retain35 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 local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Isabel Webb Carey | See Comment #5 |
| | | | | Lateness/Inbound Demand | TxDOT's process in this project is flawed. It ignores Inbound Demand, construction impacts, particulate matter pollution from the 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 | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahng. 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 Retain35 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 | MyCueX Website Comment Form | 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 I-35. 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 I-35. | See Comment #1 |
| 1415 | Isabella Vick | | | Do not widen/ho build | I vehemently oppose the current preferred alternative to I-35 in Central Austin. I live near I-35, in the Ardi apartment complex, and the proposed changes will only make it more difficult to cross this barrier than the divide 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 my commute, and will make it safer and freer 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 I-30 | Reroute any traffic that needs to get around Austin to the big left road. Use some of the billions earmarked for this project to get rid of the toll. | See comment #3 |
| 1416 | Isabella G | 3/9/2023 | Email | Bike/ped safety | Mobilize35 Program Manager Tommy Ahng. I need to bike to work and I don't want a highway expansion Isabella G | See Comment #30 |
| 1417 | Isabelle Gintepce | 3/9/2023 | Email | Air Quality/Noise | Hi TxDOT TxDOT, There are much better environmentally conscious options for alleviating traffic rather than making more lanes on an already huge and dangerous freeway. Large polluting highways is not what I want for Austin. Isabelle Gintepce | See Comment #34 |
| 1418 | Isabelle Healdick | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahng. Dear Mr. Ahng: I am a resident of the Cherrystone, and I OPPOSE the expansion of I-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 Healdick | See Comment #5 |
| | | | | Reroute to I-30 | 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. In 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 #3 |
| 1419 | Isabelle Healdick | | VOH | Do not widen/ho build | I am a resident of the Cherrystone, and I OPPOSE the expansion of I-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. In 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 I-30 | Instead, TxDOT should incentivize non-local traffic to take SR-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 Spyer | 1/20/2023 | MyCueX Website Comment Form | Regional Connectivity | I am a San Antonio resident who frequently visits Austin, taking taxis and flowers to I-35 only kicks our problem down the road. I and many others demand a rail service between the two closest 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 | Isaac Blackmore | 2/9/2023 | My and Online | General support | Currently, I-35 is a massive expense. Between 38th street and 40th street there are thousands of garages and cracks conditions for usual problems. Any improvement should be designed to prevent overflowing of these areas. Also, the proposed boulevard section of I-35 is a good idea to reduce noise. If it's 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 well done "light of ways" check out Buffalo Bayou in the heights in Houston. | See Comment #8 |
| 1422 | Ivy Kaiser | | | Do not widen/ho build | Hi 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 Retain35, 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 #30 |
| | | | | Air Quality/Noise | Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and creeks. | See Comment #34 |
| 1423 | Ivy Kaiser | | | Do not widen/ho build | Hi TxDOT TxDOT, Dear TxDOT, 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, Ivy Kaiser Ivy 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 Retain35, to be fully studied. | See Comment #4 |
| 1424 | J Erni Hundler | 1/25/2023 | MyCueX Website Comment Form | Air Quality/Noise | Thank you for the opportunity to comment the Draft Environmental Impact Statement for the I-35 Capital Express Central Project. TxDOT knows an excellent job doing what was told to do unfortunately that has precluded the evaluation 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 stability in central Austin. The CE Central Project will perpetuate and expand east west division in Central Austin and continue the Stegman 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 modal/mode transportation solutions within central Austin. | See Comment #34 |

| ID | Committer Name | Date Received | Source | Type | Comment | Response |
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| 1425 | Erin Hanke | | | Do not widen/ho build | <p>Re: I35 Capital Express Central Project Draft Environmental Impact Statement</p> <p>I oppose the current proposal for the I35 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 Rediv35, to be fully studied.</p> <p>In particular, I want to see all of I-35 ADP/ETP TxDOT projects with the current right of way. Eliminating wide multi-lane lanes would allow widening with 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.</p> <p>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, weaving sections of cities and despoiling through 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.</p> | See Comment #5 |
| | | | | Easy/Well Connectivity | The proposal would perpetuate and exacerbate obstructions to east-west communication. It would prevent 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, noise, and noise pollution, health impacts; heat island impacts; and vehicle crashes and would come with unrestrained loads to the communities communities on both sides of the highway. | See Comment #34 |
| 1426 | Jin | 3/7/2023 | Email | Do not widen/ho build | <p>Multi35 Program Manager Tommy Alving,</p> <p>Hi,</p> <p>I would just like to note my disapproval of the proposed expansion of I-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.</p> <p>A concerned teenager in New York.</p> | See Comment #5 |
| 1427 | Jack Deats | 3/3/2023 | Email | 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. | See Comment #25 |
| 1428 | Bob Deats | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Alving,</p> <p>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 turned a highway running along the water. Now they have more open space and commercial development. Dallas and Houston had big dig and added a park on top of their sewage treatment plants. Bob Deats</p> | 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 I-35 through Austin is the worst possible option. | See Comment #25 |
| 1429 | Jack Esberg | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Alving,</p> <p>I am a resident of my neighborhood near I-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 carshare (like a taxi) to reduce traffic. Slowly 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 freeways, which cost taxpayers, and are proven to choke the Dallas and Houston to make things worse for pedestrians and our 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.</p> | 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 | Lane/Induced Demand | Hi! I'm an Austin resident and have the following questions about the I-35 expansion project. 1. Do you expect the expansion 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 Laurer | 1/31/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Laurer Sent from my iPhone | See Comment #6 |
| 1432 | Jack McDonald | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 1433 | Jack Parkow | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Alving,</p> <p>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 Bureau of parks, adding another lane will make traffic WORSE in both the short and long run!</p> <p>Jack Parkow</p> | See Comment #5 |
| | | | | Public Transit / Multimodal Transportation | That money would 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's also cost less road maintenance is much more expensive and unpredictable than rail maintenance. Reconsider this egregious foolish expansion. | See Comment #13 |
| 1434 | Jack S | 3/2/2023 | Email | Air Quality/Noise | <p>Multi35 Program Manager Tommy Alving,</p> <p>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.</p> | See Comment #34 |
| 1435 | Jack Simmons | 3/1/2023 | Email | Do not widen/ho build | <p>Multi35 Program Manager Tommy Alving,</p> <p>I OPPOSE TxDOT's plans for I-35 and I-35/90/90E expansions. I am for rethick 325 proposed, turning the I-35 into a boulevard. The I-35 greatly impacts racial segregation in Austin lanes, and enlarging it would foster further segregation in Austin. Segregation was deemed illegal on May 18 1968, during the case of Plessy vs. Ferguson. I highly encourage you to follow the law and not make a legal 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 all damage of all Austin's community, make Austin a better place and please don't do this. I am currently enrolled in Big grade at St. Andrew's episcopal school and am currently running a school project on how without the I-35 being enlarged it will heavily impact 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</p> | See Comment #5 |
| 1436 | Jack Spence | | My own idea | Do not widen/ho 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 W to I-35 already exists for that purpose. TxDOT is either completely uneducated about induced 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 for traffic, like public transit and safe bike lanes. | See Comment #13 |
| 1437 | Jack Tunk | | McCuq's Website Comment Form | Lane/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 save 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 | 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 I-35, and I am concerned that now is the time for the 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 residents 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. DK | See Comment #6 |
| 1439 | Jackie Ahmad | 3/7/2023 | Email | Community Alternatives | <p>Re: TxDOT</p> <p>Placing a freeway freeway divides the city in half it 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 corridors that is already scarce in the city and make all of the lanes in downtown worse. This would absolutely decrease the living standards of residents and do nothing to reduce traffic congestion. This would also be a massive waste of money and I'd question the motivations of TxDOT in pursuing this project at all. Austin is a fast growing city and I'd hope that people want to live and work in the city itself. The only solution to traffic congestion is to prevent or transit. I ask that Reconnect Austin and Rediv35 plans be considered and that TxDOT listen to the people who live in the city about what we want or only to look like it would expand to continue to look like the road project that should never have been built in that location in the first place. Our not to decide 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.</p> | See Comment #4 |

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| 1454 | Jacob Harwell | 3/2/2023 | Email | Public Transit / Multimodal Transportation | <p>Multi35 Program Manager Tommy Ahlgrin,</p> <p>Dear TxDOT,</p> <p>We Americans have seen time and again that the continued focus on car-based infrastructure harms our health, our communities, and our pocketbooks. 100 years ago Austin made a huge mistake and chose the car over public transportation, as part of a more sweeping by auto manufacturers to disfranchise citizens of their public spaces and freedom to move. Capitalize on the time being to pay a \$200/mo subscription fee (costs associated with my car) is a "free" we 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 stops a hundred on a century 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're 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 discourage driving.</p> <p>Jacob Harwell</p> | See Comment #13 |
| 1455 | Jacob Hendrickson | | | <p>Do not widen/ho build</p> <p>Capex/Deck Phases</p> | <p>As a life long Austinite I feel strongly that expanding 35 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.</p> <p>Thank you,</p> <p>Jacob Hendrickson</p> <p>Rather I believe Austin would benefit from 1st and 2nd Lane Bikes in Airport Blvd. And as Austin grows 15164 closing existing Airport Blvd to 290 as well, and routing trucks to SH 130.</p> | See Comment #5 |
| 1456 | Jacobs Ostrowski | 3/7/2023 | Email | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahlgrin,</p> <p>We don't need more cars. DO NOT TOUCH 35</p> <p>Jacobs Ostrowski</p> | See Comment #5 |
| 1457 | Jacob Shuts | | | <p>Do not widen/ho build</p> <p>Multimodal Transportation</p> <p>community alternatives</p> | <p>Hi TxDOT TxDOT, Matt,</p> <p>I am writing to you today to express my opposition to the 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, causes 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.</p> <p>Thank you, Jacob Shuts</p> <p>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.</p> <p>I propose you to invest in a near-term future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and Metro35, to be fully studied and invested in.</p> | See Comment #5 |
| 1458 | Jacob Washell | 2/23/2023 | Email | Labor/Inbound Demand | <p>Hi TxDOT TxDOT,</p> <p>I urge you NOT to widen 355. It will not help traffic; it will only encourage even more car travel. This is a step in the WRONG direction for Austin.</p> <p>Jacob Washell</p> | See Comment #18 |
| 1459 | Jacqueline Gahan | 3/7/2023 | Email | Business/residential displacement | <p>Good morning,</p> <p>I'm writing to express my extreme opposition to the current plan for expanding 355. I am a parent whose children have been attending Escuela del Alma since 2019. Escuela del Alma is a Spanish immersion preschool located at 3109 N. Reunion 35. The current plan would bulldoze our beloved little school. The school is located in an area that is easily accessible by both parents and teachers. Our teachers, who are mostly 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 children's entire lives are already being 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.</p> <p>Thank you,</p> | See Comment #21 |
| 1460 | Jacqueline Grebe | 3/7/2023 | Email | Community Alternatives | <p>Hi TxDOT TxDOT,</p> <p>I don't think widening 35 is a good idea. We did that with Major and it was awful. I oppose expanding 355.</p> <p>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.</p> <p>The project will discourage walking and bicycling and transit use.</p> <p>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 Metro35, to be fully studied and implemented.</p> | See Comment #4 |
| 1461 | Jacqueline Hunt Bradley | 2/8/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners,</p> <p>Thank you for recognizing that 35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.</p> <p>Accordingly, I am writing today to express my complete support for the 35 Capital Expense Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 1462 | Jacqueline Thomas | | VGR | <p>Do not widen/ho build</p> <p>Racial justice</p> | <p>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.</p> <p>Now is the time to double down on roadway infrastructure, rather, it's time to look toward public transportation and to bring the two sides of Austin together after an many decays of roadway/entire neighborhoods. Your proposed divestment of the neighborhoods on the east side is shameful. Please stop and join the 21st century!</p> | See Comment #5 |
| 1463 | Jacque Frasier | | | <p>Labor/Inbound Demand</p> <p>Public Transit / Multimodal Transportation</p> | <p>Multi35 Program Manager Tommy Ahlgrin,</p> <p>I read a Houston, Texas for 20 years and have been frustrated how widening highways does it reduce traffic. It in fact has the exact opposite impact and increases traffic!</p> <p>Jacque Frasier</p> <p>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 EASY made via bus, bike, net or walking.</p> | See Comment #18 |
| 1464 | Jack Shaffer | 2/8/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners,</p> <p>Thank you for recognizing that 35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.</p> <p>Accordingly, I am writing today to express my complete support for the 35 Capital Expense Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| | | | | Bike/ped safety | <p>We have lived on Whitehead Rd since the late 1970s. We are one of many families that live in the blocks surrounding Whitlire Boulevard and Schaffer Avenue, and 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-calmed throughways that these two streets provide, in the face of the design for the new 355 project. We ask that the City and TxDOT support efforts to mitigate the increased motor vehicle traffic anticipated in the proposed throughways that will meet the goals of the 355 project: 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.</p> <p>We believe that our recommendations will encourage connectivity-while preserving the safety of our 200+ residential streets.</p> <p>It is our understanding that TxDOT has proposed a possible design for the expansion of 355 through our city area that would convert Whitlire 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 4544 Street from the west side of 355 across the Interstate to the east side to join Whitlire Boulevard and Schaffer Avenue in a continuing connective line to Airport Boulevard.</p> <p>The neighbors most affected by this proposal are the residents of the Schaffer/Whitlire 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, Magnwood Elementary, is here to guide them 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 way 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 cutthrough in a misperceived Dodge/expense way to avoid extra stoplights. Such traffic always 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.</p> | See Comment #30 |

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| 1460 | Jessica Fayhan | | Comment Form | Wiliams | In addition, Williams Boulevard and Schaeffer 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 135 project's intended positive from employment in East Austin's collective gathering spot. It provides a much-needed 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 uniting many neighborhoods in addition to its own, adding cohesion 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 baseball and flag football, tennis courts, and tracks and trails used by pedestrians for exercise and to walk their dogs. These pedestrians—mothers with strollers, dog owners, entire families of accompanying kids, elderly members—have also walked from their neighboring homes to reach the park. To jeopardize their safety and render the park non-accessible would be worse than a mistake. It would mean discouraging their well-being by a measurement that we sure the City of Austin does not intend to endorse. These events, in which we have invested time, money, energy, and dedication to developing and maintaining happy lanes, pedestrian-friendly walkways, and controlled speed limits, must not be sacrificed to irrelevant concerns. We request that you mitigate these dangers by diverting traffic at the 135 opening of Williams Boulevard where it would overlap with the west side of the Interstate with light trails, so that cut-through traffic could not enter Williams from the 42nd Street connector but would be compelled to 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 bicyclists who take advantage of our streets, can continue their activities safely. It seems a small price to remove the safety of children, pedestrians, and the public events of Patterson Park. Thank you for considering our request for support. | See Comment #9 |
| 1466 | Jake Spidle | 3/7/2023 | Email | Do not widen/build | <ul style="list-style-type: none"> +I oppose this plan for expanding I-35. +I don't need congestion at least every 1.4 miles. +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 need to travel around Austin on an interstate highway, whether it is a 4 or 6 lane or 8 or 10 lane or 12 lane or 14 lane or 16 lane or 18 lane or 20 lane or 22 lane or 24 lane or 26 lane or 28 lane or 30 lane or 32 lane or 34 lane or 36 lane or 38 lane or 40 lane or 42 lane or 44 lane or 46 lane or 48 lane or 50 lane or 52 lane or 54 lane or 56 lane or 58 lane or 60 lane or 62 lane or 64 lane or 66 lane or 68 lane or 70 lane or 72 lane or 74 lane or 76 lane or 78 lane or 80 lane or 82 lane or 84 lane or 86 lane or 88 lane or 90 lane or 92 lane or 94 lane or 96 lane or 98 lane or 100 lane or 102 lane or 104 lane or 106 lane or 108 lane 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lane or 2180 lane or 2182 lane or 2184 lane or 2186 lane or 2188 lane or 2190 lane or 2192 lane or 2194 lane or 2196 lane or 2198 lane or 2200 lane or 2202 lane or 2204 lane or 2206 lane or 2208 lane or 2210 lane or 2212 lane or 2214 lane or 2216 lane or 2218 lane or 2220 lane or 2222 lane or 2224 lane or 2226 lane or 2228 lane or 2230 lane or 2232 lane or 2234 lane or 2236 lane or 2238 lane or 2240 lane or 2242 lane or 2244 lane or 2246 lane or 2248 lane or 2250 lane or 2252 lane or 2254 lane or 2256 lane or 2258 lane or 2260 lane or 2262 lane or 2264 lane or 2266 lane or 2268 lane or 2270 lane or 2272 lane or 2274 lane or 2276 lane or 2278 lane or 2280 lane or 2282 lane or 2284 lane or 2286 lane or 2288 lane or 2290 lane or 2292 lane or 2294 lane or 2296 lane or 2298 lane or 2300 lane or 2302 lane or 2304 lane or 2306 lane or 2308 lane or 2310 lane or 2312 lane or 2314 lane or 2316 lane or 2318 lane or 2320 lane or 2322 lane or 2324 lane or 2326 lane or 2328 lane or 2330 lane or 2332 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lane or 2488 lane or 2490 lane or 2492 lane or 2494 lane or 2496 lane or 2498 lane or 2500 lane or 2502 lane or 2504 lane or 2506 lane or 2508 lane or 2510 lane or 2512 lane or 2514 lane or 2516 lane or 2518 lane or 2520 lane or 2522 lane or 2524 lane or 2526 lane or 2528 lane or 2530 lane or 2532 lane or 2534 lane or 2536 lane or 2538 lane or 2540 lane or 2542 lane or 2544 lane or 2546 lane or 2548 lane or 2550 lane or 2552 lane or 2554 lane or 2556 lane or 2558 lane or 2560 lane or 2562 lane or 2564 lane or 2566 lane or 2568 lane or 2570 lane or 2572 lane or 2574 lane or 2576 lane or 2578 lane or 2580 lane or 2582 lane or 2584 lane or 2586 lane or 2588 lane or 2590 lane or 2592 lane or 2594 lane or 2596 lane or 2598 lane or 2600 lane or 2602 lane or 2604 lane or 2606 lane or 2608 lane or 2610 lane or 2612 lane or 2614 lane or 2616 lane or 2618 lane or 2620 lane or 2622 lane or 2624 lane or 2626 lane or 2628 lane or 2630 lane or 2632 lane or 2634 lane or 2636 lane or 2638 lane or 2640 lane or 2642 lane or 2644 lane or 2646 lane or 2648 lane or 2650 lane or 2652 lane or 2654 lane or 2656 lane or 2658 lane or 2660 lane or 2662 lane or 2664 lane or 2666 lane or 2668 lane or 2670 lane or 2672 lane or 2674 lane or 2676 lane or 2678 lane or 2680 lane or 2682 lane or 2684 lane or 2686 lane or 2688 lane or 2690 lane or 2692 lane or 2694 lane or 2696 lane or 2698 lane or 2700 lane or 2702 lane or 2704 lane or 2706 lane or 2708 lane or 2710 lane or 2712 lane or 2714 lane or 2716 lane or 2718 lane or 2720 lane or 2722 lane or 2724 lane or 2726 lane or 2728 lane or 2730 lane or 2732 lane or 2734 lane or 2736 lane or 2738 lane or 2740 lane or 2742 lane or 2744 lane or 2746 lane or 2748 lane or 2750 lane or 2752 lane or 2754 lane or 2756 lane or 2758 lane or 2760 lane or 2762 lane or 2764 lane or 2766 lane or 2768 lane or 2770 lane or 2772 lane or 2774 lane or 2776 lane or 2778 lane or 2780 lane or 2782 lane or 2784 lane or 2786 lane or 2788 lane or 2790 lane or 2792 lane or 2794 lane or 2796 lane or 2798 lane or 2800 lane or 2802 lane or 2804 lane or 2806 lane or 2808 lane or 2810 lane or 2812 lane or 2814 lane or 2816 lane or 2818 lane or 2820 lane or 2822 lane or 2824 lane or 2826 lane or 2828 lane or 2830 lane or 2832 lane or 2834 lane or 2836 lane or 2838 lane or 2840 lane or 2842 lane or 2844 lane or 2846 lane or 2848 lane or 2850 lane or 2852 lane or 2854 lane or 2856 lane or 2858 lane or 2860 lane or 2862 lane or 2864 lane or 2866 lane or 2868 lane or 2870 lane or 2872 lane or 2874 lane or 2876 lane or 2878 lane or 2880 lane or 2882 lane or 2884 lane or 2886 lane or 2888 lane or 2890 lane or 2892 lane or 2894 lane or 2896 lane or 2898 lane or 2900 lane or 2902 lane or 2904 lane or 2906 lane or 2908 lane or 2910 lane or 2912 lane or 2914 lane or 2916 lane or 2918 lane or 2920 lane or 2922 lane or 2924 lane or 2926 lane or 2928 lane or 2930 lane or 2932 lane or 2934 lane or 2936 lane or 2938 lane or 2940 lane or 2942 lane or 2944 lane or 2946 lane or 2948 lane or 2950 lane or 2952 lane or 2954 lane or 2956 lane or 2958 lane or 2960 lane or 2962 lane or 2964 lane or 2966 lane or 2968 lane or 2970 lane or 2972 lane or 2974 lane or 2976 lane or 2978 lane or 2980 lane or 2982 lane or 2984 lane or 2986 lane or 2988 lane or 2990 lane or 2992 lane or 2994 lane or 2996 lane or 2998 lane or 3000 lane or 3002 lane or 3004 lane or 3006 lane or 3008 lane or 3010 lane or 3012 lane or 3014 lane or 3016 lane or 3018 lane or 3020 lane or 3022 lane or 3024 lane or 3026 lane or 3028 lane or 3030 lane or 3032 lane or 3034 lane or 3036 lane or 3038 lane or 3040 lane or 3042 lane or 3044 lane or 3046 lane or 3048 lane or 3050 lane or 3052 lane or 3054 lane or 3056 lane or 3058 lane or 3060 lane or 3062 lane or 3064 lane or 3066 lane or 3068 lane or 3070 lane or 3072 lane or 3074 lane or 3076 lane or 3078 lane or 3080 lane or 3082 lane or 3084 lane or 3086 lane or 3088 lane or 3090 lane or 3092 lane or 3094 lane or 3096 lane or 3098 lane or 3100 lane or 3102 lane or 3104 lane or 3106 lane or 3108 lane or 3110 lane or 3112 lane or 3114 lane or 3116 lane or 3118 lane or 3120 lane or 3122 lane or 3124 lane or 3126 lane or 3128 lane or 3130 lane or 3132 lane or 3134 lane or 3136 lane or 3138 lane or 3140 lane or 3142 lane or 3144 lane or 3146 lane or 3148 lane or 3150 lane or 3152 lane or 3154 lane or 3156 lane or 3158 lane or 3160 lane or 3162 lane or 3164 lane or 3166 lane or 3168 lane or 3170 lane or 3172 lane or 3174 lane or 3176 lane or 3178 lane or 3180 lane or 3182 lane or 3184 lane or 3186 lane or 3188 lane or 3190 lane or 3192 lane or 3194 lane or 3196 lane or 3198 lane or 3200 lane or 3202 lane or 3204 lane or 3206 lane or 3208 lane or 3210 lane or 3212 lane or 3214 lane or 3216 lane or 3218 lane or 3220 lane or 3222 lane or 3224 lane or 3226 lane or 3228 lane or 3230 lane or 3232 lane or 3234 lane or 3236 lane or 3238 lane or 3240 lane or 3242 lane or 3244 lane or 3246 lane or 3248 lane or 3250 lane or 3252 lane or 3254 lane or 3256 lane or 3258 lane or 3260 lane or 3262 lane or 3264 lane or 3266 lane or 3268 lane or 3270 lane or 3272 lane or 3274 lane or 3276 lane or 3278 lane or 3280 lane or 3282 lane or 3284 lane or 3286 lane or 3288 lane or 3290 lane or 3292 lane or 3294 lane or 3296 lane or 3298 lane or 3300 lane or 3302 lane or 3304 lane or 3306 lane or 3308 lane or 3310 lane or 3312 lane or 3314 lane or 3316 lane or 3318 lane or 3320 lane or 3322 lane or 3324 lane or 3326 lane or 3328 lane or 3330 lane or 3332 lane or 3334 lane or 3336 lane or 3338 lane or 3340 lane or 3342 lane or 3344 lane or 3346 lane or 3348 lane or 3350 lane or 3352 lane or 3354 lane or 3356 lane or 3358 lane or 3360 lane or 3362 lane or 3364 lane or 3366 lane or 3368 lane or 3370 lane or 3372 lane or 3374 lane or 3376 lane or 3378 lane or 3380 lane or 3382 lane or 3384 lane or 3386 lane or 3388 lane or 3390 lane or 3392 lane or 3394 lane or 3396 lane or 3398 lane or 3400 lane or 3402 lane or 3404 lane or 3406 lane or 3408 lane or 3410 lane or 3412 lane or 3414 lane or 3416 lane or 3418 lane or 3420 lane or 3422 lane or 3424 lane or 3426 lane or 3428 lane or 3430 lane or 3432 lane or 3434 lane or 3436 lane or 3438 lane or 3440 lane or 3442 lane or 3444 lane or 3446 lane or 3448 lane or 3450 lane or 3452 lane or 3454 lane or 3456 lane or 3458 lane or 3460 lane or 3462 lane or 3464 lane or 3466 lane or 3468 lane or 3470 lane or 3472 lane or 3474 lane or 3476 lane or 3478 lane or 3480 lane or 3482 lane or 3484 lane or 3486 lane or 3488 lane or 3490 lane or 349 | |

| ID | Commenter Name | Date Received | Source | Detail | Topic | Comment | Response |
|------|-----------------|---------------|-----------------------------|--|-------|---|-----------------------------------|
| | | | | | | <p>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 follow its planned future trails as shown on the City of Austin (COA) Site 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 no mention or integration with the City of Austin's Corridors plans for Airport Blvd?</p> <p>4. The effort expended for improved design south of 35 S-27 has not been matched by efforts north of there. In particular, the environmental impact statement should address the change in wealth and demographic makeup in the areas in which design of addressing historical one-way roads. In particular, the 50 John's neighborhood remains cut off half with very little grade coverage in the current proposal. It is disingenuous at best to propose 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 135 road address where the affected communities have been displaced by, and address the continuing impacts of the 135 in those neighborhoods. Specifically, increased efforts should be made to provide at-grade connectivity for the 50 John's neighborhood. At present the proposal contains a pedestrian bridge which has ridiculous setbacks to access to one only look at the past bridge over Airport Blvd between 125 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.</p> <p>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 concrete underpasses any more wide, by using earth filled retaining, 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 western side of the freeway, creating usable connections to 45th street and Airport Blvd.</p> | |
| 1483 | James Houston | | | | | <p>6. TxDOT should work with the City of Austin to address access to the DeWitt 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 causes access into our neighborhood from Airport Blvd and westward; very difficult. A proper traffic light could improve this situation. Ideally at the Parkwood entrance, although that road should also be explored. Similarly the Burnwood Road entrance to DeWitt 2 is problematic to use due to traffic backing up, the current design does not provide any protection for traffic this side of our neighborhood, but also closes the Parkwood entrance which is much safer to use (especially if using any trailers). 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 Burnwood improved access, the neighborhood may prefer to support closing the Parkwood connector and even consider closing the Burnwood heritage road connection which would reduce dangerous speeding cut through traffic that splits into our residential streets as an impact of the 135 intersection. I take my daughter to and from school at Mapwood south of Airport; 135 traffic and the lack of traffic signals at Parkwood or Burnwood 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 (DeWitt 2) and the NDCNC letter.</p> | |
| 1484 | James Mackay | 3/7/2023 | Email | Route to 130 | | <p>Hi TxDOT/TxDOT, Please assess the 135 re-do through Austin enhances pedestrian and biking mobility in the city. I like that the plans include limiting below grade, but would like to see the gap expanded northward up to 38-113 Street. I don't think additional lanes through the center of our city is the solution. Encourage routing through traffic to SR-150. There had a central east Austin for over 25 years and this is a once in a generation opportunity to help right past mistakes dividing our city.</p> | See Comment #4 |
| 1485 | James Magness | 1/31/2023 | Email | General support | | <p>Dear Chairman Bugg and Commissioners, Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call to build and finance action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Central Express Center design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 1486 | James Mercurio | 3/7/2023 | Email | Public Transit / Multimodal Transportation | | <p>Multimodal Program Manager Tommy Ahlgrin, As a Texan, I oppose the 135 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 it can not even bus our people like they do in Europe and Asia? Put people first.</p> | See Comment #13 |
| 1487 | James Meyers | | | Public Transit / Multimodal Transportation | | <p>Multimodal Program Manager Tommy Ahlgrin, Expanding 135 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 users. Trains, buses, 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 135 downtown. Although not true to use any kind of intermodal highway to get across town. Period. State highways are one thing, but the intermodal system is really 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.</p> | See Comment 13 |
| | | | | Labor/Inbound Demand | | <p>I 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. Making more than one or two people at a time via train or light rail is a known way to reduce traffic congestion.</p> | See Comment #18 |
| 1488 | James Mercurio | 3/7/2023 | Email | General support | | <p>TxDOT must increase the capacity of 135. 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 Mercurio</p> | See Comment #8 |
| 1489 | James Montagna | 3/1/2023 | Email | Do not widen/no build | | <p>Multimodal Program Manager Tommy Ahlgrin, While I am not a resident of Texas I oppose the plans to expand 135. 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 135.</p> | See Comment #5 |
| 1490 | James Muggin | 3/7/2023 | MyCu24 Website-Comment Form | Do not widen/no build | | <p>No. This proposal won't solve any traffic problems. Let me ask: when we are born are we allowed to do lane to Walk or Ride a bike first? This proposal only cares about drivers and mostly prioritizes those going straight through the city.</p> | See Comment #5 |
| 1491 | James O'Leary | ----- | | Do not widen/no build | | <p>Hi, I am an Austin resident writing to express my strong opposition to the expansion of 135 through downtown Austin. This will displace neighborhoods and in the long term serve only to make traffic worse. Thank you, James O'Leary</p> | See Comment #5 |
| | | | | Public Transit / Multimodal Transportation | | <p>I am advocating instead for increased spending on public transportation options such as bus routes and light rail to reduce traffic on Austin roads</p> | See Comment #13 |
| 1492 | James Peacock | | | Do not widen/no build | | <p>Multimodal Program Manager Tommy Ahlgrin, My family 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 135, especially right through the middle of our quaint city! Obviously Texas would be amazing, but I'm not sure we're there yet as a transportation organization (organization). James Peacock</p> | See Comment #5 |
| | | | | Route to 130 | | <p>We love it here and I don't want to see Austin become another highway hell Houston. Please please at least reroute around the city, it's gotta be marginally better than this! And if not very worth the expense to us option. I'm opposed to TxDOT's plans for 135 and OPPOSE expansion in general. But for the love of God/eternity/money, please please think of your citizens and at the very bare minimum I'd accept rerouted expansion plan.</p> | See comment #3 |
| 1493 | James Poyner | 3/7/2023 | Email | Do not widen/no build | | <p>Multimodal Program Manager Tommy Ahlgrin, The process will be miserable and the end result will be lacking. The city deserves better. James Poyner</p> | See Comment #5 |
| 1494 | James Robertson | 2/23/2023 | Email | Do not widen/no build | | <p>Hi TxDOT/TxDOT, I oppose expanding 135. Please send through traffic to 41 want community alternatives to expansion, including Reconnect Austin and Reconnect35, to be fully studied James Robertson</p> | See Comment #5 |
| | | | | | | <p>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 (Identified 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)Hurt To Much, Done Too Little 3)Austin's Original Sin - Prepaid 4)How to Make a Bad Project Better While my general comments apply to the 135 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 warning transportation planners. The DEIS looks at induced growth only in the 38,382 acre Area of Impact (AOI). TxDOT concludes that the project will induce minimal growth because the AOI (about 40 square miles) is already largely urbanized. That is like telling a man that he has new hair as long as he has hair, while ignoring the fact that the new hair has a good chance of falling out. 2)Hurt To Much The project will have minimal induced growth in the already urbanized core of Austin. The true induced growth - and all the effects that will come with it (increased congestion, loss of open space and habitat, increased greenhouse gases, etc.) - will occur in the areas made more attractive to development directly because of the project. Does TxDOT seriously think that the suburban sprawl of Austin towards Drisping Springs, Spicewood, Egli, and Bastrop would have occurred without the creation of highway 290 West, 71 West, 200 East, and 71 East? 2)Hurt To Much, Done Too Little</p> | See Comment #5 |
| 1495 | James Robertson | 2/24/2023 | Email | Do not widen/no build | | <p>The DEIS examines the important issue of induced growth warning transportation planners. The DEIS looks at induced growth only in the 38,382 acre Area of Impact (AOI). TxDOT concludes that the project will induce minimal growth because the AOI (about 40 square miles) is already largely urbanized. That is like telling a man that he has new hair as long as he has hair, while ignoring the fact that the new hair has a good chance of falling out. 2)Hurt To Much The project will have minimal induced growth in the already urbanized core of Austin. The true induced growth - and all the effects that will come with it (increased congestion, loss of open space and habitat, increased greenhouse gases, etc.) - will occur in the areas made more attractive to development directly because of the project. Does TxDOT seriously think that the suburban sprawl of Austin towards Drisping Springs, Spicewood, Egli, and Bastrop would have occurred without the creation of highway 290 West, 71 West, 200 East, and 71 East? 2)Hurt To Much, Done Too Little</p> | See Comment #5 |
| 1496 | James Sappo | ----- | | My Own Labor/Inbound Demand | | <p>I am strongly opposed to the expansion of 135 through Austin. An expansion will do irreparable harm to the people and businesses of Austin, and -- as with every other intermodal expansion -- will not alleviate traffic (due to induced demand).</p> | See Comment #5 See Comment #18 |

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| 1497 | James Simmons | 1/5/2023 | McClure Website Comment Form | 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 massive inflexible opportunity to replace the degraded nature of the city, and to enable higher quality of life for those long commuters and anyone driving anywhere near it. It seems unbelievable that those invested would the enjoyment of the benefits of being in the city, the expense of I-35 expansion, without affecting those who need to use it for commercial reasons. Bury the highway and cap and ditch its necessary to enable free access across the I-35 for those who live, work or simply have to get across it. There is no price for such a highway to be able to be shifted in the downtown area or the midtown or added from world. Please, please, please what can be achieved by this project. Adding lanes is not a modern or effective solution. | See Comment #25 |
| 1498 | Janet Van Dierken back | 2/24/2023 | Email | General support | It is way past time for this project to get started. All of the folks 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 astronomically 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 the whole highway general area on the being proposed to be covered with a park. I can't even conceive the number of deaths that would occur when this happens. Not to mention 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 & their well price it James | See Comment #6 |
| 1499 | Jani Sims | 3/3/2023 | Email | General Support | The PDF is located in the public hearing summary, appendix F. The Texas State Council of Arts (TSCA) is writing on behalf of over 1,000 members of the commercial real estate industry, to express our full support for the H 35 Capital Express design as shared by the Texas Department of Transportation (TxDOT) in January 2023. Attached is TSCA's letter of support. Thank you for your dedication to serving the citizens of Texas. Jani Sims Director of Policy and Government Affairs | See Comment #8 |
| 1500 | Janis Abbott | 2/3/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Janis Abbott | See Comment #6 |
| 1501 | Janis Carroll | 2/6/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Janis Carroll Investment Analyst Stoneware Capital Partners | See Comment #6 |
| 1502 | Jani Mendicino-Chandice | 2/9/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 1503 | Jan Weason | 3/7/2023 | McClure Website Comment Form | Do not widen/ho 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 Brichum | | | Do not widen/ho build | Hi TxDOT/TxDOT, I am opposed to the current proposal for an I-35 expansion through downtown Austin. The road was built with the vision of our beautiful city in mind, this proposal further 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've commuted Austin and DFW, and have experienced a a day-to-day basis the horrors of TxDOT construction projects, which seem to never end. Please, we're a beautiful city here. Your project is 100% concerned and extremely obscene, in the most concrete (ha)ha of ways. Jana Brichum Jana Brichum | See Comment #5 |
| 1505 | Jane | 2/26/2023 | McClure Website Comment Form | Public Justice | With I-35 available as an option, we have to opportunity to head the fear of H 35, putting local traffic below ground and highway traffic around the city. | See Comment #3 |
| 1506 | Jane Lindquist | 1/4/2023 | Email | General support | Please reconsider your plan to add 2 lanes of street level to East side of 38 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 top 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 #6 |
| 1507 | Jane Montalvo | 1/31/2023 | Email | General support | I attach comments on A0.2, A0.3 is similar but better access for pedestrian with past bridges at "attractor" (food/home/entertainment). Elevated roadway structures will be closed during cold moist weather. They will limit capacity. | See Comment #6 |
| 1508 | Jane Pearl | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 1509 | Janel | 1/23/2023 | Email | Parks | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Pearl | See Comment #150 |
| 1510 | Janel Durin | 2/21/2023 | VOH | General support | 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. Janel Evans, Cherrywood Neighborhood Sent from Mail for Windows | See Comment #6 |
| 1511 | Janel Evans | 2/10/2023 | VOH | Bike/ped safety | Good on the presentation with maps and documents. I fully support the entire process - this presentation has changed my mind. The alternative 3 proposed with the additional open spaces from the city of Austin now seems to be the best option 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 outside 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 just Airport Blvd. continues the same and correct 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 #30 |
| 1512 | Janel Wablow | 1/12/2023 | Email | General support | Opening up traffic thro the Schaeffer neighborhood would increase traffic that would be dangerous to children who walk to and for in 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 #6 |
| 1513 | Janel Zetler | 2/25/2023 | Do not widen/ho 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 |
| 1514 | Janelle Biddy | | McClure Website Comment Form | Public Transit / Multimodal Transportation | I oppose expanding I-35. I oppose 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 more road bike. Good street coverage should be at least every 1/4 mile. All new high-speed roadways in Austin should be designed for 25mph and be safe for all road users. Expansion will worsen traffic and create other problems, including noise, increased pollution, health impacts, heat island problems, 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 MetroVIA, to be fully studied. | See Comment #13 |
| 1515 | Janelle Wiloughby | 1/13/2023 | Email | General support | The proposed highway should include bike lanes, not TxDOT should pay for it, as first proposed. | See Comment #125 |
| 1516 | Janelle Mackie | 2/7/2023 | Email | General support | There should be adequate environmental studies to ensure the health of our waterways. | See Comment #6 |
| 1517 | Jacqueline Gallegos | 3/7/2023 | Email | Labor/Inland Demand | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Janelle Wiloughby | See Comment #6 |
| 1518 | Janelle Mackie | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive 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 headache 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 an expensive global warming and climate catastrophe. I appreciate your consideration of this. Sent from Yahoo Mail on iPhone | See Comment #18 |
| 1519 | Jacqueline Gallegos | 3/7/2023 | Email | Labor/Inland Demand | MetroVIA Program Manager Victoria Aragon. 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. Jacqueline Gallegos | See Comment #26 |

| 1518 | Jared Lindsey | 2/4/2023 | McClure's Website Comment Form | 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 you finish you have to start again. | See comment #1 |
|------|------------------|---------------|--------------------------------|-----------------------------------|--|------------------|
| 1519 | Jared Nations | 3/3/2023 | Email | Route to I-35 | Mobile35 Program Manager Tommy Arango. I am a resident of Austin and I'd like to make it known that I strongly oppose OD 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 merge traffic well. LA, Atlanta, Houston, the list goes on. Austin has a chance to be a showcase of positive change where the stakeholders of the city get to promote the well-being and long-term health of the city. Do not expand I-35. It will not be a long-term solution. Build another highway like proposed SH-130 for commuter traffic. Many Austin need Jared Nations | See Comment #3 |
| 1520 | Jared Thomas | | | Do not widen/no build | Mobile35 Program Manager Tommy Arango. 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. Small downtowns don't have highway running right through the middle of them. We've seen many other cities do this issue, some better than others, and I suggest we borrow from those projects that have gone well and learn from other cities' mistakes. Heavy 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 realize that we wish the project not to make the traffic around the city center complex. | See Comment #5 |
| | | | | Route to I-35 | 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 |
| | | | | Capex/Deck Phases | 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 #2 |
| 1521 | Jared Davis | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jared Davis, Commercial Examiner, Heritage Title Company of Austin, TX. jared@heritagetransfer.com 512.454.1234 Austin, TX. PLEASE jared@heritagetransfer.com PLEASE jared@heritagetransfer.com 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 closest team to confirm the wire instructions before wiring your funds. Please ensure your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right to privacy. We will not disclose your information to any third party without your consent. If you have any questions, please contact our customer support team. If you are unable to contact our customer support team, please contact our privacy officer at privacy@heritagetransfer.com . Data associated with a review 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 its clients. Any confidentiality or privilege will not be 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, 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 512.454.1234 . Delete this email, and destroy all copies and any attachments. Thank you for your consideration. | See Comment #6 |
| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
| 1522 | Jared Bernsper | | | Do not widen/no build | Mobile35 Program Manager Tommy Arango. I am an independent researcher in the Philippines with an interest in urbanism. I grew up in California, underwent a haven of car culture, and having spent a watershed 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. Jared Bernsper | See Comment #5 |
| | | | | Community alternatives | The downtown area does not need to have its viability undermined by a high asphalt canyon, nor its residents suffering from asthma. The downtown area deserves a fitting welcome, linear park, and train line open to some. State Highway 120 should be redesigned as Interstate 35. The current TxDOT plans also do not take into account induced demand. Please open to the current alternatives that many Austin residents have offered. | See Comment #4 |
| 1523 | Jessyeth d'Orion | 2/16/2023 | VOH | Do not widen/no build | Please don't expand 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 | Do not widen/no build | Mobile35 Program Manager Tommy Arango. 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 | Jessina | 2/11/2023 | McClure's Website Comment Form | Regional Connectivity | Light rail connecting San Antonio and Austin | See comment #1 |
| 1526 | Jason Ballard | 1/30/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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, ballard@wilson.com 512.454.1234 | See Comment #6 |
| 1527 | Jason Beers | 3/6/2023 | McClure's Website Comment Form | 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 #6 |
| 1528 | Jason Biggeman | 3/7/2023 | Email | Lower Speed Limits | Dear I-35 Capital Express Central, Dear 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. We feel confident in the fact that, from having the fear moving here relative just feel safe from us. But if you see they are there, and if you see someone 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 necessarily more important than congestion and cost the people of the Austin region more - using National Safety Council's costs of crashes methodology to compare to Texas A&M Transportation Institute congestion methodology. The Texas Transportation Commission, Minutes Order 12483, 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 road vehicle crashes can be prevented, thereby reducing fatalities. It is further ordered that the division and district of the department and agencies 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 quality of the facility and vehicle choices that would result from cost-benefit analysis having the goal as the top purpose and need of the 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 Biggeman | See Comment #305 |
| 1529 | Jason Burroughs | | | 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 DES, 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 by reducing the speed limits on the highway and access roads. • The project itself would require 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 1930s rail 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 02-2/23-2023, including: • Ensure that all crossings between State and U.S. 290 are at grade. • Work with the North Loop neighborhood associations to evaluate adding another full crossing (automobiles, bikes, and pedestrian lanes) between State 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 #9 |
| | | | | Later/induced demand | • Expanding the highway would not eliminate congestion due to induced demand. | See Comment #18 |
| | | | | Capex/Deck Phases | • 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 | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 1531 | Jason Diaz | 1/21/2023 | McClure's Website Comment Form | Regional Connectivity | I support commuter rail in San Antonio, Beasr and Comal county! | See comment #1 |
| 1532 | Jason F | 3/3/2023 | Email | None | I've ridden I-35, it's already noisy enough. My Henry street I cannot sleep in my unit because the cars outside are REALLY loud. Think this is a horrible idea. | See Comment #69 |

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| 1533 | Jason Paludi | 2/1/2023 | Email | General support | Dear Chairman Rugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for and demand action to transform this critical stretch of infrastructure into a roadway that self-accommodates the rapid and ongoing growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Corridor 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 to anyone. 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 Communications, LLC does not accept liability for any viruses or infections. | See Comment #8 |
| 1534 | Jason Grant | | Letter/Inbound Demand | Letter/Inbound Demand | Hi, as a former Austin resident 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 "yellow congestion" is like wanting obesity by increasing your BMI. We live a half century of experience showing that building more and wider roads encourages companies to drive more, creating a vicious cycle. Not to mention projects like this are incredibly expensive and cause pairs of traffic delays while they're under construction. For people who live in Austin, or even for the Dallas area trying to go south on I-35, not worth it. Expanding I-35 simply makes all this worse, 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 |
| | | | | Rebuttal to I-35 | You've already built a new 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. There's heat, pollution, and nearly unmanageable outside air. 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 | MCQ&E Website Comment Form | Capex/Deck Phases | We should have more cash bury the freeway in longer segments so we truly create connections between east and west! Every plan suggests TxDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state? | See Comment #42 |
| 1538 | Jason Hoffman | 3/7/2023 | MCQ&E Website Comment Form | Do not widen/hw 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 |
| 1537 | Jason K | | | Do not widen/hw build | Rebuilding Program Manager Tommy Ahng. I-35 through Austin should not be expanded at all. As a resident of Austin, I see 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 distance 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 closer to employment, shopping, and entertainment. The former is the one TxDOT seems to want to solve, but unfortunately we've seen the outcome when similar attempts have been made elsewhere. We need look no further than Houston to see a massive failure at a billion-dollar scale. The city there, we were promised that traffic would be solved if the freeway were 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 more time in traffic lanes. What was accomplished here? Nothing for the people. Thank for work. I understand that the Upper Deck is unworkable and needs to be either heavily reworked or removed entirely. Given that it is a gigantic expense 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 I support this proposal to getting one thing right: the section of I-35 between Marler Rd and 424 St to narrow enough that gaps and detours over the existing lower deck would be enough to realign 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 (Clear Creek to the Boulevard) is a tall order. To truly solve the damage the I-35 has done to East Austin, the appropriate solution has to be to narrow I-35 and replace it with a boulevard, berthing back the flow of East Austin being a major commercial hub for the city. A small commercial section of highway perhaps two lanes each way could exist under the boulevard if necessary, so long as it doesn't interfere with the boulevard above it meaning, cars cannot share a highway with a boulevard above them. This is a priority city center that should be developed as such a park. Other smart growth provides a high economic benefit, unlike a highway that only punts out the oilsters and offers primarily cancer to return. If the cost is \$8 billion for the project, that's going to displace 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 starting 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 its unwise tollgating, including the possibility of canceling the project entirely and going back to the drawing board to review a replacement that will improve quality of life for Austinites, not give a new cheer 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 incredibly harder to breathe and the constant noise is disturbing and makes it impossible to relax in the area. This is not a good environment for anyone, but none 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. Courtless studies have shown these correlations worse worldwide, and TxDOT should take this into consideration and cite our collective health as a revolving factor in cancelling this highway expansion. As a citizen of the earth that plans to last for a few more decades, I also see the destruction our indifference toward fossil fuels and climate change has caused. Obviously, most cars cannot gasoline (through a shrinking percentage of government subsidies) that temperature. | See Comment #34 |
| | | | | Roadway 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 ended at all costs. It should replace money that the planned I-35 expansion will further 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 offsets, every highway through a city remains a scar on our landscape and a painful reminder of the deplorable history of 20th-century "highway". | See Comment #3 |
| 1538 | Jason Kennedy | 3/6/2023 | Email | Public Transit/Multimodal Transportation | Rebuilding Program Manager Tommy Ahng. It's a long drive from Austin resident living in 78751. The city and the highway will be better if expanded. Traffic will remain and likely get worse. Please focus on improving other modalities, like bus transit, light rail and bike lanes. | See Comment #13 |
| 1539 | Jason Krato | 3/7/2023 | Email | Do not widen/hw build | Rebuilding Program Manager Tommy Ahng. I strongly oppose the I-35 expansion. I have lived in Dallas and seen that building endless highway benefits to one but the construction companies, decreases quality of life and damages the fabric of the community. It toggles my mind how we allocate so much funding to projects that become obsolete after years of obsolescence as soon as it's built. We should double the bid size of bridges that help provide time after time and come up with new innovations to improve our quality of life and mobility. Building a new urbanism monorail 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 building the highway industrial complex. | See Comment #5 |
| 1540 | Jason Krupka | 3/2/2023 | Email | Do not widen/hw build | Re TxDOT TxDOT. Please stop building roads that do nothing to ease congestion and further segregate communities. Jason Krupka | See Comment #5 |
| 1541 | Jason Krupka | | | Bike/wheel safety | Re TxDOT TxDOT. My cycling/making/jogging commutes are constantly interrupted by careless expansions by TxDOT to vehicular infrastructure. Despite paying at least my fair share for transportation infrastructure, my safety is treated as little more than a nuisance living these projects. Imagine taking out a highway bridge with no notice, leaving hundreds of motorists stranded, stuck, and frustrated. That's my daily life as highway projects destroy existing paths, expiring me and my family to increasingly dangerous situations. Highways are one of the deadliest from citizens interact with in their daily lives, yet we continue to expand them through densely populated areas. Jason Krupka | 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 sidewalks and bike paths for construction. | See Comment #13 |
| 1542 | Jason Quail | 3/7/2023 | MCQ&E Website Comment Form | General support | I support the plan and it's time to move forward. | See Comment #6 |
| 1543 | Jason Roth | 2/25/2023 | Email | Rebuttal to I-30 | 30. More immediately, please significantly increase 3+ wide trucks to use I-30 instead of DS. 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've did this, making up for the burden to date. This is an investment! Put more money into the pavement! | See comment #3 |
| 1544 | Jason Roth | 2/25/2023 | VOH | General support | 1. Love the decks / caps. Please consider entertainment / nightlife friendly caps between 3rd and 8th, which includes permanent street vendor / night market equipment like a permanent open street bar menu, LA farmers market and Barataria is nearby. The rest of the caps can be 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 DS bridge over downtown? Seems like a missed opportunity for an iconic bridge if not considered yet. 3. Please consider burying two layers of road (at least below ground) instead of one layer - including tolls + 3+ mile lanes on the lowest level to bypass main lanes and HOV from airport to holly, with the managed / main lanes as planned above that (at all times). Yes, this would create a buffer north/south of holly where both sets of options are possible, 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 nearside where as much development is projected. What a beautiful park cap that would make! | See Comment #8 |
| 1545 | Jason Sammons | 3/7/2023 | MCQ&E Website Comment Form | 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 unobstructed. There also needs to be bike lanes under the bridge as well as, since a safety user launch lanes on under and east of the bridge. The bridge also provides important structure for birds and aquatic life. | See Comment #150 |
| | | | | Hi itself! | A major source of congestion is the DS traffic is the trucking industry. Instead of 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 |
| 1546 | Jason Swank | 2/10/2023 | Email | Rebuttal to I-30 | | |
| 1547 | Javier Palomares | | Letter/Inbound Demand | Letter/Inbound Demand | Rebuilding Program Manager Tommy Ahng. 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 avoid 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 |
| | | | | Rebuttal to I-30 | The state should instead eminent domain DS-130 and make this an 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 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Responses |
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| 1554 | Jay Southworth | 2/7/2023 | Email | General support | Dear Chairman Rogg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for the repair and modernization of infrastructure via a roadway that will accommodate the rapid and increasing growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Jay and Nancy Southworth BE CAUTIOUS IF YOU CHOOSE TO REPLY Wiring funds create 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. CONFIDENTIAL 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 Protonmail. | See Comment #8 |
| 1555 | Jay Van Daley | 2/9/2023 | My email | 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 |
| 1556 | Ajaya Naabam | | McClure's Website Comment Form | Reverts to I-350 | I live at 1312 Norwood Road and have owned property in the Delwood 2 neighborhood since 1997, which is highly 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 moved off of I-35 and onto SH 130. Instead of I-35 expansion, I support proposals like those from Ruthless and Reconnect Austin. Let's reduce I-35 with a transit and pedestrian friendly Great Streets boulevard, similar to the original East Avenue that I requested. The current I-35 is a concrete embodiment of the racial and economic divide of 1950s Austin, and every 100 years later, it is a long overdue opportunity to reduce rather than expand these divides. | See comment #3 |
| 1557 | Ahina | 2/21/2023 | Email | Do not widen/no build | SH 130 cannot be removed, let's explore RLL buses through the entire Capital Corridor, do it for capital and safety. The Airport Blvd. vehicle, pedestrian and bicycle interactions should be of grade normal urban intersections. This will make it safe, logical and easy for pedestrians and cyclists to cross that intersection and will remain 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 critical to the proposed elevated stairways and overbridge ramps 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 Northward Greenway pedestrian/cycling path, paralleling Phyllis Avenue across I-35 into the neighborhood just west of Delwood 2 and I-35. | See Comment #13 |
| 1558 | | 3/5/2023 | Email | Do not widen/no build | Extend upper decker to Oltorf. Through traffic stays on upper decks, local traffic stays on existing lower lanes. Same footcure. No business displaced. Ease pass! | See Comment #5 |
| 1559 | Joan Do | | McClure's Website Comment Form | Do not widen/no build | Rebuild I-35 Program Manager Tommie Alving. I am a resident of Delwood 2 in Austin and I oppose TxDOT's plans for I-35 and I-10/90 expansion. I am for redesigning another highway such as SH-130 as an interstate, a public transit first project, or any other idea that avoids expanding I-35. The TxDOT's process in this project is flawed. I ignore 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 100 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 |
| 1560 | Ashley Swanson | 2/9/2023 | My email | 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 speculate future supporting Airport Blvd to I-350 4. Route trucks to SH 130 | See Comment #5 See Comment #42 See comment #3 |
| 1561 | Ashley Swanson | 2/28/2023 | Email | 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 will not... Reduce congestion now or in the future on I-35 or parallel neighborhood streets, which are already already over burdened. 3) Prohibit other commercial vehicles or bicycles in my neighborhood or for highway I-35/290. 4) noise from 17 miles of traffic will not be reduced. 5) all road work subsequent with City of Austin Transportation Department. 6) without effective mass transit and complete paid bus available traffic will not be reduced for even the current Austin population. 6) higher density in neighborhoods, traffic will not be reduced until 21 lanes. And, neighborhood traffic will increase with density and a growing population. 7) address the fact that I-35 and formerly E. Austin boulevard divide this city into 2 separated and unequal parts. So, how will higher density reduce congestion? Bottom line, this expense at TxDOT near considered reducing I-35 to only a cap? | See Comment #5 |
| 1562 | Jasmine Henry | 3/7/2023 | McClure's Website Comment Form | 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 sidewalks or sidewalks to make sure people can walk safely with 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. It is a waste of money to invest in this neighborhood, and we deserve to be safe. It is equally concerning, glaring and grossing rates. It is a risk to know that I moved 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 that our neighborhood, which this change will put in tremendous jeopardy. Thank you for listening to our voice. | See comment #300 |
| 1563 | Isabelle Palumbo | | McClure's Website Comment Form | Public Transit / Multimodal Transportation | Mass transit should be a priority over one lane in one vehicle so anything to make bus travel quicker such as bus only on 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 best used for the country! | See Comment #13 |
| | | | | Regional connectivity | If we cut I-35 lanes immediately, we should have bus only lanes so that I-35 becomes more advantageous to ride a bus between San Antonio, San Marcos, Austin, West, Dallas, etc. Senior citizens can't navigate the drive on I-35 when spending factor trailers, and pickup trucks are the norm. | See comment #1 |
| | | | | Bury/tunnel | We should have more buried freeway sections in the city in larger segments so east and west aren't cut off from each other. | See Comment #25 |
| | | | | Do not widen/no build | Dear Doug Butler: Following are my comments on the Draft Environmental Impact Statement for the I-35 Capital Express Corridor Project (EIS 290 East) to US 290 West/SH 11 (EIS1). 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 I-35 as a cyclist. I occasionally cross I-35 as a pedestrian. I previously served on the City of Austin's Downtown Commission, Parks Board, and Water Court Commission, all of which have impacts in the I-35 project area. Cumulative Effects The summary of cumulative effects (2.4.2.3, 2.5.18) and subsequent discussion under 3.18 has two defects: • The multidecade planning effort for the reconstruction of I-35 in Travis County only studied the work into three segments: North, Central, and South. This EIS 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 regeneration. • As discussed later in these comments, the DEIS rightfully evaluated the broader context impacts for this project on water resources, particularly with regard to contamination from the site and nearby parks. 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, Ph. I. Sae, M.S., World Economic Forum, The Particle Pollution may be Harmful to Freshwater and Estuary Ecosystems (Mar. 11, 2022), available at https://www.weforum.org/agenda/2022/03/the-particle-pollution-may-be-harmful-to-freshwater-and-estuary-ecosystems/ ; James Bondi, The Air Emerging From Our Backyards, Our Backyards, and Our Backyards, Nat'l Lib. of Medicine (1997), available at https://pubmed.ncbi.nlm.nih.gov/9218257/ ; Ward and Courchesne, J.J. Evans, Rubber Tree Leachates in the Aquatic Environment, Nat'l Lib. of Medicine (1997), available at https://pubmed.ncbi.nlm.nih.gov/9218257/ . | See Comment #5 |
| | | | | Reverts to I-350 | 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. Reconfiguration of SH 130). As noted in the DEIS, reconfiguration of SH 130 to the potential I-35/290 segment of I-35 from I-35 to SH 130 (2.1.1, p. 24-25). The opportunity cost of I-35 from I-35 to SH 130 was not included in the analysis as part of the DEIS. Thus, the Summary of Alternatives Considered on p. 5-3 through 5-6 and in Section 2.0 is deficient for having failed to analyze the SH 130 alternative. | See comment #3 |
| | | | | Stormwater and Water Resource Impacts | The stormwater plan does not provide for any detention (2.2.4, p. 25-36). The additional roadway construction 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 critical recreation waterbody. The increase in stormwater discharge velocity and quantity into Lady Bird Lake would adversely affect the water quality of the lake. The discussion of discharge 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. 28). 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 alternative. The DEIS fails to provide a description of a stormwater pollution prevention plan to be provided later in a supplemental report to provide the public with information on the stormwater pollution associated with this project so that they might provide informed comment on the DEIS (3.18.3, p. 290). | See Comment #125 |
| | | | | Water quality | As noted in the DEIS, part of the purpose of this project is to meet an expected increase in employment demand in Travis County of 907 percent compared to a population increase of 48 percent (p. 8-6). The employment growth in excess of population increase, 83.7 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 "Peak Hour Capacity" (p. 4-7). The increase in vehicle traffic will result in a foreseeable increase in particulate resulting from the use of tires and brakes that will be discharged into the Colorado River along with stormwater. Numerous studies have noted the danger the particulate pose to aquatic life (p. 1, see below). | See Comment #30 |
| | | | | Bicycle and Pedestrian Facilities | Regarding the proposed bicycle and pedestrian facilities (3.3, p. 42-48): I support the project's goal of improving East-West Connectivity and emergency response times across I-35 along the project corridor. The DEIS notes that "Generally, reliability decreases as one moves away from downtown" (p. 44). The DEIS does not, however, cite I-35's role in their 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 (MCK/10th Street) to the river had a long history of use by cyclists and pedestrians. Areas further away from downtown were built with both wide 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 MCK, 12th Street, 4th Street, and Woodland Avenue. If the City of Austin goes forward with its plan to install a cap over I-35 from Clear Creek to 4th Street for an expansion of Palm Park, there will be no need for a bicycle/pedestrian bridge at 3rd 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 |
| 1564 | Jo Do | | My email | Bike/safe | | See Comment #30 |

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| | | | | Racial justice | <p>Community Impact:</p> <p>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 OEIS should be amended to provide a more complete discussion of this divide.</p> <p>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 1970s, railroads came to Austin from the central corridor. 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 areas have been redeveloped for multifamily housing, retail, restaurant, and other modern commercial uses."</p> <p>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 sentence: "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."</p> <p>The section on homelessness does not discuss the recruitment and displacement of homeless people during reconstruction of I-35 (3.6.2.2.2, p. 75). The description of TxDOT's Mobility 35 (3.6.4.3, p. 83) 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 (2.4.3, p. 75)? Race and Ethnicity</p> <p>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.</p> | See Comment #3 |
| 1565 | Josh Tate | 1/21/2023 | MCi&E Website-Comment Form | Regional Connectivity | Build a rd betwween US | See comment #1 |
| 1566 | Jeff Coddington | 2/9/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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.</p> <p>I received real estate brokerage company one of the 2022 World's Most Ethical Companies® Jones Lang LaSalle. For more information about how JLJ processes your personal data, please click here. This email is for the use of the intended recipient 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 attachments 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.</p> | See Comment #6 |
| 1567 | Jeff Crow | 2/14/2023 | VQR | Do not widen/ho build | No higher no wider, and stop 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 | General support | I support the TxDOT changes to I-35 suggested. Sent from my iPhone | See Comment #6 |
| 1569 | Jeff Ditzel | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Ditzel</p> | See Comment #6 |
| 1570 | Jeff Frealick | 3/7/2023 | MCi&E Website-Comment Form | Rescue to I-30 | I oppose expansion of 35 through central Austin. We don't need more lanes. We need solutions to reduce commercial traffic around the city. Do not expand. Do not fix busheadways to relocate due to your short sighted plan. | See comment #3 |
| 1571 | Jeff Garnett | 2/10/2023 | Email | General support | <p>My Suggestion to Alleviate Congestion on I-35</p> <p>Simply put, make TOLL Road I-30 "FREE" for Tractors from outside Georgetown down to San Antonio. I would say 80% or more of the traffic on I-35 in and around Austin is "trou-traffic", i.e., they are not going to Austin but rather thru Austin, as I-35 runs from Canada to Mexico. It is a main artery through Texas for trucks and other vehicles going North or South of Austin.</p> <p>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.</p> <p>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 I-35. Also, lowering toll road fees would induce more drivers to take toll road route on I-35. Currently, Austin area toll roads are some of the highest rates in the state. This is the reason many drivers avoid the toll road, even though route is quicker.</p> <p>Building more lanes is not the answer, because you will never be able to keep up accommodate the population growth. In the time you can build more lanes, it is already outdated/inflexible because population will exceed your rate of growth estimates.</p> | See Comment #6 |
| 1572 | Jeff Horvath | ----- | | Do not widen/ho 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 |
| | | | | Rescue to I-30 | First, take thru traffic around the city. It would be better to key I-30 and make it a toll on I-35 and make I-30 free. The expansion of I-35 is a bandage that will be the beginning of endless 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 | Public Transit/Multi-modal Transportation | <p>Re: TxDOT TxDOT, Hello,</p> <p>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 energy- and carbon-intensive. Cities don't want to build around Austin on an interstate highway, whether in a car or by walking or biking. This project will discourage walking and bicycling and travel use. Wide parking highways through Texas 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 RailtoI35, to be fully studied and implemented.</p> <p>Thank you, Jeff McLaren Jeff McLaren</p> | See Comment #13 |
| 1574 | Jeff Meador | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 PROHIBITED AND CONFIDENTIAL</p> <p>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 constitute 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.</p> | See Comment #6 |
| 1575 | Jeff Nash | 2/1/2023 | Email | General support | Dear Chairman Bugg and Commissioners. Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 A. Nash President & CEO | See Comment #6 |
| 1576 | Jeff Reasmy | | MCi&E Website-Comment Form | Do not widen/ho build | <p>I'm a resident of Austin, in District 6. I already 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 residents rather than expanding an already massive car-centric highway through 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 infrastructure for local use, 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.</p> | See Comment #5 |
| | | | | Rescue to I-30 | 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 negotiating another highway such as SR-130 as an interstate, and redesign I-33 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 Wessell | 2/9/2023 | Phy and Co | Labelled/Inbound 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 quantum theory tell us it will make things worse. So why are we going to three expert, paid, expensive, and billions of dollars in the heart? The word 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 | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 |
| 1579 | Jeffrey Harrel | | | Do not widen/ho build | <p>Mobility35 Program Manager Tommy Horng.</p> <p>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 play and play in the place they live because you have chosen cars over people.</p> <p>Jeffrey Harrel</p> | See Comment #5 |
| | | | | Rescue to I-30 | Expanding the highway to put 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 diverts traffic around the city, so we can absolutely hear about I-35 through Austin entirely. | See comment #3 |
| 1580 | Jeffrey Horvath | 3/7/2023 | Email | Rescue to I-30 | <p>Re: TxDOT TxDOT,</p> <p>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.</p> <p>Jeffrey Horvath</p> | See comment #3 |
| 1581 | Jeffrey Puley | 3/7/2023 | MCi&E Website-Comment Form | General Support | <p>Dear Chairman Bugg and Commissioners:</p> <p>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 economies can continue to thrive.</p> <p>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.</p> | See Comment #6 |

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| 1582 | Jeffrey Russell | 3/4/2023 | Email | Reroute to I-350 | <p>Modis35 Program Manager Tommy Arango,</p> <p>I wish to voice my objections 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 290) instead. Thank you.</p> <p>Jeffrey Russell</p> | See comment #3 |
| 1583 | Jeffrey Smith | | | Do not widen/ho build | <p>Modis35 Program Manager Tommy Arango,</p> <p>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 leaving things on for the next 5-10 years, and set off the trend. My suggestion: Why not build a bus around Austin, like every other big city, to get the trucks out of the center of the city? That would remove 80% of any traffic congestion and accidents. That is what Ed Brandon and Mague were originally intended to do. Get the construction out of the city, 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.</p> | See Comment #5 |
| | | | | Air quality/noise | <p>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.</p> | See Comment #34 |
| | | | | Business/residential displacement | <p>We would also experience the loss of our supporting community i.e. restaurants, grocery stores and businesses. Not to mention the loss of housing a residential area from 26th street to 38 L1/2 street and beyond - houses and families that have lived in this area i.e., Cherrywood, Maplewood, etc., many for 50 years or more.</p> | See Comment #21 |
| | | | | Labeling/Industrial demand | <p>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.</p> | See Comment #18 |
| 1584 | Jeffrey Winquist | 1/25/2023 | Email | Reroute to I-350 | <p>We need to stop all support for the terrible, uncreative, unimaginative, and what will be inevitably unsuccessful plan to widen I-35 through Austin TX into a solution to the traffic issue. One thing that defies intelligence is the ability to learn from past mistakes and use the information to improve future decisions. I would like to see how the hope will increase 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 costly expansion expansion ideas and support alternative methods to address Austin's traffic problems. One of the best ideas I have heard to is to turn the short strip of I-35 running through downtown Austin into a toll road (perhaps just for commercial trucks) and relax the tolls on 45 incorporating through traffic to take the route around downtown. This could be done via a few year experiment and be tested for almost no taxpayer money and might actually solve the problem.</p> | See comment #3 |
| 1585 | Jeffrey Wolf | | | Do not widen/ho build | <p>Hi TxDOT/TxDOT,</p> <p>I oppose TxDOT's Modified Build Alternative 3 plan for I-35. The fact that we are widening a highway that has caused much fatal and figurative divide, and damage is crazy. You take into account the fact studies show that this is not a solution to alleviate traffic congestion and it is even crazier. Austin is a progressive city and should be at the forefront of new solutions rather than the same old copied through land ideas that do not work.</p> | See Comment #5 |
| | | | | Reroute to I-350 | <p>Reroute the highway around the city.</p> | See comment #3 |
| | | | | Caps/Check Phases | <p>If not, cap way more of the highway than is planned.</p> | See Comment #42 |
| 1588 | Jeffrey Yoo | 2/11/2023 | M/Cause Website Comment Form | Business/residential displacement | <p>Please take into account the potential effects on minority-owned businesses if the proposed I-35 expansion - in particular, the West China Tea Company.</p> | See Comment #21 |
| 1587 | Jan | 2/8/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and increasing growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone</p> | See Comment #8 |
| 1586 | Jennifer Bader | 3/1/2023 | Email | Public Transit/ Multimodal Transportation | <p>Modis35 Program Manager Tommy Arango,</p> <p>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 fill land almost all highway expansions have in the past. Freeway removals work while highway expansions lose some congestion, some air, noise, and water pollution, and some safety for our citizens.</p> <p>Jennifer Bader</p> | See Comment #13 |
| 1589 | Jennifer Cabellero | 1/12/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and increasing growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone</p> | See Comment #8 |
| 1590 | Jennifer Carver | | | Do not widen/ho build | <p>Hi TxDOT/TxDOT,</p> <p>I oppose this plan to expand IH-35. I believe the city could come up with a much more suitable plan. IH3 had already been made inaccessible from my house east of IH-35, this plan 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.</p> | See Comment #5 |
| | | | | Reroute to I-350 | <p>Diverting 18 vehicles or even more trains becomes more feasible. Not to mention the time and traffic chaos this will cause during the expansion.</p> <p>Thanks,</p> <p>Jennifer Carver</p> | See Comment #3 |
| | | | | Business/residential displacement | <p>Plus it will force businesses to move or close.</p> | See Comment #21 |
| | | | | | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and increasing growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. Jennifer Carver, Commercial Service Assistant, Heritage Title Company of Austin</p> <p>Heritage Title Company would need this information to complete a new title order. 200 N 6th Street Suite 3600 Austin, TX 78701 HeritageTitleAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company would need this information to complete a new title order. 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 we appreciate your business.</p> <p>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 [redacted] delete this email, and destroy all copies and any attachments. Thank you for your consideration.</p> | See Comment #8 |
| 1591 | Jennifer Cohen | 2/7/2023 | Email | General support | <p>Modis35 Program Manager Tommy Arango,</p> <p>I was born in Austin and 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. OS real estate would be recognized 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. No street is offering coverage in downtown, when the entire region & super-reliable public transportation via bus and ferry, and can even take a train to the airport and back. No unemployment 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. The valued NYC with the kids last summer, and rode only public transit and bikes the entire time, and it was glorious.</p> <p>I hope 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 where we could be so much more.</p> <p>Jennifer Dornout</p> | See comment #20 |
| 1592 | Jennifer Dornout | 3/6/2023 | Email | Multimodal Transportation | <p>Modis35 Program Manager Tommy Arango,</p> <p>I was born in Austin and 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. OS real estate would be recognized 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. No street is offering coverage in downtown, when the entire region & super-reliable public transportation via bus and ferry, and can even take a train to the airport and back. No unemployment 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. The valued NYC with the kids last summer, and rode only public transit and bikes the entire time, and it was glorious.</p> <p>I hope 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 where we could be so much more.</p> <p>Jennifer Dornout</p> | See comment #20 |
| 1593 | Jennifer Faulstich | 3/7/2023 | M/Cause Website Comment Form | Public Transit/ Multimodal Transportation | <p>Hi!</p> <p>I just wanted to give my two cents on this 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't be accommodated, please consider improved bus options, perhaps bus only lanes, but everyone wants a car and better mass transit provides freedom for those who can't/don't drive.</p> <p>Thank you, Jennifer Faulstich</p> | See Comment #13 |
| | | | | | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and increasing growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. Jennifer</p> <p>BE CAUTIOUS IF YOU CHOOSE TO WIRE FRAUD</p> <p>Wireing 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.</p> <p>CONFIDENTIALITY NOTICE</p> <p>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 highly privileged and confidential information intended only for the use of the individual or entity named above. If you are 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.</p> <p>This Message sent via ProtonMail.</p> | See Comment #8 |
| 1594 | Jennifer Goodrum | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and increasing growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. Jennifer</p> <p>BE CAUTIOUS IF YOU CHOOSE TO WIRE FRAUD</p> <p>Wireing 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.</p> <p>CONFIDENTIALITY NOTICE</p> <p>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 highly privileged and confidential information intended only for the use of the individual or entity named above. If you are 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.</p> <p>This Message sent via ProtonMail.</p> | See Comment #8 |
| 1595 | Jennifer Hermann | 1/18/2023 | M/Cause Website Comment Form | Regional Connectivity | <p>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. I just don't make sense to keep rebuilding highways for outdated transport modes. Also, emissions! Lots have an electric train, already (like our Japanese sister city, Kumamoto).</p> | See comment #1 |

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| 1605 | Jennifer Yeager | | | Public Transit / Multimodal Transportation | Re: TxDOT TxDOT: Do What You May Comm. The widening of 35 will discourage walking, bicycling and transit. All the ways of transportation that Fall to Low with Austin, back in 2003. I agree that Austin has outgrown its birthies, in the sense of roads vs cars. Thank you for your consideration. Jennifer Yeager | See Comment #13 |
| | | | | Community alternatives | However, I neither have community alternatives to expansion, including Recommended Austin and Return35, to be fully studied. | See Comment #4 |
| 1606 | Arny Arthur | | MC/CA/E/Website/Comment Form | Letter/Inbound 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 bit but the answer to traffic is more road accommodations for cars. The answer is PUBLIC TRANSPORT. I have not given commutes on the state, but please don't do give us a 2.0 lane highway. I have tried here all my life and only the last three years or so have considered leaving. This would definitely end me. Of course TxDOT doesn't need me to be here because TxDOT doesn't have any emotions about liability, sustainability, or logic. I just wants people to use individual gas powered vehicles. I'm ranting/roving but hey that is my opinion. 6th gen Texas, born and raised Austinite. Systems worked for me PWD. L4117 MORE LANES = MORE TRAFFIC | See Comment #18 |
| | | | | Public Transit / Multimodal Transportation | Regular old lower middle class citizen who would LOVE PUBLIC TRANSPORT OPTIONS. | See Comment #13 |
| 1607 | Arny Foster | | | Do not widen/ho build | Re:35/35 Program Manager Tommie Strang. 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. It 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 | Jeremy Howell | 3/7/2023 | MC/CA/E/Website/Comment Form | Recede to I-30 | Do not do this. We do not want this expansion. Open highway 45 and I-30 to divert traffic around Austin. Do not take our park land. | See comment #3 |
| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
| 1609 | Arny | 1/20/2023 | MC/CA/E/Website/Comment Form | Regional Connectivity | Review the plan for a public transit rail from San Antonio to Austin? This is more sustainable and will end with rising traffic as more people move to both cities. | See comment #1 |
| 1610 | Jeremy | 1/31/2023 | MC/CA/E/Website/Comment Form | 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 | | VOT | Do not widen/ho build | I live on Hollywood Ave near 38th S.C. I am STRONGLY against widening 35 between downtown and Airport Blvd. Instead of widening the road, I support using 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 |
| | | | | Recede to I-30 | I also support routing traffic around the city of Austin instead of straight through city center. This can be best achieved by encouraging long haul trucks and non-residents to use roads around the city by removing tolls on those roads, and heavily tolling 35 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 |
| | | | | General support | Dear Chairman Bugge and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 JLS Capital Markets *A One of the 2022 World's Most Ethical Companies* Jones Lang LaSalle For more information about how JLL promotes your personal data, please visit 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 been proactive in reviewing 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 #6 |
| 1612 | Jeremy Hidalgo | 2/7/2023 | Email | General support | | |
| 1613 | Jeremy Martin | 2/7/2023 | Email | General support | Dear Chairman Bugge and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 1614 | Jeremy Saldana | 1/31/2023 | MC/CA/E/Website/Comment Form | 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 | Vocalmail | Do not widen/ho build | Hi! 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 no widening option. I don't think that this plan is worth the expense of the I-35 expansion project. I believe it's take a significant amount of time to actually make the project come to fruition. I think it's not way too much more, 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 recede inter-estate traffic around the city. Anyway, my two cents. Thanks. | See Comment #5 |
| 1616 | Jessica Compton | 3/7/2023 | MC/CA/E/Website/Comment Form | General Support | I fully support the proposed expansion of 35 through Austin. The traffic is only going to get worse until it is expanded. The concerns of displacing residents and business is unwarranted. The business and homes that will be displaced need to paid the appropriate amounts for their land and moving expenses. Nothing more. | See Comment #6 |
| 1617 | Arny Foster | | | Letter/Inbound Demand | Dear TxDOT: Contrary to the belief of the felabats 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 Foster | See Comment #18 |
| | | | | Recede to I-30 | A better solution would be to claim highway I-30 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 for better traffic solution would be to widen Cesar Chavez Ave westbound into a superhighway across Rutledge and Latway out through Blandif. This would have the advantage of making at least one of your favorite moves to San Angelo by driving the (relatively) house with unmet demand. | See Comment #4 |
| 1618 | Jerry M. Fey | 1/23/2023 | Email | 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 & Split 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 on a personal capacity as a concerned office worker in Austin. Please feel free to call me with any questions about my support. | See Comment #6 |
| 1619 | Jose Alon | | MC/CA/E/Website/Comment Form | Air Quality/Noise | I oppose the latest plans for I-35 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 costly accommodations for hospitals, neighborhoods, transit, and separating are far too small relative to the funds being devoted to increased automobile traffic. The project does too little to improve the/We/ Connectivity in Austin. And additional work isn't being implemented in other areas. | See Comment #13 |

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| 1634 | Jessie Holtz | 3/7/2023 | Email | Lateral/Inbound Demand | <p>Multi35 Program Manager Tommy Arago,</p> <p>I am a resident of Austin, northeast area. I oppose TxDOT's plans for I-35 and I-10/OSPE expansion. It will increase pollution, congestion and increase almost 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 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.</p> <p>Jessie Holtz</p> | See Comment #18 |
| 1635 | Jessie Karlin | | | Community Alternatives | <p>Multi35 Program Manager Tommy Arago,</p> <p>I am a resident of 2307 Holly 76102.</p> <p>OSPECE TxDOT's plans for I-35 and I-10/OSPE expansion.</p> <p>I am FOR The Multi35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit fast project.</p> <p>TxDOT's process in this project is flawed: it ignores Inbound Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.</p> <p>I don't want to use an interstate highway for my local trip.</p> <p>I expect TxDOT, Austin City Council, and other representatives to stand up for me. Jessie Karlin</p> | See Comment #4 |
| | | | | Lateral/Inbound Demand | <p>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.</p> <p>10 years of construction for just a few years of congestion relief is NOT worth it.</p> | See Comment #18 |
| 1636 | Jessie Pascaelli | | | Community Alternatives | <p>Multi35 Program Manager Tommy Arago,</p> <p>I am a resident of Austin.</p> <p>OSPECE TxDOT's plans for I-35 and I-10/OSPE expansion.</p> <p>I am FOR redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit fast project.</p> <p>TxDOT's process in this project is flawed: it ignores Inbound Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.</p> <p>I don't want to use an interstate highway for my local trip.</p> <p>I expect TxDOT, Austin City Council, and other representatives to stand up for me. Jessie Pascaelli</p> | See Comment #4 |
| | | | | Lateral/Inbound Demand | <p>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.</p> <p>10 years of construction for just a few years of congestion relief is NOT worth it.</p> | See Comment #18 |
| 1637 | Jessa | | Multi35 Website Comment Form | Do not widen/hold build | <p>Investing in highways and expanding roads is costly and an inefficient use of resources. This is due to Inbound 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 draining for people.</p> | See Comment #5 |
| | | | | Public Transit / Multimodal Transportation | <p>As a Texas resident I believe you should invest in a rail line between Austin and San Antonio. Inter-city public transit is more efficient, accessible, and sustainable.</p> | See Comment #13 |
| 1638 | Shelley Givens | 1/11/2023 | Multi35 Website Comment Form | General support | Good idea | See Comment #6 |
| 1639 | JB Lencor | | | Lateral/Inbound Demand | <p>Multi35 Program Manager Tommy Arago,</p> <p>I am a citizen of Windsor Park in Austin. I oppose TxDOT's SH 135 expansion plans. It is backward thinking to build in a way that encourages more vehicle traffic through the middle of a growing major city.</p> | See Comment #18 |
| | | | | Remain to I-35 | <p>A better plan would be to improve I-35 and/or I-83 and reroute this 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 get out tolls on I-35 and I-83 for non local traffic.</p> | See comment #3 |
| 1640 | Jill Swadlow | 1/12/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Allan Kozak</p> | See Comment #6 |
| 1641 | Allan Foley | 2/8/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT.</p> | See Comment #6 |
| 1642 | Jim Abbott | 1/20/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 |
| 1643 | Jim Clark | 1/23/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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</p> | See Comment #6 |
| 1644 | Jim Difrancesco | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Difrancesco Senior VP of Investments [REDACTED] 8400 S. Fulshear Street, Suite 200 Greenwood Village, CO 80111 [REDACTED]</p> <p>DISCLAIMER: The information contained in this e-mail message is confidential. If you have received this e-mail message in error, please notify the individual or entity to whom it is addressed. If the sender of this message is not the intended recipient you are notified that disclosing, copying, distributing, 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 [REDACTED] and delete this e-mail message.</p> | See Comment #6 |
| 1645 | Jim Fitzpatrick | 2/15/2023 | Videochat | General information request | <p>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 benefit adding a direct connection to Dean Keeton at 28th and Robinson, when there's 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.</p> | General information request - information was provided to stakeholder |
| 1646 | Jim Fitzpatrick | 2/15/2023 | Multi35 Website Comment Form | Business/residential displacement | <p>I live in the Cherrywood neighborhood and looking at the latest preferred design proposal it shows that my house could 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 proposal 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 @ Cheryl 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</p> | See Comment #21 |
| 1647 | Jim Langston | 2/10/2023 | Email | General support | <p>I went through the virtual video and materials. Good job.</p> <p>It appears to be a very community considerate project with a lot of hard work put into it.</p> <p>Best wishes for a successful Public Hearing tonight and the ability to move this very necessary project forward.</p> | See Comment #6 |
| 1648 | Jim Lemus | 1/30/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Lemus Senior Director Northway Realty [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p> <p>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 reliance on 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.</p> | See Comment #6 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| 1649 | Jim Rose | 3/6/2023 | Email | Capex/Deck Phase | <p>Multi35 Program Manager Tommy Arago,</p> <p>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.</p> | See Comment #42 |
| 1650 | Jim Sumner | 1/18/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Sumner P&L, SES Design</p> | See Comment #6 |

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| 1851 | Jim Walker | | | Do not widen/ho build | <p>The complete PDF is located in the public hearing summary, appendix F</p> <p>Neighborhood Association</p> <p>While we agree this section of 135 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 inclusion of potential 'velvet' in the Preferred Alternative at E 32nd St, E 38 1/2 St, and Wilshire Blvd study TDOF has already determined there is sufficient room in the lowest section for larger vertical supports. We request that TDOF 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 east and west estimates for the future deck option is arbitrary and prevents the City of Austin and other interested parties from estimating cost and value of these options. Because TDOF has made provisions for future decks in two other sections of the project, and because of the consistent and broad community support for a deck option between E 32nd and Wilshire Blvd/41st St, other elements 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. TDOF 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.</p> <p>Response</p> <p>TDOF has made insufficient justification for the northbound, main-lane west ramp to E 38 1/2 St. The main-lane west to Airport Blvd is currently a primary route to access Mueller and neighborhoods on the east side of 135. We request that TDOF publicly share the Traffic Demand Model results from removing the E 38 1/2 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. TDOF has made insufficient justification for the southbound, managed-lane east 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</p> | See Comment #5 |
| | | | | Air Quality/Climate Change | <p>Air Quality</p> <p>Several neighborhoods and thousands of residents, and many families, currently live within 1/4 mile of 135 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. TDOF's Air Quality Analysis (Appendix P) only analyzes carbon monoxide. The omission of NO2 (nitrogen dioxide), PM2.5 (particulate matter 2.5), and PM10 (particulate matter 10) is dangerous and undermines the health impacts on residents. We request that TDOF commission and publicly share a new Air Quality Analysis including these additional parameters.</p> | See Comment #18 |
| 1852 | Jim Walker | | McClure's Website Comment Form | | <p>The design should make provisions to not preclude a future deck construction between E 32nd St and Wilshire Blvd/41st St. The inclusion of potential 'velvet' at E 32nd St, E 38 1/2 St, and Wilshire Blvd study TDOF has already determined there is sufficient room in the lowest section for larger vertical supports. We request that TDOF show 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 east and west estimates for the future deck option is arbitrary and prevents the City of Austin and other interested parties from estimating cost and value of these options. Because TDOF 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, other elements 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 TDOF show 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.</p> | See Comment #42 |
| | | | | Public Transit / Multimodal Transportation | <p>The absence of a study of the disruptive impact of the construction phase on transit users requires TDOF's analysis of the overall mobility equity impacts is insufficient and opaque. Additional mitigation and coordination with City Metro should be pursued and made public before construction begins.</p> | See Comment #13 |
| | | | | Do Not Widen | <p>February 20, 2023</p> <p>Dear TDOF leadership,</p> <p>The Cherrywood Neighborhood Association (CNA) has participated in the engagement opportunities offered by the Texas Department of Transportation (TDOF) 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 proactively encouraged neighborhood residents and business owners to provide their general feedback on the CapEx Project.</p> <p>On February 8, 2023, the CNA Steering Committee approved this 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 2022, January 2022 and that were further explored in a Cherrywood Neighborhood Association General Meeting on February 15, 2023.</p> <p>1. The section between Dean Keeton and Airport Boulevards is an vital to future Austinians 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.</p> <p>2. CNA's fundamental concern with the Preferred Alternative is that TDOF not preclude future coping/locking between Dean Keeton and Airport Boulevards, specifically a North Central Deck.</p> <p>3. Review and modify design and construction of the vertical structure within this section as needed. This modification is also supported by NCHC.</p> <p>4. CNA supports CM West's call for no design that precludes future coping/locking north of Airport Boulevard.</p> <p>5. TDOF has shown potential "look-alike" adjacent UT Austin and downtown. If these are explored as modifications to the Preferred Alternative, then so should the North Central Deck.</p> <p>6. Reevaluate the need for and siting of any specific ramps in the Cherrywood section.</p> <p>Before addressing the Preferred Alternative, we want to add our voice to those questioning the premise of expanding interstate highway, such as 135, through major urban areas, such as Austin. A growing body of research demonstrates that urban highway expansions induce more driving and screen congestion (as in Houston's Katy Freeway) which negatively impacts residential health and well-being. In addition, we also the broader questions being asked by several organizations, including the North Central 135 Neighborhood Coalition (NCHC), of which we are a founding member, about assumptions in the DEIS used to justify the design as being "feasible and self-serving." We make the traffic case 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 about the modeling methodology and the approach to the Area of Influence for the CapEx Project as misleading, and tally the conclusion there will be minimal to no increase in greenhouse gas emissions seems highly questionable.</p> | See Comment #5 |
| | | | | Business/residential displacement | <p>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 health 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.</p> <p>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 Escorial and Alma, Starz Cafe, and Tazaria Lee Arts, as well as Drawings, La Ranga, Dine Smoke Shop, the new Progress Coffee and others. Regardless of personal opinions about the values or purposes of any specific business, we make them an inherently weak, locally centered business 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 equity. 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 TDOF process for property acquisition and displacement options, and that a fair and transparent process be utilized when dealing with all businesses that experience impact from the CapEx Project.</p> | See Comment #21 |
| 1853 | Jim Walker | | McClure's Website Comment Form | | <p>TDOF has made insufficient justification for the northbound, main-lane west ramp to E 38 1/2 St. The main-lane west to Airport Blvd is currently a primary route to access Mueller and neighborhoods on the east side of 135. We request that TDOF publicly share the Traffic Demand Model results from removing the E 38 1/2 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. TDOF has made insufficient justification for the southbound, managed-lane east 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 TDOF 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.</p> <p>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 (including design details for the City to mitigate potential cut-through traffic between 135 and Airport Boulevards), and appreciate the somewhat limited engagement opportunities to date, CNA's priorities for further improvements can be summarized:</p> | See Comment #9 |
| | | | | Business/residential displacement | <p>Business displacement</p> <p>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 Escorial and Alma, Starz Cafe, and Tazaria Lee Arts, as well as Drawings, La Ranga, Dine Smoke Shop, the new Progress Coffee and others. Regardless of personal opinions about the values or purposes of any specific business, we make them an inherently weak, locally centered business 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 equity. 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 TDOF process for property acquisition and displacement options, and that a fair and transparent process be utilized when dealing with all businesses that experience impact from the CapEx Project.</p> | See Comment #21 |
| 1854 | Jim Walker | | McClure's Website Comment Form | | <p>North Central Deck concept</p> <p>Through neighborhood feedback support the fundamental questioning of the project as expressed by NCHC and Neighbors Austin, we also have a pragmatic interest in a last idea to improve the project to 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 places" in the UT Austin section and downtown section. The North Central Deck responds to the distinctly different needs of the Cherrywood section. Similar to the downtown alternatives, the North Central Deck would create significant regional-level value for the City of Austin and Austin District of TDOF such as the Mykae 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 NCHC and many other community organizations.</p> <p>CNA, along with other other core neighborhood leaders, have drafted design principles for the North Central Deck (available at www.cherrywood.org/35capex) and are more than ready to discuss this concept with TDOF and City of Austin staff and consultants.</p> <p>Supportive design modifications</p> <p>There are several additional design alternatives that would enhance a deck design in this section:</p> <p>Eliminate the northbound main-lane east ramp to E 38 1/2 Street. We recognize that the proposed alternatives replicate the existing conditions for east ramps. But we insist that the east 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 east ramp to 38 1/2 Street appears to relieve the necessity for much of the right-of-way expansion in the Cherrywood section, resulting in more space and safety for eastbound travel. We also have no objection to including ramps in this location in the new design, whether it makes other ways to balancing the number of 135 main-lane lanes frequency of access ramps. We support the importance of this specific ramp for access to the Mueller redevelopment—a provision that has been expressed by Mueller Neighborhood Association. If this ramp cannot be removed, the east should be redesigned as a portal ramp.</p> <p>Move the northbound managed-lane east ramp from E 32nd Street to Dean Keeton Boulevard. Again, we understand that the proposed alternatives replicate the existing conditions for east ramps. But we note the east ramp from the managed-lane E 32nd Street is not optimal for emergency vehicles or transit vehicles to support City mobility goals. The E 32nd Street bridge intersection will be redesigned with a new right-of-way heading west from the intersection that will be insufficient 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 go 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).</p> | See Comment #42 |

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| | | | | Community alternatives | Instead of widening the road, I support linking the road before 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. Reduce traffic to alternative routes that move through traffic away from the very congested city center. | See Comment #4 |
| 1668 | Joe Gonzalez | 1/21/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 listed is prohibited without the explicit consent of TFCU. | See Comment #6 |
| 1669 | Joe Lavin | 3/7/2023 | McCluett Website Comment Form | Do not widen/halt build | Hi TxDOT Commenter The following statement is a fact, proven from study after study, often of highways from halt that TxDOT created and are used in classrooms across the country as the literal textbook examples of infrastructure failure in America. Widening freeways worsens service and fuel efficiency, air pollution, noise and carbon emissions, all of which disproportionately impact low-income communities and communities of color. The current plan for I-35 calls to question whether anything at TxDOT is qualified to work in urban areas. The thinking is articulated 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. However, we must use this opportunity to correct our old, failed plan for green space, reduce reliance on automobiles, reduce trucks out of the city onto the highway we built for them which will not 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 | McCluett Website Comment Form | Regional Connectivity | Please build mass transit systems connecting the cities on I-35. 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 I-35 car chases. | See comment #1 |
| 1671 | Joe Reyes | 2/12/2023 | McCluett Website Comment Form | General support | I support the updated plans for all three sections of the I-35 redesign. | See Comment #6 |
| 1672 | Joe Shively | McCluett Website Comment Form | racial justice | Expanding I-35 would represent a continuity of the divisive, racist, classist, ethnically destructive paid parking practices we see all over Austin. Adding lanes eliminates existing 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. Down the thro' traffic, reconnect the city, P.S.--at the very least, put it completely underground and sack the entirety of it so you can build on top. | 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 roadway in other American cities to reduce traffic. This would increase connectivity between downtown and East Austin as well as the opportunity to integrate light rail public transit in the midtown--similar to preparations for the Blue Line along East Riverside Drive. | See Comment #20 | |
| 1673 | Joe Wiegater | 2/18/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a 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 #6 |
| 1674 | Joel Armentrout | 2/6/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Just a reminder: Austin, TX 78746 Heritage/Traffic Title Company of Austin, Inc. WIRE FRAGILE WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send wire instructions to 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 funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing efforts to wear a mask and a face mask. Please do not 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 #6 |
| 1675 | Joel Pass | 2/26/2023 | VOH | Community Alternatives | I live in the Philly neighborhood just west of the 35. The 35 is an engine separating the growth engine of downtown from the residents of Austin. I stand with the incorrect 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 lost but the 35 is no longer a dividing line. Austin's will always be a tale of two cities. | See Comment #4 |
| 1676 | Joel Sepelove | 1/31/2023 | McCluett Website Comment Form | 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 Doha to commute. I know many others here would use it if it was available. | See comment #1 |
| 1677 | Joel Winkowski | 3/2/2023 | Email | Do not widen/halt build | McCluett35 Program Manager Tommy Aragon, 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 I-35 and hope that you vote against it. | See Comment #5 |
| 1678 | Joey Rapalo | 1/31/2023 | McCluett Website Comment Form | 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 Khan | 2/1/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Just a reminder: Austin, TX 78746 Heritage/Traffic Title Company of Austin, Inc. WIRE FRAGILE WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send wire instructions to 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 efforts to wear a mask. Masks are no longer required to enter a Heritage office, as 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 [redacted] delete this email, and destroy all copies and any attachments. Thank you for your consideration. | See Comment #6 |
| 1680 | John Barkshire | 1/12/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Barkshire | See Comment #6 |
| 1681 | John Barkshire | 2/6/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Barkshire Details about the personal data I provided are as follows: [redacted] Please Note | See Comment #6 |
| 1682 | John Berggren | 3/7/2023 | Email | Community Alternatives | My impression is that TxDOT is simply assuming that the addition to congestion is from lanes. As emphasized in the CMAA letter, the traffic data it has presented does not support the plans for expansion. TxDOT's plans also have not demonstrated mitigation of resulting emissions from increased traffic, negative environmental effects from residential neighborhoods, particulate matter pollution from the wear, reuse, public, 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 expansion worsens congestion, increases air noise and air pollution, decreases safety, and negatively impact all transportation options beyond driving. (There is no increased reason to produce driving over all other forms of transportation, especially in an urban context -- which is the context at hand). Many people are saying that TxDOT does not really care about Texas, but simply wants to be correct. "Think, all they have to do is...". Their 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 Brinkley | McCluett Website Comment Form | Do not widen/halt build | 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 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 | |
| 1683 | John Brinkley | McCluett Website Comment Form | Let's/Includ Demand | I oppose TxDOT's plan, as it ignores induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, and the success of freeway removals. | See Comment #18 | |

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| | | | | Community Alternatives | I support the Metro35 proposal of redesigning another highway, such as SH 130, as an interstate and creating a boulevard that would support pedestrian and public transportation and finally end the physical division of downtown Austin, which would really come via law for the many people of color who live the discretionary divide. | See Comment #4 |
| 1884 | John Burnett | | | General support | I love what the widening and deepening of US95 (Central Expressway) for north-south travel in my hometown of Dallas. It has been a huge success. Sorry, interstates/arterial 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 ticket. Page ahead. | See Comment #6 |
| | | | | 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 accidents, too. | See Comment #30 |
| 1885 | John Castillo | 1/31/2023 | MCiUse Website Comment Form | Regional Connectivity | Fast 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 |
| 1886 | John Constant | | | Do not widen/ho build | I think basic space 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: affordable housing, mental healthcare, alternative transportation systems, transit, schools, 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 record about interstates. Look at the science, alternatives and listen to the people. | See Comment #4 |
| 1887 | John David Carson | | | Later/Increased Demand | No TxDOT TxDOT, widening I-35 will not help congestion, it will only make it fall 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 pet projects that actually improve mobility and don't have all the other terrible side effects of road building. | See Comment #13 |
| 1888 | John Eblan | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. Best from Mail to Windows | See Comment #6 |
| 1889 | John Fisher | 1/30/2023 | Email | General support | Dear Chairman Bugg 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 Center 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 #6 |
| 1890 | John Fitzpatrick | 2/4/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. Best from Mail to Windows | See Comment #6 |
| 1891 | John Garcia | 3/1/2023 | Email | Do not widen/ho build | Metrolinx35 Program Manager Tommy Alrings. 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 from I-35 you'd be going through Houston. Why can't we assess alternative long-term solutions over those short-term, short-sighted "real efforts" as a resident of Austin, taking I-35 on the city experience out of my drive. It makes me not need to venture out to other stops or discover roads I never knew existed. It opens 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 towns. The saying is "Keep Austin Weird", not "Keep Highways Wild", please consider sticking to the former and not adopting the latter. | See Comment #5 |
| 1892 | John Hagan | 3/2/2023 | MCiUse Website Comment Form | 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 be sound barriers and sound reducing pavement? | See Comment #34 |
| 1893 | John Heuser | | | Do not widen/ho build | Metrolinx35 Program Manager Tommy Alrings. Hello, I'm writing in strong opposition to the data plan for I-35 and any expansion of I-35 in general. As a Texan who believes in the local government over big government and who lives 2 miles from I-35 and travels it daily, I can say the data plan (or any plan of expansion) will be the worst thing that can be done for Austin transportation. | See Comment #5 |
| | | | | Later/Increased 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 would 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 I-35 can we instead support and fund plans that will make life in Austin better? For instance the Metrolinx 35 plan and/or more public transit. | See Comment #4 |
| 1894 | John Hurley | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. Best from Mail to Windows after Heritage Title Company of Austin, Inc. 2023-03-01 2023-03-01 Cows Road Building 1, Suite 100 John.Hurley@HeritageTitle.com WIRE FRAGD 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 your communication to change them as fraudulent. Please call your closer 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 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 a meeting, please contact your closer first to arrange a remote meeting option. Costs associated with a remote meeting 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. [REDACTED] deletes this email, and destroys all copies and any attachments. Thank you for your consideration. | See Comment #6 |
| 1895 | John Kiewa | 3/5/2023 | VGH | Unrelated Comment | Do you wanna know the number one thing you can do for safety in this city??? Stop Austin's war on cars??? Pay them well. Defunding the police leads to less morale, all these crimes on the city corridor worse why Austin at the highest homicide, vehicle and pedestrian death rate on record. It's because they defunded the police. There 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? ready? doubling our police force should be your priority!! It's not reducing or the speed limit etc., reducing that's the problem! | Unrelated Comment |
| 1896 | John Klotzke | | | Do not widen/ho build | Metrolinx35 Program Manager Tommy Alrings. 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 (used in Public Transportation). | See Comment #5 |
| | | | | Later/Increased 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 train, trolley, or subway like the kind in a handful of major American cities (NYC, Chicago, Boston, San Francisco) and in most cities outside our car-bound country--would vastly change the face of my beloved city forever. There can be more movement across Austin and it would be easier for anyone to walk in this city if they don't have the financial means or urge to buy a car. If there was a subway or train system where I live, it would have gone to school, walked through, or went downtown without the need of a parent or a friend to drive me. | See Comment #13 |
| | | | | Public Justice | Austin is a heavily redlined city and being transportation with minimal barriers could help prevent the heavily divided east and west and north and south from their separation. With the issue of equity to public transportation more businesses can be frequented by people from all over the metro area. | See Comment #3 |
| 1897 | JOHN KOONZ | 2/23/2023 | Email | Do not widen/ho build | No TxDOT TxDOT, The solution to the problem is less car dependency, NOT adding more lanes for more cars. | See Comment #5 |
| | | | | Do not widen/ho build | Metrolinx35 Program Manager Tommy Alrings. In the comments: 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 \$4 billion project is unnecessary, that it will induce demand that swallows any traffic benefit, and that it will Road 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 bonfire of the futility of the highway code - it is unnecessary and will only exacerbate the problems it claims to solve. Thank you for your consideration. | See Comment #5 |
| 1898 | John Kuyack | 3/6/2023 | Email | Later/Increased 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 projected that that number would increase to 300,000 by 2020, it is in fact still the same - approximately 200,000. This is due in part to increased traffic capacity elsewhere - I-83 and I-30 have been additional crossings of the Colorado River as Austin has added growth. As growth increases the volume of I-35, it seems probable that these highways, which are much less congested than I-35, will continue to add traffic, as will the new I-90 bridge. As currently stands, I-35 will not and more crossings will not grow from 2000 to 2020 and will not grow from 2020 to 2040. 2) Increased Demand: "However, the plan would not make the 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 Paris 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 2007 and had longer commutes times by 2014. And the plan increases the volume of the expansion of the through-trip by 10% per year. It is engineering maintenance to give increased demand. 3) Finally, expanding I-35 will have a highly 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. There'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, reflecting nothing but misery on Austin's beleaguered drivers. | See Comment #18 |

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| 1699 | John Lewis | 2/16/2023 | MC/CP&E Website-Comment Form | General support | Dear Chairman Bragg and Commissioners: Thank you for your support to address I35 through Austin in a comprehensive manner. I have lived in Austin for nearly 12 years now, and I35 has gotten exponentially worse as the city population continues to skyrocket. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I35 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 I35 Capital Express Central design as proposed by TADOT. Thank you for your dedication to bringing the citizens of Texas. | See Comment #8 |
| 1700 | John Lewis | 1/11/2023 | Email | General support | Dear Chairman Bragg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TADOT. Thank you for your consideration of this request. | See Comment #8 |
| 1701 | John Mack | | | Do not widen/ho build | Multi35 Program Manager Tommy Ahlgrin. I am writing today to contribute to the state and local dialog regarding TADOT's proposed plan to greatly expand I35 within Austin by taking property through eminent domain and adding more lanes. I want to make clear that as a local Austin resident I oppose TADOT's plan. There has to be another solution. I don't want to see the Katy freeway expansion as 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 I35 as it runs directly through town and right over town lake. Highway expansion often fail to provide the long term benefit they seek. I expect TADOT, 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 |
| | | | | Revoke to I30 | Reverting back to state I30 as a major throughfare 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 grey concrete in the middle of Austin will be local, 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 grey everywhere. Not Austin's style and definitely not the city we want to lead for the capital city of our great state. Reimagining by diverting the interstate around town and taking the opportunity to become a local, green, sustainable throughfare is exactly the kind of big brain activity that could be a once in a generation transformational project that remains an admired template for other highly urbanized places that want to recapture the beauty of nature within the city. | See Comment #34 |
| 1702 | John Ninkovic | | | Do not widen/ho build | Multi35 Program Manager Tommy Ahlgrin. I am a resident of Austin. I OPPOSE TADOT's plans for I35 and I OPPOSE expansion. 50 years of construction for just a few years of congestion relief is NOT worth it. I don't want to see an interstate highway for my local trips. I expect TADOT, Austin City Council, and other representatives to stand up for me. | See Comment #5 |
| | | | | Revoke to I30 | I am FOR redesigning another highway such as SR 130 as an interstate. | See comment #3 |
| | | | | Labels/Inbound Demand | TADOT's plans in this project to expand I35 through Inbound Demand, construction impacts, the failure of almost all highway expansion, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work. The western 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 | | | Public Transit/Multimodal Transportation | Multi35 Program Manager Tommy Ahlgrin. Expanding I35 without an investment in transit options is surely short sighted at best and the product of absolute corruption of power. We need 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 burning 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 cost ENDLESS CONSTRUCTION fees. | See Comment #13 |
| | | | | Labels/Inbound Demand | Building more lanes has 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 Peltan | 3/7/2023 | MC/CP&E Website-Comment Form | General Support | Continue with your plan, Widen I35. If Austin cannot prove they can pay for the caps, don't use caps. Pay no heed to the letters begging taxpayers in Austin. | See Comment #8 |
| 1705 | John R. Clarke | | | Do not widen/ho build | No TADOT. As a resident of the very area that will be most impacted by the TADOT plan to expand I35, I strongly object to its effects. These include increased air- and noise pollution, disorienting people who bike or walk in this area, and more harmful air off of petroleum products. I strongly support reverting I35 to 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 |
| | | | | Labels/Inbound 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 I35. | See Comment #18 |
| | | | | Community Alternatives | I favor Reconnect Austin and Refund35 as offering viable solutions to Austin's heading expansion. | See Comment #4 |
| | | | | | 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 4502 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's board and this extended meeting with TADOT is my Church's Church and School and the following comments are mine alone. The church has an average Sunday attendance of 65-70 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 preschool age children and pre-kindergarten through grade 5 on Mondays-Fridays during each hour in the morning and evening. Their amounts by essentially 127 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 I35, Crestwood, and Ardmorewood. The primary entrance to St. George's and the vast amount of parking are accessed from Ardmorewood. At least 3/4 of the school's parents drop off and pick up at Ardmorewood and all of the school staff park on the Ardmorewood side. The main issue I have with the design is the difficulty created for persons leaving the church and school and headed northbound on I35. The best 3 preferred alternative following the intersection of Ardmorewood and the I35 frontage road, provides access to the bypass lane which currently exists from Ardmorewood. There are now only a few routes to the northbound lanes of I35, none of them convenient. Following are the possible routes (identified from the church's main parking lot at Ardmorewood): 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. This, like the other routes, is already problematic due to the narrowness of 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 Lakewood and continue to 38 1/2 Street via Magnwood Ave., a narrow street with parallel parking on both sides and an elementary school. This route is already problematic due to the narrowness of Magnwood and especially when students are entering and leaving Magnwood Elementary. 3. Drive to Parkwood Road, turn left on Crestwood, turn right on the I35 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, where: 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 to the northbound frontage road. This route through the heart of the neighborhood appears to be the most convenient for the church and school. | TADOT has met with the St. George's Episcopal church representatives on several occasions to discuss the I35 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 was design and environmental constraints associated with each. |
| 1706 | John Rickard | 3/3/2023 | Email | Ardmorewood | Write (in all of their) creating more covered areas over the expanded every quarter or half mile to create green spaces and public parks and bridge the divide between east and west. From 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 Gas & Dash coverage as you can, particularly at E. 329 St., MA, Manor, E. 6th St., E. 7th St., Cedar Chase, and E. 10th Street, and begin new phases. The current road layout. Costs are going up, and citizens are getting more frustrated with the delay. Thank you, John | See Comment #8 |
| 1707 | | 2/23/2023 | Email | General support | | |
| 1708 | John Roppel | 2/7/2023 | Email | General support | Dear Chairman Bragg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TADOT. Thank you for your consideration of this request. | See Comment #8 |
| 1709 | John Schneider | 3/7/2023 | Email | Revoke to I30 | Multi35 Program Manager Tommy Ahlgrin. 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 as they can contribute from Round Rock etc. | See comment #3 |
| 1710 | John Sargent | 1/18/2023 | MC/CP&E Website-Comment Form | 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 | | | Do not widen/ho build | No TADOT. TADOT I oppose expanding I35 and would like to see the barrier that it has created eliminated. We must sit at 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 sit still in the core of the city while allowing the city to heal itself and create much needed economic vitality. | See Comment #4 |
| 1712 | | 2/9/2023 | MC/CP&E Website-Comment Form | Capex/Deck Plazes | 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 never from need to exist? 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 typical lanes and what are they expanding? The central section should have a continuous capex with a park like Hyde Park West over Woodland Rodgers in Dallas or the capex should be treated as proposed by Greater Brack (https://magazine.texasinstitute.org/2022/03/02/what-does-the-urban-landscape-look-like-36-caps-to-boost/) | See Comment #42 |
| | | | | Do not widen/ho build | No TADOT. I35 is in a bind in its current state. I don't see how expanding it will make traffic flows in the city or general city functioning any better. I am vehemently against expansion of I35. | See Comment #5 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
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| 1713 | Alvathan Cheung | 3/6/2023 | Email | Community alternatives | Instead, we should look towards alternatives based around community like Reconnect Austin or ReTHink35. | See Comment #4 |
| 1714 | Jenna Thompson | 1/21/2023 | MCQ&E Website- Comment Form | Regional Connectivity | Please create a commuter train between San Antonio and Austin! Due 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 | Do not widen/ho build | To give you my background, though this might seem a commercial real estate development as senior management about 20 years in Austin, Houston, Calgary, Phoenix, Ft. Lauderdale, and San Diego. Did commercial lending for 5 years in Houston including an 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 ICV and keeping costs under control. And look at all the cost overruns we charge voters for Mexico. DISBELIEVE! They should never have been approved into a vote/deniable construction manager would have included them in contract. These were supposedly due to underground conditions. Well, imagine dealing with high tunnel under I35 to experience anyone. BCI with best of CO for more money, will end up with HIDE road and tax burden for Austinites. Please do not go there! As far as road alternatives, they are sufficient as is, to charge the renovation and restoration east of downtown. Creating public spaces with elevated parks that no one can use, does NOT make sense. We are blessed with Lake Bracken and trails and parks. Overwater. There are did not any, so that about road issues are entirely understandable. The problem is much needed public benefits in Austin, none needed, we have great parks, trails, public amenities, and waterways. Thank God. I also was marketing VP for 4 years at an A-E firm that related 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 funded and supported by construction companies and architects and engineers. I am not a fan of the \$ they want to make. | See Comment #5 |
| 1716 | Johnny He | 2/6/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Vilamant | 2/6/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Vilamant Johnny Vilamant Commercial Broker Assistant WIFE PLEASE 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 requests 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 the 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 [REDACTED] delete this email, and destroy all copies and any attachments. Thank you for your consideration. | See Comment #8 |
| 1718 | John's Great Act | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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. Buse Sent from my iPhone | See Comment #8 |
| 1719 | John Nathan | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Nathan Residential Escrow Assistant Heritage Title Company of Austin, Inc WIFE PLEASE 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 requests 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 the 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 [REDACTED] delete this email, and destroy all copies and any attachments. Thank you for your consideration. | See Comment #8 |
| 1720 | Jan Eckert | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Jan Powers | | MCQ&E Website- Comment Form | Bus/Tunnel | The recently announced "judicial alternative" continues to be a giant hole heeled 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 existing lanes that are needed, or rerouting major traffic around the city. We cannot sacrifice lands, buildings, businesses, and jobs to over more useless pavement for ever-increasing traffic; we need a real, sustainable alternative | See Comment #25 |
| 1722 | Jan Gabriel | 2/6/2023 | MCQ&E Website- Comment Form | Capex/Deck Plaza | Please include some funding - including matching funds - for capx & other. A 60+ foot hole in the ground for the buried lanes is an expense. | See Comment #42 |
| 1723 | Jan Henning | | VQH | Do not widen/ho build | The current solution adopted by TxDOT for downtown I35 is an absolute travesty. Increasing the width and volume of traffic passing through the heart of downtown Austin is unacceptable. Offring 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 I-30 | "Reroute" traffic, especially truck and bus traffic, should be sent to I-30 - 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 | Jan Hudgins | 3/7/2023 | Email | Do not widen/ho build | Re TxDOT TxDOT, I oppose the plan to expand I-35 through Austin. This will not improve the quality of life for people and 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 | Jan Roberts | | | Do not widen/ho build | Re TxDOT TxDOT, Expanding I35 is only going to make Austin's traffic worse, and the existing gains don't adequately provide for transportation options beyond personal vehicles. But, don't just bid 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 I-30 | The best solution in my opinion is to replace the section of I35 running through Austin with a mixed-use boulevard, and reroute the highway to outside the city limits where it belongs. | See comment #3 | |
| 1726 | Janet Kiser | 3/7/2023 | VQH | General Support | Anything that improves the state of I35 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 #6 |
| 1727 | Janet Welch | 2/11/2023 | MCQ&E Website- Comment Form | 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 | VQH | Do not widen/ho build | Please reconsider the I35 expansion. There are many alternatives that could be a better, less costly, and more efficient solution. | See Comment #5 |
| 1729 | Jonathan Dahm | 3/1/2023 | Email | General support | My wife and I support expanding I35 for vehicular traffic. Almost all trips taken and miles traveled 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 #6 |
| 1730 | Jonathan Durham | 2/6/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 travelers holders to provide the information About Brokerage Services form to prospective clients. Jonathan Durham | See Comment #8 |
| 1731 | Jonathan Ely | | | Do not widen/ho build | Mobility35 Program Manager Tommy Almgren. As I'm in the private sector of multi-modal Austin, which also has had the right, I used to live in dorms and bike to ACC in east Austin. I know firsthand how alternating I35 in its current form. It is dangerous, widening, and it makes 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 redesigning another Highway as an intermodal, near door or stop 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 | | | Do not widen/ho build | Mobility35 Program Manager Tommy Almgren. Although I oppose the I35 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 to get out, since I live in east Austin. Even for short trips or occasions where I can be slower, I'm required to drive. With no public transit availability, all of Austin is based upon the highway, causing major traffic and dramatically increasing the likelihood of collisions. | See Comment #5 |

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| | | | | Lane/Induced Demand | Expanding 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 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 fit in 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 |
| 1733 | Jonathan Lee | 3/7/2023 | McCombs Website Comment Form | Sound walls | There needs to be a sound wall at Whiteoak wood neighborhood including Ardenwood even if reduces less than 5 dB. Here we considered amount of sound from construction? Also the benefits of reducing flow of air pollution? Also Whiteoak wood is a national historic district. Even a partial height sound wall equivalent to a fence height should be considered | See Comment #69 |
| 1734 | Jonathan Meach | | | Lane/Induced Demand | Mobilize35 Program Manager Tommy Ahlgrin. 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 safely needed mass transit. | See Comment #13 |
| | | | | Route to 350 | Through traffic should be re-routed around downtown Austin. | See Comment #3 |
| 1735 | Jonathan McKee | 2/10/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #9 |
| 1736 | Jonathan Simpson | | My City, My Choice | Do not widen/ho build | With regards to the expansion plan of I-35, 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 Zubak | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahlgrin. 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 (as don't worry - all your friends will still make it out 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 single family homes now serves thousands of apartment and condo dwellers. Urban mass transit is the only way to fix it! | See Comment #5 |
| | | | | Lane/Induced Demand | Highway expansion DON'T work. They worsen congestion (as we see with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. | See Comment #18 |
| | | | | Multimodal Transportation | Building a corridor rail line with park n ride at strategic places along the route would go a long way at alleviating congestion as well - in conjunction with improved bike lane systems, like light rail, safe bike and roller lanes, and more walkable areas. The Austin corridor rail line could eventually be extended all the way to San Antonio as well. | See Comment #20 |
| 1738 | Jim Rogers | 2/9/2023 | My city, my choice | Public Transit / Multimodal Transportation | Consider Airport Blvd pedestrian/bike. Align or replace current plan so that there are park/bike access connection to green belt north of current proposal. The airport Blvd expansion doesn't solve the congestion problem there. I understand that I-35 thru I-35 is unrealistic, crowded and out of date. I fear this expansion isn't progressive in terms of encouraging increasing more transit, bike and ped use. | See Comment #13 |
| 1739 | Janis Rodgers | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 - Janis Lee Rodgers, Partner REALTOR, ONE | See Comment #9 |
| 1740 | Jordan Aglimer | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahlgrin. 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 have known for decades all the pain that highway widening is a dead end and fiscal black hole. Building transportation infrastructure that directly incentivizes more people to drive won't help with traffic or throughput. Let's put 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 funding 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 Dai | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahlgrin. Hello, My name is Jordan Dai and I oppose the expansion of I-35 as it has currently been put forward by TxDOT. 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 amongst 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 TxDOT proposal will be more unsightly highways, 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, TxDOT'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/overpass I-35 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 rethink35a proposals, including those to redirect through traffic to SR350 and to transform I-35 into a Boulevard or to create a cap and ditch situation that would increase, rather than decrease, land value around the highway. | See Comment #4 |
| 1742 | Jordan Hillman | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahlgrin. 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 I will just be an even bigger problem. | See Comment #5 |
| | | | | Lane/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 TxDOT could construct 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. Overhaul 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 | Lane/Induced Demand | We 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 extra traffic everywhere else in the hopes that it might get a little better in that one spot. It would be an air and noise quality disaster 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 some everywhere! I would be in favor of sending interstate traffic around the city entirely. We can reduce traffic by preventing and finding alternatives to cars. | See Comment #18 |
| 1744 | Jordan Humphreys | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahlgrin. 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 and quality of life for those who live and work in the area. | See Comment #21 |
| | | | | Lane/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 highways that loop around the Austin metro area. | See Comment #13 |
| 1745 | Jordan King | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahlgrin. I've lived in Austin my entire life. I use I-35 because it was our way into the city when I could spend lots of time in other parts. As an adult, I would I because there is so much through traffic with no intention of stopping in Austin. Highway expansion doesn't work, I don't believe traffic on Katy. I would take our lovely city and make it safer by having more cars and pedestrian. I OPPOSE TxDOT's expansion. | See Comment #5 |

| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
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| | | | | reverts to I30 | I support redesigning another highway such as SH 130 as an interstate to save I35 for traffic in and around Austin not interstate traffic | See comment #3 |
| 1746 | Jordan McGee | 1/10/2023 | MyCuEa Website - Comment Form | Bury/Inter | 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 | Bury/Inter | <p>Multi35 Program Manager Tommy Aragon,</p> <p>I am a resident of Austin, Highland neighborhood.</p> <p>I OPPOSE TxDOT's plans for I35 and I OPPOSE expansion.</p> <p>I am FOR the Metro35 proposal and a public transit first project, etc.</p> <p>TxDOT's process in this project is flawed: it ignores induced demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.</p> <p>Highway expansions DON'T work. They remain congested (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.</p> <p>I don't want to use an interstate highway for my local trips.</p> <p>I expect TxDOT, Austin City Council, and other representatives to stand up for me.</p> | See Comment #25 |
| 1748 | Jordan Miller | ----- | MyCuEa Website - Comment Form | Lateral/Inbound Demand | Expanding I35 is not an effective improvement without a parallel public transit option. As Houston's Katy Freeway clearly demonstrates, additional traffic lanes only lead to Inbound 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 | Community Alternatives | <p>Multi35 Program Manager Tommy Aragon,</p> <p>Hi,</p> <p>My name is Jordan Randolph and I am a student at ACC Highland. I OPPOSE of the I35 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. Do not spend so much on the highway just to get 25 minutes less work.</p> <p>I AM FOR the Metro35 proposal of redesigning another highway as a public transit first project or a boulevard.</p> | See Comment #44 |
| 1750 | Jordan Robinson | 2/9/2023 | Email | General support | <p>Dear Chairman Bugg and TxDOT Commissioners,</p> <p>Thank you for recognizing that I35 through the Austin/Inland Rock Mesa is one of the most congested roadway segments in the State of Texas and the country. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to 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 resilient infrastructure is a key foundation for continued economic development, commerce and trade.</p> <p>Accordingly, on behalf of the Inland Rock Chapter and its BOD, member base, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 1751 | Jordan Schemmhorn | 3/7/2023 | Email | Parks | <p>Multi35 Program Manager Tommy Aragon,</p> <p>I recently became interested in 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 I35. As an Austin resident for four years, I take the light rail where I can and would greatly support expansion of that network instead.</p> | See Comment #150 |
| 1752 | Jordan Smith | 3/2/2023 | Email | Do not widen/ho build | <p>Hi TxDOT,</p> <p>Dear TxDOT,</p> <p>Please consider other alternatives before expanding I35. The extreme congestion on I35 would only increase if we continue to add lanes and demand for the road. Trucks should avoid 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 into/downtown Austin and more lanes will only add to that. We need options that focus on getting people where they need to go, not vehicles!</p> <p>Thanks for your time!</p> | See Comment #5 |
| 1753 | Jordan Middlebrooks | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Aragon,</p> <p>I OPPOSE TxDOT's plans for I35 and I OPPOSE expansion. Studies have proven that expansion of roads results in congestion.</p> | See Comment #5 |
| | | | | Business/residential displacement | This project will displace 107 homes in businesses putting bills in the community at greater risk of becoming unaffordable, 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 reduce congestion by promoting accessibility and increasing schedules for buses, light rail, and availability of e-bikes & bike rentals. | See Comment #13 |
| | | | | Community Alternatives | I support the Metro35 proposal, redesigning another highway such as SH 130 as an interstate, a boulevard going through town, a public transit first project, etc. | See Comment #44 |
| 1754 | Jorge | 1/11/2023 | MyCuEa Website - Comment Form | Regional Connectivity | I enjoy avoiding I35 from San Antonio to Austin by using the Atretek. It'd also be 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 come close to multiple collisions in my view. Commuter rail could circumvent these issues. We are turning out of red states to build roads. Plenty of space underground for a subway. | See comment #1 |
| 1755 | Jorge Ramirez | 3/7/2023 | Email | Business/residential displacement | <p>Good morning,</p> <p>My name is Jorge Ramirez, owner of Specialty Motors of Austin at 1101 Clement 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, kids, 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 business, we work hard everyday to put food on the table, that includes Monday through Saturday, 9 to 7:30. As we have in 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 retail business partners depend on this business for our daily bread. I have a wife and three kids. We all work in the business as side careers. We have never 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 the mechanics and gas 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 meantime but what about after that? I hope you can sincerely reach deep down into your hearts and put yourself in our shoes.</p> <p>Once again, thank you for your time.</p> | See Comment #21 |
| 1756 | Jorge Ramirez | 3/7/2023 | VGH | Business/residential displacement | <p>Good morning, my name is Jorge Ramirez owner of Specialty Motors of Austin at 1101 Clement 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, kids, 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 business, we work hard everyday to put food on the table, that includes Monday through Saturday, 9 to 7:30. As we have in 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 retail business partners depend on this business for our daily bread. I have a wife and three kids. We all work in the business as side careers. We have never 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 the mechanics and gas 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 meantime but what about after that? I hope you can sincerely reach deep down into your hearts and put yourself in our shoes.</p> <p>Once again, thank you for your time.</p> | See Comment #21 |
| 1757 | Jose Gomez | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Aragon,</p> <p>I am a resident of Austin. I live near downtown and work downtown. I oppose TxDOT's plans for I35 and I oppose the expansion. I've read that it may also take about 20 years to complete this project if it goes through. I don't think this will be worth it given the proposed 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 planned so poorly that this issues the requests 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 interst. Please look at other proposals for this project, don't just think "more lanes will fix that" 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.</p> | See Comment #5 |
| | | | | Lateral/Inbound Demand | It is always congested and adding a few more lanes won't solve the issues. I think you should look at reducing traffic through SH-130 or 71 and I83. 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 like to work sometimes. I would like to see more safe route options. | See Comment #30 |
| 1758 | Jose Rios | 3/7/2023 | Email | Public Transit / Multimodal Transportation | <p>Multi35 Program Manager Tommy Aragon,</p> <p>It is better to get people off the cars. Having alternatives to transport will reduce congestion not expanding the interstates. There is plenty of space for cars just give the people alternatives and you'll see the results. Thank you</p> | See Comment #13 |
| 1759 | Joseph Brie | 1/11/2023 | MyCuEa Website - Comment Form | Regional Connectivity | We need more commuter rail in Texas. | See comment #1 |
| 1760 | Joseph Kugler | 3/7/2023 | MyCuEa Website - Comment Form | Air Quality/Noise | <p>My family lives near I35 and already suffers health impacts from the air quality. The plans for air quality should be improved and better monitored on a full scale supported by respiratory science. Air quality should be monitored during and after construction.</p> <p>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.</p> <p>Finally, we are among many young families here in Cherrywood. The safety of our kids getting across I35 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 36 S V. Capping and reconstructing extending through to Airport Rd is critical for the health and safety of our neighborhood.</p> | See Comment #34 |
| 1761 | Joseph Llamas | 1/17/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners, Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Joseph G. Llamas</p> | See Comment #8 |
| 1762 | Joseph Moore | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners, Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Mail for Windows</p> | See Comment #8 |
| 1763 | Joseph Panamaria | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Aragon,</p> <p>Kindly request that you remove all support for the I35 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.</p> <p>Please look, these leaders. Let's think of train alternatives that don't involve the same infrastructure we've been building since the 1940s.</p> | See Comment #5 |

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| | | | | 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/bike 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 (VMT), prevent crashes, and more effectively enhance safety for non-car users of the road. | See Comment #30 |
| 1764 | Joseph Rojas | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Aragon. I am a resident of Travis County and I OPPOSE TxDOT's plans for I35 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 |
| | | | | Reverts to I35 | Other options could be reassigning another highway such as SR 130 as an interstate or a boulevard going through town. | See comment #3 |
| | | | | Labor/Induced Demand | TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, and the success of freeway alternatives. 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 that's NOT worth it. | See Comment #18 |
| 1765 | Joseph Tulin | 3/7/2023 | Email | Air Quality/Noise | Mobilize35 Program Manager Tommy Aragon. Your infrastructure is getting out of hand and you're ruining our environment as well. Stop it! | See Comment #34 |
| 1766 | Joseph Voss | 3/9/2023 | Email | Do not widen/ho build | Mobilize35 Program Manager Tommy Aragon. We live in Austin my entire life, and the more as the city grows 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 have 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 unguarded and unprotected cross walk. I can't count how many times the almost blind have been hit because motorists didn't give way. After the expansion we saw complete gridlock through that area was the worst I've ever seen. I had major gridlock in expansion. To further the same will happen during the decade of construction proposed for the plan, but in addition it will destroy the homes and businesses around 35. As for a negligible improvement if not worse congestion through the heart of downtown Austin. Please don't further expand a road 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should want to build and decide upon to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Josh Allen | See Comment #8 |
| 1768 | Josh Heister | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Aragon. I oppose the expansion of 35. This expansion project will merely encourage more non-Austinians to drive through Austin. All for lanes to be stuck in gridlock, no money amongst 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 outlocate the homes and businesses of Austinites. | See Comment #21 |
| | | | | Regional connectivity | Instead of adding more lanes to 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 | Topic | Comment | Response |
| | | | | | Dear I35 Capital Express Central, Re: I35 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 I35 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 ways to travel in Texas, with riding the bus 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 choices that I wish 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 to transportation analysis zones can reach within a half hour by walking, biking, wheelchair, transit, and personal recreational vehicles in the no-build, alternative 2, modified alternative 3, Rebuild35, and Reconnect Austin scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable Transit Oriented Development scenarios that was made available to the Texas A&M Transportation Institute when they were developing analyses 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 #20 |
| | | | | | Dear I35 Capital Express Central, Re: I35 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 I35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives to the EIS process, including the study done by Texas A&M Transportation Institute on the Rebuild35 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 alone in the TI study supporting to show the "voidness" 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 roads 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 Rebuild35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TI study was interesting, it in no way is a replacement for thoroughly analyzing Rebuild35 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 Rebuild35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks across into the thriving communities of the Austin region. | See Comment #20 |
| 1769 | Josh Phoenix | | | Multimodal transportation | Dear I35 Capital Express Central, Re: I35 Capital Express Central, Draft Environmental Impact Statement Thank you for the opportunity to comment on the proposed I35 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the EIS. 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 finalizing the Final Environmental Impact Statement: - Air Quality analyses 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 needed to non-attainment for PM 2.5 and that will absolutely 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 FES 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 | Topic | Comment | Response |
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| | | | | | <p>Dear 135 Capital Express Central, Dear Environmental Impact Statement</p> <p>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. Creative are measurably more important that congestion and cost the people of the Austin region more - using National Safety Council tools of creative methodology to compare to Texas A&M Transportation Institute congestion methodology.</p> <p>The Texas Transportation Commission Minutes Order 12448 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 advised that the direction and objects 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."</p> <p>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 completely done and within TxDOT's grasp, based upon the design of the facility and various choices that would result from consideration having this goal as the top purpose and need of this project.</p> <p>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.</p> | See Comment #20 |
| 1770 | Josh Lowe | 2/8/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Josh Lowe Vice President of Construction</p> | See Comment #8 |
| 1771 | Josh Mabry | | Via ce file I | Public Transit / Multimodal Transportation | <p>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 ES is the ambiguity concerning the restated manager lanes which are essentially HOV lanes but at the same time in certain studies and parts of the draft ES 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 seem a possibility, but both CapMetro and surface event Austin Transit Partnership have not identified funding for CapMetro only currently use HOV lanes and funding those only limited to three different meetings in conjunction with CapMetro is not adequate to accurately consider these BRT lanes. Secondly, in some of the studies associated with the draft ES, the restated manager lanes were considered BRT lanes. In addition to the fact that BRT infrastructure is not included in the lane 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 none of the information that's needed for BRT is a situation like this - I mean you're planning for bus lanes in each direction when the BRT really only needs one - I think that the draft ES is inadequate. It does not consider proposal alternatives from the community. It is not comparatively is not a creative feasible alternative. Thanks</p> | See Comment #13 |
| | | | | Do not widen/no build | <p>Hi, 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 ES for the Capital Express Project Central statement. One of them has to do with the fact that the draft ES did not provide adequate information for the public to adequately assess it. This stems from the reference to the through top study using 2020 data that was commissioned by the Austin District of TxDOT - sorry the Interstate 35 (I-35) through top study. I feel like this would bring a lot of information gaps in the draft ES and particular when you're looking at the greenhouse gas study because the reason we were told if the vehicle miles traveled matched up with anything the traffic study appears to be the draft ES does not. 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 automated-toll-free state-roads data collection campaigns that the results cannot be confirmed. That one and I suspect the one that is that with the 2012 data I guess outside of the scope of this project. Another concern I have is that I don't think that considerations were adequately taken for avoiding the temporary construction staging area on Lady Bird Lake would divert the lake and bike trail. And that finally I don't think that the no build alternative would adequately considered along with the proposal to retire the toll on the central Texas Turnpike System and I feel that coupled with the new build alternative the retirement of that toll would be a feasible and proven alternative since a toll would be cheaper and make TxDOT less likely to adequately explore well why category 12 discretionary funds, especially as identified in the 2022 CIP appear to be used for something like that. I feel that the has not adequately been considered, and I feel like the opening up a few alternative to I-35 could more properly meet the purpose and need of the project and if it hasn't been adequately considered. Thank you</p> | See Comment #5 |
| | | | | Community Alternatives | <p>Hi, my name is Josh Mabry, concerned Austin train, 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 2023. This 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, I wasn't necessarily considered with no build alternative and retirement of the toll on the Central Texas Turnpike system anyway. Anyway, this report was also cited, this is only of the kind approach, which was one of - none of the design features on the I-35, Central, Texas, or, sorry, Capital Express Central really needs - anyway. That's my last comment for the night. Thanks, Bye</p> | See Comment #4 |
| 1772 | Josh Misch | 2/26/2023 | MyCu@E Website-Comment Form | General support | <p>Dear Chairman Bugg and Commissioners:</p> <p>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 135 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to improving the citizens of Texas.</p> | See Comment #6 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| 1773 | Josh Pagan | 3/7/2023 | MyCu@E Website-Comment Form | Do not widen/no build | <p>I am strongly opposed to the expansion. Current 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 Area and Bay Factor this and the fact that we are a signatory. My family and I use that toll every week. It's beautiful and a part of what makes us so special. A true and peaceful place of nature in a large metro area.</p> | See Comment #9 |
| 1774 | Josh Rutledge | 3/6/2023 | Email | Bike/ped safety | <p>Hi, My name is Josh Rutledge, 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 I-35 redesign. Hoping for greater coverage to help help the I-35 use 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 as a quality roadway. Please reconsider the current plans. Thank you.</p> <p>Josh Josh Rutledge, Ph.D.</p> | See Comment #30 |
| 1775 | Josh Sivaraman | | Do not widen/no build | Multi35 Program Manager Tommy Aragon | <p>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.</p> <p>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 reconsider 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</p> | See Comment #5 |
| | | | | Label/Inbound Demand | <p>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.</p> | See Comment #18 |
| | | | | Public Transit / Multimodal Transportation | <p>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.</p> | See Comment #13 |
| | | | Air quality/noise | <p>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 of our infrastructure projects, and this current plan falls short in that regard.</p> | See Comment #34 | |
| 1776 | Josh Warner | 2/16/2023 | Email | Business/residential displacement | <p>I love this bus. Please reconsider the project.</p> | See Comment #21 |
| 1777 | Joshua | | Do not widen/no build | <p>Dear 135 Austin Project Team,</p> <p>This capital expansion 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 building down businesses and roads for another highway extension. You people have done this again and again. Subdividing 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 to not worth it to the black and brown people who will not drive directly. Please be the change and kill this project. We are asking you to build a 40+mile with regularly needed medium housing, with transit this will actually kill the economy of Austin, decrease expansion housing crisis, help the environment, and to help people to live better lives. This extension is bad for Austin and we as a people DO NOT WANT IT!</p> | See Comment #5 | |
| | | | Do not widen/no build | <p>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.</p> | See Comment #5 | |
| | | | Air Quality/Noise | <p>The environment and climate change are something that will kill millions if not already. Car emissions are one thing that will undoubtedly increase if you build this stupid extension</p> | See Comment #34 | |
| | | | Business/residential displacement | <p>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.</p> | See Comment #21 | |
| 1778 | Joshua Aaron Burns Huff | 1/4/2023 | MyCu@E Website-Comment Form | Do not widen/no build | <p>I am commenting on the draft ES for Capital Express Central in favor of alternative 2. Alternative 2 has direct connections between US 290 and 35, using corridors for residents of Manor, which is only 20% wider. Additionally alternative 3 is lack of continuous through lanes to get to the 22nd street. 22nd street (near where I work downtown) from the north you would have to go off at 32nd street, and from the south would have to get off before Clear Creek. Under Alternative 2, you could get off from the north at E 15th street, and from the south would the light at Clear Creek.</p> | See Comment #5 |
| 1779 | Joshua Bernstein | 3/7/2023 | Email | Community Alternatives | <p>Multi35 Program Manager Tommy Aragon,</p> <p>Highway expansion are always an expensive failure. Projects like TxDOT's 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 expansion decrease quality of life. Austin has the opportunity to end and think about investing new solutions for transportation. Ideally, Austin could reap the benefits of transitioning away from car centered existence - more land available for development, cleaner air to breathe, a more connected populace, happier denizens who haven't spent half the day in traffic. Austin cannot do this alone though, so in the meantime I support the Multi35 proposal that seeks the proper steps in reaching the most beneficial and efficient outcome for our city.</p> | See Comment #4 |

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| 1793 | JP Maxwell | 3/7/2023 | Email | Do not widen/ho build | <p>Dear 135 Capital Express Central, Dear Environmental Impact Statement</p> <p>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. Creative and measurably more important than computer and car the people of the Austin region move - using National Safety Council tools of creative methodology to compare to Texas A&M Transportation Institute congestion methodology.</p> <p>The Texas Transportation Commission Minutes Order 113485 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 probated that the division 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."</p> <p>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 the 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 considerations having this goal as the top purpose and need of the project.</p> <p>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.</p> | See Comment #45 |
| 1794 | JP Maxwell | 3/7/2023 | VGH | Do not widen/ho 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 #45 |
| 1795 | JP Sullivan | 2/8/2023 | McClure Website Comment Form | General support | I support the 135 Expansion. I am heavily in favor of MAXIMIZING use & utilizing. We have an opportunity to right the wrongs of the regulatory designs of the past and create a design, even if more expensive, that reflects the City of Austin is, but most importantly who we will grow to be 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 with a greenspace would have. | See Comment #48 |
| 1798 | JT Truglio | 1/13/2023 | Email | Managed lanes | I travel on Mopac and saw 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 volume/numbers. Thank you, JT JT Truglio Maxwell Lodge & Ritter | See Comment #305 |
| 1797 | Juan Arango | 2/10/2023 | Email | General support | Dear Chairman Rogg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all of Texas should call for bold and decisive action to transform the critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. I appreciate your consideration of this request. | See Comment #46 |
| 1798 | Juan Padilla Jr | | | Easy/Wide Connectivity | Hi TxDOT TxDOT, I oppose expanding I-35 thru downtown. The east-west crossings should be at least every 1.4 mile to remove the congestion that it created. I don't want to travel around Austin in the comparable highways because it's not safe, pleasant, valuable or reliable. | 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 #393 |
| | | | | 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 Better35, to be fully studied before a final decision is made. | See Comment #4 |
| 1799 | Juanita | 1/31/2023 | McClure Website Comment Form | Regional Connectivity | Would love a railway from San Antonio to Austin! Please continue in these efforts as this is much needed in Texas! | See comment #1 |
| 1800 | Judith Rockman | 3/5/2023 | Email | community alternatives | Hi TxDOT TxDOT, Dear folks, I live in Austin on the west side of I-35, 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 2 lanes. Lower the main lanes. No HOV lanes. Only a few access points, so traffic is primarily regional. Then toll lanes and crosswalks restored to get that short trip traffic off the "interregional" highways and spread back on public, actual, high occupancy vehicle transportation. | See Comment #4 |
| 1801 | Judy Farley | 3/1/2023 | Email | City of Austin | I would like to request that TxDOT establish a small one that will be accessible from the main access roads. In the Redgate neighborhood, many of our streets are not wide enough for the residents' cars to be parked on the streets and then provide space for a neighborhood and an eastbound vehicle. When TxDOT built the 51st street roundabout, you closed 53rd and 51st streets to avoid 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 Redgate 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 135 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 Tugh | 1/30/2023 | Email | General support | Dear Chairman Rogg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all of Texas should call for bold and decisive action to transform the critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPad | See Comment #6 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| 1803 | Jana Ekens | ----- | | Climate change | <p>The complete PDF is located in the public hearing summary appendix F E-mail reply to 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 I-35. 1. Engage the public in a robust and meaningful conversation about what kind of Austin we as a community want for the future. 2. 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 "billion 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 viability of our precious public spaces, then we must fight for an alternative that does. 3. Moving transit away from highway 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 article, urban planner and academic, Jeff Speck, wrote that the NRP "can be described as having significant costs and significant benefits. The costs are best understood as tremendous, and the benefits are best understood as bleak." 4. 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 myths, but questions of collective action. Most people want access to safe places to walk and bike where they live. Most people who live would like to reduce greenhouse gas emissions. However, the infrastructure that will allow us to do this requires tradeoffs, such as having a traffic lane to put in a bike lane or routing through a few months of construction near neighborhoods in order to build a new transit stop. 5. 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 tolls 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 squealish whines 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.</p> | See Comment #31 |
| | | | | Reserve to I-35 | 1. Analyze real alternatives to expansion 2. 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/lock plazas | 3. "Cap" is an excellent idea. "Bike" is not. Capping the central highway is an excellent idea. Sealing and capping I-35 in its entirety through downtown Austin will allow the important reconstruction 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 I-35 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, cardiovascular disease, impaired lung development in children, premature and low-birthweight infants, childhood leukemia, and premature death. Emerging evidence links TRAP with neurotoxicity and the alteration of neurobehavioral functions. The human health effects of the expansion of I-35 have not been adequately assessed nor have they been communicated in an 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. 2. The facility increases air quality as a primary concern in the I-35 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 Indirect Frequency of Travel (SHFIT) calculator, developed by the Rocky Mountain Institute, shows that the impact of 8 additional lanes for 10 miles will increase up to 1,458 million vehicle miles traveled per year, which is about 15 million metric tons of CO2 emissions by 2050. | See Comment #34 |
| 1804 | Jul Trethewey | | | Do not widen/ho build | <p>Mobile35 Program Manager Tommy Arango,</p> <p>TxDOT's plans and expansion is a bad idea. Do not let rich people do dumb ideas with their big money. There's still so much traffic and adding lanes clearly does not help.</p> | 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 HASN'T IMPROVED our lives at all. | See Comment #13 |

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| 1805 | Julia Austin | 3/7/2023 | Email | Debatd | <p>Modality35 Program Manager Tommy Alrapp.</p> <p>The proposed alternatives for redeveloping CO through the central segment do not meet Debatd's neighborhood needs and actually cause mobility issues.</p> <p>Closing one of the 4 entrances to the Debatd neighborhood will greatly increase neighborhood traffic from backed up cars on the right turn lane on Airport to North US.</p> <p>The proposed pedestrian signal use path along the Airport US intersection seems to make it harder for people to cross, especially cyclists and wheelchair users. The turn lane is dangerous and will be busy to traverse because of multiple horseless people in the area, who will not avoid it as a shelter.</p> <p>The design increase reliance on cars because it makes pedestrian and bicycle traffic more difficult. Please:</p> <ul style="list-style-type: none"> Keep paths above ground. Increase the number of connections across the highway in line with the proposals from the City of Austin and the MNCN (North Central US Neighborhood Coalition). Improve the intersection of Airport and US so that it works for cars, pedestrians, people in wheelchairs, and cyclists. Allow for crossing the highway north of Airport Blvd. Increase the number of crossings north of Airport Blvd. Reconsider creating highway expansion in favor of public transportation and other alternatives. | See Comment #184 |
| 1806 | Julia Dwyer | 3/7/2023 | Email | Community Alternatives | <p>Hi TxDOT TxDOT, Hello,</p> <p>I strongly 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.</p> <p>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. I-35 will save the city money in the long run by preventing infrastructure and health issues down the road.</p> <p>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.</p> <p>As a fairly new Austin resident, I want to make the 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.</p> | See Comment #4 |
| 1807 | Julia Krabbe | 2/6/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 |
| 1808 | Julia Mruak | 1/27/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Othenberg | | | Do not widen/ho build | <p>Modality35 Program Manager Tommy Alrapp.</p> <p>I am an east-central Austin resident and strongly oppose the expansion of I-35.</p> <p>Thank you for your consideration.</p> | See Comment #5 |
| 1810 | Julia Shewen | | | Community Alternatives | Forgo 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 |
| | | | | Laten/Induced Demand | Hi 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 | VOL | General support | I support all of these improvements, except the proposed 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 | | My idea is to get out | Business/residential displacement | First of all, I support the number build alternative. Just bring it up to standards. 4th don't exist/ kick out people from their homes and businesses, you already messed it up big time. 8th crowded highways through an urban core are acceptable and safe. | See Comment #21 |
| | | | | Reroute to I-35 | 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 I83 and Mopac, just don't charge a toll, you will see congestion on I-35 drop immediately. | See comment #3 |
| | | | | Laten/Induced Demand | 2nd people at TxDOT. Please do research Induced Demand. 5th please learn about Induced Demand! 6th just Google Induced Demand. | See Comment #18 |
| | | | | Public Transit / Multimodal Transportation | 3rd transit priority at all crossings over should be guaranteed. 4th prioritize transit and bikes. Listen to the people in the city not the people through it. | See Comment #13 |
| | | | | Capex/Deck Plaza | 10th cap and stitch are a must to make the project acceptable. | See Comment #42 |
| 1813 | Julian Francis West | 3/7/2023 | MyCue4 Website Comment Form | Withdraw | 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 signal 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 Basilio | 2/11/2023 | VOL | Business/residential displacement | Please do not expand I35 as it impacts many local businesses and communities that make Austin what it is. | See Comment #21 |
| 1815 | Juliana Sheffield | 3/7/2023 | MyCue4 Website Comment Form | 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 is, in order to accommodate its daily influx of citizens, most come to a progressive, community-oriented, historically informed, environmentally sound solution. We are electric, accessible, invest in public transportation, and seek to engage 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 | Julia Bolman | 3/7/2023 | Email | Air Quality/Climate Change | <p>to whom it may concern regarding the I-35 Capital Express Central Project.</p> <p>I have my issue in the following construction on I-35 (see highlighted in red in the Charwood neighborhood in Central Austin) and have the following concerns.</p> <ol style="list-style-type: none"> TxDOT has not and must study NO2 (nitrogen oxide), PM2.5 (particulate matter 2.5), and PM10 (particulate matter 10) in its Air Quality Analysis (DES Appendix P, Appendix P currently only analyzes CO (carbon monoxide), which is common pollutant from I05 because it's easy to test within CO attainment standards and the analysis is easy to run. NO2, PM2.5, and PM10 pollutants are more effective measures of pollutant 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. 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 CAMO and the TIR (Transportation Improvement Plan/CAMD's long range plan); non-attainment is also a reason TxDOT chose not to analyze PM2.5 in the DES - they were worried about what the analysis might show. TxDOT's greenhouse gas analysis (DES Appendix Y) 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. TxDOT must conduct a regional emissions analysis for NOx and ozone precursors. Austin has been fighting with ozone non-attainment and TxDOT should be studying these. | See Comment #18 |
| 1817 | Julia Bracken | 3/6/2023 | Email | Air Quality/Noise | <p>Hi TxDOT TxDOT,</p> <p>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 families, 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.</p> | See Comment #34 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Responses |
| 1818 | Julia Fredlund | 3/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Julia Fredlund | See Comment #8 |
| 1819 | Julie Thomas | | | Do not widen/ho build | <p>Modality35 Program Manager Tommy Alrapp.</p> <p>I have lived in Austin for over 27 years, most of them, including the last 25. I have lived off of I-35. I vehemently oppose TxDOT's plans to expand I-35 in particular and I oppose expansion of I-35 in general. As a long time resident of this city, I respect 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-thought, expensive, and useless highway expansion. Sincerely,</p> | See Comment #5 |
| | | | | Community Alternatives | If something must be done, I am in favor of Rethink I-35'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 |
| | | | | Laten/Induced Demand | As we have seen with projects like the Farley 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 |

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| | | | | <p>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 Burnham 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 I-35. Some of that noise is likely 35 lbs, as I am close to the intersection of Ben White and H 35.)</p> <p>Local/Neighborhood Connectivity Another horrible effect of this will be decreasing East-West connections by eliminating the Woodland Crossing. Traffic at Riverside and R35 and Q340 and R35 is already abysmal. I should to think about what those intersections will look like once Woodland is taken away as an option.</p> <p>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 eminent domain to expand I-35. We already have SH 130, so should incentivize through traffic to take that rather than I-35, perhaps by toll reductions or other means.</p> | See Comment #34 See Comment #20 See Comment #21 See comment #3 |
| 1820 | Julia Ramoa | 2/1/2023 | McCuik4 Website Comment Form | <p>Regional Connectivity It would be nice to have a rail option between Austin and San Antonio. Rail and other options would be nice in San Antonio as well.</p> | See comment #1 |
| 1821 | Julie Rojas | | | <p>Do not widen/ho build Multi35 Program Manager Tommy Alrago, 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 see an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.</p> <p>Community Alternatives I am for the Metro35 proposal, redesignating another highway, such as SH 130, as an interstate and a boulevard going through town.</p> <p>Latent/Induced Demand Highway expansions DON'T work. They worsen congestion (as we see 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.</p> | See Comment #9 See Comment #4 See Comment #18 |
| 1822 | Joschi Ochoa | | | <p>Do not widen/ho build Multi35 Program Manager Tommy Alrago, Dear Tommy Alrago, 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 putting us far into the opposite direction and should definitely be rethought with more public input taken into consideration.</p> <p>Latent/Induced Demand Study after study has shown that more lanes only bring more traffic.</p> <p>Community Alternatives Not only that, I-35 has been a racist segregation and act of violence towards Black and Latino communities since it's beginning. Instead of expanding the interstate, we have an opportunity to remove non-host traffic around Austin and recreate I-35 as a usable, usable boulevard. I support the Metro35 plan which you can find at https://metro35.com/the-metro35-plan.</p> | See Comment #5 See Comment #18 See Comment #4 |
| 1823 | Joan Puyco-Gomez | | | <p>Do not widen/ho build Multi35 Program Manager Tommy Alrago, I oppose TxDOT's proposed expansion. 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.</p> <p>Public Transit / Multimodal Transportation The region would benefit many times over from the time and funding for this project being instead invested in public transit.</p> <p>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.</p> <p>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.</p> | See Comment #5 See Comment #13 See Comment #18 See Comment #34 |
| 1824 | Joshee Stanley | | | <p>Do not widen/ho build Multi35 Program Manager Tommy Alrago, 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 see an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.</p> <p>Community Alternatives I am FOR The Metro35 proposal, creating a boulevard and leading with public transit.</p> <p>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.</p> <p>Latent/Induced Demand Highway expansions DON'T work. They worsen congestion (as we see 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. 20 years of construction for just a few years of congestion relief is NOT worth it.</p> | See Comment #5 See Comment #4 See Comment #34 See Comment #18 |
| 1825 | Justin | 1/20/2023 | McCuik4 Website Comment Form | <p>Public Transit / Multimodal Transportation We need more reliable mass public transit options instead of more highway lanes that will end up clogged with traffic.</p> | See Comment #13 |
| 1826 | Justin Bear | | | <p>Do not widen/ho build Multi35 Program Manager Tommy Alrago, Highway expansions do not work, and have generally failed whenever they've been tried. I hope you consider other options instead of expanding I-35.</p> <p>Public Transit / Multimodal Transportation I support a public transit first option, making Austin more safe to walk or ride bikes would be a good place to start. In the long term a local subway or comprehensive bus route system would be even better.</p> | See Comment #5 See Comment #13 |
| 1827 | Justin Collins | 2/1/2023 | McCuik4 Website Comment Form | <p>Regional Connectivity I strongly believe rail travel is a necessity for our cities growth and reduced reliance in single person transport.</p> | See comment #1 |
| 1828 | Justin Day | 2/1/2023 | Email | <p>General support Dear Chairman Bagg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act to build and decide action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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</p> | See Comment #8 |
| 1829 | Justin Duffard | | VGH | <p>Do not widen/ho build This project is a massive waste of taxpayer money and a disaster for the citizens of Austin.</p> <p>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.</p> | See Comment #5 See Comment #18 |
| 1830 | Justin Kizanos | | VGH | <p>Do not widen/ho build Studies of similar highway expansions consistently find no long term benefits to expanding freeways.</p> <p>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.</p> | See Comment #5 See Comment #25 |
| 1831 | Justin Lanier | 2/8/2023 | My photo is | <p>Unrelated Comment In future public outreach, I would advise that you carefully evaluate accountability. 2 notable experiences at the Feb 9 event: 1. The speakers for the video were inaudibly quiet! This proved problematic for me as 27 of us (no hearing issues and the video files in this case). 2. Some of the awarded materials were highly small fonts. Again, I have no vision issues, but imagine my father who does being very frustrated. And having old transmitters available and clear - captioning on the video would be a great step toward equitable engagement. Thank you!</p> | Unrelated Comment |
| 1832 | Justin Moreno | 2/1/2023 | McCuik4 Website Comment Form | <p>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 area 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.</p> | See comment #1 |
| 1833 | Justin Morgan | 3/7/2023 | VGH | <p>Do not widen/ho 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 materials entering lanes at that point. Also, there should be fewer on-ramps in the downtown core. I think 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**</p> | See Comment #5 |
| 1834 | Justin York | 2/8/2023 | Email | <p>General support Dear Chairman Bagg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act to build and decide action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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</p> | See Comment #8 |

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|------|----------------|---------------|--------|--|--|-----------------|
| 1835 | Justin Zhang | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahng.</p> <p>I live in South Austin</p> <p>I oppose TxDOT's plans for I-35 and I oppose expansion of the highway.</p> <p>I don't want to use an intermodal highway for my local trip.</p> <p>I expect TxDOT, Austin City Council, and other representatives to stand up for me.</p> | See Comment #5 |
| | | | | Recede to I-30 | I am for, redesigning another highway such as SR-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 the 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 | Committer Name | Date Received | Source | Type | Comment | Response |
| 1836 | Justine Pineda | 3/7/2023 | Email | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahng.</p> <p>To what end? I am not a fan of widening.</p> <p>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 that other choice is there but do drive a giant piece of metal at 75 mph to get somewhere? To go on a "target car"? To visit my family? Why are we not given options? I do not want to live in traffic - WHO EVEN DOES - and I have 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, trust? Great suggestion, but for rather not get to be 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 noise, except terribly dangerous (!) and the only magic being that I somehow make it to my desk with all my limbs attached.</p> <p>Multi-modal transport being. Community-based projects that provide transit that everyone can happily use.</p> <p>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. Less cars worth 3x my yearly salary going broke. 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.</p> <p>Over more lanes? No.</p> <p>Thank you. :)</p> | See Comment #5 |
| 1837 | Justine Pineda | | | Community Alternatives | <p>Dear I-35 Capital Express Center, Draft Environmental Impact Statement</p> <p>Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants,</p> <p>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.</p> <p>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 TI study purporting to show the "benefit" 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.</p> <p>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 TI study was interesting, it is no way 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.</p> <p>Please run the rigorous analysis found throughout thousands of pages of EIS on the Rethink35 and Reconnect Austin proposals.</p> <p>Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks across into the thriving communities of the Austin region. Sincerely,</p> | See Comment #4 |
| 1837 | Justine Pineda | | | Community Alternatives | <p>Dear I-35 Capital Express Center, Draft Environmental Impact Statement</p> <p>Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants,</p> <p>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 much as I have to drive today. One of the most dangerous ways to travel in Texas, with riding the bus being the most safe method, and nothing 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.</p> <p>The most dangerous mode that only seeks to optimize this project to slightly expand on long distance single-occupant vehicle travel do not represent my needs and desires in the east 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.</p> <p>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 across sector or transportation analysis zone can reach within a half hour by walking, biking, wheelchair, travel, 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 reviewing analysis for this project.</p> <p>These options are necessary 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.</p> <p>Thank you for all that TxDOT is doing to improve safe, multimodal access for all. Sincerely,</p> | See Comment #4 |
| 1838 | Katie Kearney | 3/7/2023 | Email | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahng.</p> <p>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't track - invest money into it, it is the only way. This will just be another egregious monument to the wastefulness of cars. No longer can we dedicate more space to them. Do more. Sure it will annoy people and bring will be tough for those who choose to drive on the road, but make a hard. Make them choose other options. Force cities to densify so that people don't need to drive and out everyday. Don't give in for the love of everything national and sane!!!</p> | See Comment #5 |
| 1839 | Re van Hriest | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahng.</p> <p>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.</p> | 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 Harden | 3/7/2023 | Email | Do not widen/ho build | <p>Dear I-35 Capital Express Center,</p> <p>Re: I-35 Capital Express Center, Draft Environmental Impact Statement</p> <p>Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants,</p> <p>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.</p> <p>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 TI study purporting to show the "benefit" 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.</p> <p>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 TI study was interesting, it is no way 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.</p> <p>Please run the rigorous analysis found throughout thousands of pages of EIS on the Rethink35 and Reconnect Austin proposals.</p> <p>Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks across into the thriving communities of the Austin region.</p> | See Comment #5 |
| 1841 | Kait Harden | 3/7/2023 | Email | Do not widen/ho build | <p>Dear I-35 Capital Express Center,</p> <p>Re: I-35 Capital Express Center, Draft Environmental Impact Statement</p> <p>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 the people of the Austin region more - using National Safety Council tools of crash methodology to compare to Texas A&M Transportation Institute congestion methodology.</p> <p>The Texas Transportation Commission Minutes (L148) directs TxDOT to work toward the goal of reducing the number of deaths on Texas roadways to 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 division and districts of the department find funding and implement strategies required to reduce the number of deaths on Texas roadways to half by the year 2035 and to zero by the year 2050.</p> <p>I am concerned that the Draft Environmental Impact Statement data not including per traffic deaths by 2035 will require massive shifts in individual behavior and technology, assuming that this project is on target to meet the 2035 goal to cut deaths in half or completely doable and within TxDOT's pass, based upon the design of the facility and various choices that would result from transportation being the goal as the top purpose and need of the project.</p> <p>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.</p> | See Comment #5 |

| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
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| 1842 | Rachelle or Herman Diaz | 3/7/2023 | Email | Do not widen/ho build | Multi335 Program Manager Tommy Alrago, Highway expansion are expensive and too players 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 careful things that would actually benefit the public good. Funding a mega corporation does not benefit your people. | See Comment #5 |
| 1843 | Kurtis Rodriguez | 1/31/2023 | MCQ&E Website-Comment Form | Regional Connectivity | I support a railway to Austin | See comment #1 |
| 1844 | Karah Masaki | 1/31/2023 | MCQ&E Website-Comment Form | Regional Connectivity | a rail option between SA and Austin would be great for the two cities | See comment #1 |
| 1845 | Kalen | 1/31/2023 | MCQ&E Website-Comment Form | Regional Connectivity | Hi! I'm and the rest of the San Antonio/Austin population are extremely interested in a rail system between the two cities. I would make the commute a lot easier for people in both cities and cut down on traffic on I-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 | Karl Carpenter | 1/31/2023 | VOH | Do not widen/ho 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 |
| | | | | Labor/Involunt Demand | We should not be pushing such massive changes in our city's roads that force closures of so many businesses over the economic wellbeing of hundreds of local businesses and home owners. | See Comment #26 |
| | | | | East/west connectivity | Hi 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 (cops) on a lower level freeway or make I-35 a boulevard with walkable, bikeable options. As 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 |
| 1847 | Rain McElroy | 1/31/2023 | VOH | General Support | I really appreciated the change of on-ramps/exit northbound near St. Johns and the I-35 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 entry/exit ramps. For instance, you need the one to St. David's, but the one at Dean Station is not necessary as traffic should go to M&M, where all the parking garages are empty. I also love the bridge over the heritage lane southbound between 290 and Airport that lets you bypass 53rd St. - you could have one like that at 32nd St to get to Dean Station. | 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 great option near my house is Manor at I-35, and it still feels really unsafe when I'm bicycling with my children. Lots of options 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 | Kenneth Hunsicker | 1/31/2023 | VOH | Do not widen/ho build | Multi335 Program Manager Tommy Alrago, 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 emission, creating reachable stops between major cities to encourage tourism, and large opportunity for investors to aid in improving the service and advertisement. | See Comment #13 |
| 1849 | Kamara Barnes | 2/14/2023 | MCQ&E Website-Comment Form | Business/residential displacement | Don't expand I-35 and tear down West China Tea. | See Comment #21 |
| 1850 | Karen Benman | 3/6/2023 | Email | Delisted | Multi335 Program Manager Tommy Alrago, My family has lived in the Denwood 2 neighborhood for 40 years and we have experienced several prior attempts to expand I-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 several of the four entrances to the Denwood 2 neighborhood, which will greatly increase the difficulty of getting in and out of the neighborhood and increase the cut through traffic on the right hand side traveling north on Airport back 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, changing the path of the airport's I-35 intersection will be difficult for anyone without a car. The most use paths increase the distance wheelchairs must travel and cyclists have to dismount in order to manage turns and stairs. The proposed pathways include "turnoffs" or pedestrian ways to walk beneath the lanes of traffic on Airport instead of crossing above ground. Individuals considering using these "turnoffs" are dissuaded by the fact that pedestrians are not only not easy for general pedestrians, especially at night. Additionally, TxDOT and other agencies know that our unincorporated population use the current underpasses for another. These "turnoffs" will continue to serve as a barrier 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 noise relations, but this proposed highway design will only serve to aggravate the local and economic segregation in central Austin where people of color and those economically disadvantaged live. Closing the city from east to west and west to east will continue to be detrimental 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 reliable 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 I-35 wheelers and other large vehicles to SH-130 with negotiated rates for their toll fees. Please consider such proposals as Refit35 and Reconnect Austin. Respectfully, | See Comment #184 |
| 1851 | Karen Jamson | 3/3/2023 | Email | Public Transit / Multimodal Transportation | Multi335 Program Manager Tommy Alrago, Not We are always behind what we should have done years ago. Other cities have, long ago, created routes 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 designs for much of "real" Austin. Stop going for the solutions that seem easy but whose long term effects do not solve transportation. | See Comment #13 |
| 1852 | Karen Kater | 1/31/2023 | VOH | Do not widen/ho build | Multi335 Program Manager Tommy Alrago, I do not support the I-35 expansion. | See Comment #5 |
| | | | | Labor/Involunt 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 |
| | | | | Business/residential displacement | I would much rather support a plan to redesign I-35 without expansion, such as previous designs for and underground freeway and aboveground boulevard. | See Comment #25 |
| 1853 | Karen Knaps | 1/31/2023 | VOH | Do not widen/ho build | Near I-35 Capital Express Corridor, 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 Refit335 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 steps shown in the TI study supporting to show the "sustainability" of our 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 mile 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 across the thriving communities of the Austin region. Sincerely, Ms. Karen Knaps. | 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 Refit335 and Reconnect Austin proposals, including various levels of elected officials across TxDOT to seriously consider meaningful alternatives. While the TI study was interesting, it in no way is a replacement for thoroughly analyzing Refit335 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 Corridor project connects legal terms (US 290 East and US 290 West/SH 135), 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 2.2.5 and 2.2.6. The Capital Express North and Capital Express South projects are separate projects with their own distinct purposes and needs and legal terms and were properly addressed in their own NEPA studies. In EIS for the Capital Express Corridor 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 3.2.6.4. |
| | | | | Community alternatives | Please run the rigorous analyses found throughout thousands of pages of EIS on the Refit335 and Reconnect Austin proposals. | See Comment #4 |
| 1854 | Rain McElroy | 1/31/2023 | MCQ&E Website-Comment Form | Air Quality/Noise | Please consider air quality and other environmental impacts, including reduction in light pollution during I-35, during the future planning of I-35. Trucks are overwhelming cars already. Please consider more "longer" "NO TRUCKS" lanes with technology that will capture offenders (except I see every time I drive I-35). Please, please please don't miss this opportunity to move us into the future. There has to be something better than current road! | 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 lane, 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 | Rain McElroy | 1/31/2023 | MCQ&E Website-Comment Form | Do not widen/ho build | Please do not expand I-35 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 lake and lake trail. | See Comment #21 |
| | | | | Air Quality/Noise | It will cause damage to the environmental damages with more cars on the roadways well as noise pollution. | See Comment #34 |
| 1856 | Karen Reagan | 2/7/2023 | Email | General support | Near Chairman Bugg 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 reimagining of the I-35 corridor that goes through downtown Austin. The proposed plan will ease the construction of east and west Austin into a cohesive entity. I've seen firsthand how this type of roadway 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 Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Best, Karen Karen@karengregan.com Managing Director Texas Star Alliance www.texasstaralliance.com | See Comment #8 |
| 1857 | Rain S | 1/31/2023 | MCQ&E Website-Comment Form | Do not widen/ho build | The current plan is not community friendly. I-35 is an ugly tear dividing the city. | See Comment #5 |

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| | | | | | <p>Route to 130 Before considering widening #130, 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.</p> <p>Bike/ped safety Any rebuilding should include better and safer pedestrian and bike crossings and intersections, which the current plan does not include. Pedestrian and bike crossings should be wide, not crossing or merging with traffic, NOT tunnels (unsafe for most unarmored people), and pleasant and inviting.</p> <p>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.</p> | See Comment #3 |
| 1888 | Karen Zhang | 2/11/2023 | MC/CP&E Website-Comment Form | Business/residential displacement | Don't tear down West China Tea. Don't expand 135, extra lanes do NOT help traffic issues. | See Comment #21 |
| 1859 | Reima Davin | | | <p>Do not widen/ho build</p> <p>Latent/Inbound Demand</p> <p>Business/residential displacement</p> <p>Public Transit / Multimodal Transportation</p> <p>Community Alternatives</p> | <p>Nobis/3S Program Manager Tommy Arango. In other expanded that expansions are even well 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.</p> <p>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.</p> <p>Homes and businesses demolished, communities broken apart, inconvertible amounts of time, money, and resources poured into a project that ultimately only causes harm.</p> <p>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 leased. It is better, financially, for cities to invest in public transit.</p> <p>I OPPOSE TxDOT's plans for 130 and I OPPOSE expansion. I request TxDOT, Austin City Council, and other representatives to stand up for me. And I support Reima's plan. I hope you will listen to the people of Austin and not the companies that benefit from this expansion.</p> | See Comment #45 |
| 1818 | | | | Latent/Inbound 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, inconvertible 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 leased. It is better, financially, for cities to invest in public transit. | See Comment #13 |
| | | | | Community Alternatives | I OPPOSE TxDOT's plans for 130 and I OPPOSE expansion. I request TxDOT, Austin City Council, and other representatives to stand up for me. And I support Reima'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 | Topic | Comment | Response |
| 1860 | Reima Davin | | | <p>Do not widen/ho build</p> <p>Latent/Inbound Demand</p> <p>Air Quality/Noise</p> | <p>Nobis/3S Program Manager Tommy Arango. I am a long time Austin resident and strongly oppose expanding 135. I would support a plan that creates more walkable space, green spaces, and increases the safety of the 135 corridor, but the current plan does none of these to my satisfaction.</p> <p>The expansion will simply drive more traffic onto the highway rather than relieve congestion-this phenomenon is well documented in other cases. More lanes do not solve congestion.</p> <p>Furthermore the destruction required for the expansion is wasteful and creates more impermeable ground cover, which is a growing concern with increasingly severe weather events.</p> | See Comment #45 |
| | | | | Latent/Inbound Demand | The expansion will simply drive more traffic onto the highway 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 impermeable ground cover, which is a growing concern with increasingly severe weather events. | See Comment #34 |
| 1861 | Karl Koebel | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the "Main Street of Texas," all Texans should see the toll and decide when to reevaluate this critical section of infrastructure into a roadway that will accommodate the rapid and increasing growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Karl Koebel, CSM | See Comment #6 |
| 1862 | Karl Schafar | | VGH | Do not widen/ho build | More of an effort should be made 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 35. | See Comment #5 |
| | | | | Route 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 (see, 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 (see, 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 (see, 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 (see, fine particulates). | See Comment #25 |
| 1863 | Karl Schmidt | | | <p>Do not widen/ho build</p> <p>Racial Justice</p> <p>Public Transit / Multimodal Transportation</p> <p>Bike/ped safety</p> | <p>Expanding -25 seems like an obvious choice to phase a presence that clearly never sees the city of Austin.</p> <p>I-35 was a beautifully executed racial separation device that has done the exact intention of dividing our city. As downtown clearly expands towards 285 it certainly seems the east side is the next frontier of Austin, and to increase the separation of this region seems silly.</p> <p>The options we need in this world are creative modes of transportation, alternative options to "institutionally portable living rooms" that seems to be the only option that works out. If you live in Leander you can take a train that one day on our rapidly expanding city. If we could encourage alternative methods to commuting, better buses, trains, bike infrastructure, walking paths, scooter options... people would take advantage of them.</p> <p>A lot of people 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. Adding more lanes to 35 will only increase the width of the road of traffic, while increasing the isolation of the historic east side. Please consider the options of other methods of transportation instead of defunding to feeding the auto industry and TxDOT's pockets, we beg you.</p> | 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 285 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 "institutionally portable living rooms" that seems to be the only option that works out. If you live in Leander you can take a train that one day on our rapidly expanding city. If we could encourage alternative methods to commuting, better buses, trains, bike infrastructure, walking paths, scooter options... people would take advantage of them. | See Comment #13; |
| | | | | Bike/ped safety | A lot of people 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. Adding more lanes to 35 will only increase the width of the road of traffic, while increasing the isolation of the historic east side. Please consider the options of other methods of transportation instead of defunding to feeding the auto industry and TxDOT's pockets, we beg you. | See Comment #30 |
| 1864 | Karly J Williams | 1/24/2023 | MC/CP&E Website-Comment Form | Regional Connectivity | The shraevd 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 | Karel Hrosgas | 2/12/2023 | MC/CP&E Website-Comment Form | Business/residential displacement | Please don't expand 135. 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 | MC/CP&E Website-Comment Form | 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 | Jane | 1/20/2023 | MC/CP&E Website-Comment Form | Public Transit / Multimodal Transportation | Widening roads does not help or ease congestion, there are 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 Gutner | | | <p>Business/residential displacement</p> <p>Capex/Track Plaza</p> | <p>Hi,</p> <p>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.</p> <p>Best, Kate Gutner</p> <p>2. Do not design/build the Cherrywood segment in a way that precludes future capping/decking between Dean Keeton and Airport. 3. Explore deck plazas in the north central deck if these are also being proposed close to the convention center.</p> | See Comment #21 |
| | | | | Capex/Track Plaza | See Comment #42 | |
| 1869 | Kate Hasting | | MC/CP&E Website-Comment Form | Capex/Track Plaza | please please cap until 554 street 10 rather not see an expansion but if you have to do, please cap it! | See Comment #42 |
| | | | | Bike/ped safety | We need more pedestrian-friendly ways that can accommodate walkers/bikers/ non-cars! | See Comment #30 |
| 1870 | Kate McConnell | | | <p>Do not widen/ho build</p> <p>Public Transit / Multimodal Transportation</p> | <p>Hi TxDOT/TxDOT:</p> <p>Expanding highways worsens traffic, increases pollution, and will further divide our city. Thank you for your consideration.</p> <p>Instead we should be turning to more environmentally friendly and equitable solutions such as public transit and walkable/bikeable infrastructure.</p> | 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 | 1/20/2023 | VGH | Do not widen/ho build | I am fundamentally opposed to the widening of #135. It is currently full of through-traffic, due, in no small part, to the fact that the incredibly expensive to construct SH 130 has inconvertible expensive tolls and is thereby underused. | See Comment #9 |
| | | | | Route to 130 | We were sold a bill of sale that SH 130 would route through traffic away from #135 and it has not. Instead of spending billions on highway widening, why don't we try to use the existing underused highways in the manner they were intended? Stop tolling on #13 and SH 130 so it's economically feasible to bypass #135 and disburse traffic to more highways. | See comment #3 |
| 1872 | Kate Thomas | 1/31/2023 | MC/CP&E Website-Comment Form | Regional Connectivity | A rail from San Antonio to Austin would make my commute faster and more affordable, not to mention make business more prevalent. | See comment #1 |
| 1873 | Katherine Oudin | 1/31/2023 | MC/CP&E Website-Comment Form | 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 time. | See comment #1 |

| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
|------|--------------------|---------------|-------------------------------|--|---|-----------------|
| 1874 | Katharine Bull | 1/13/2023 | Email | General support | Dear Chairman Rugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical obstacle into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Gattner | | MyCUEx Website- Comment Form | Do not widen/ho build | Hi, I'm 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 option but please urge you to Thank you for your consideration. Kath Gattner | 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 |
| | | | | Open/lock phases | Do not design/build the Cherrywood segment in a way that precludes future opening/locking between Deane Kauten and Airport. Do not design/build the Cherrywood segment in a way that precludes future opening/locking between Deane Kauten and Airport. | See Comment #42 |
| 1876 | Katharine O'Kane | | My CUEx Website- Comment Form | Business/residential displacement | Please do not expand I-35 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 I-30 | Please focus on the expanding highway outside of the center of the city like I-30- There is absolutely no reason to add additional lanes that cut through the middle. | See comment #3 |
| 1877 | Katharine Sucher | | | Community alternatives | Hi TxDOT TxDOT, PLEASE know that constituents oppose expanding I-35 and want you to explore alternatives such as Reconnect Austin and Reconnect 35. | See Comment #4 |
| | | | | Labor/Inbound 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 former home. Safe, pleasant, bikeable and pedestrian-friendly infrastructure will go a long way towards making that happen. | See Comment #13 |
| 1878 | Katharine Gattner | 2/11/2023 | MyCUEx Website- Comment Form | Business/residential displacement | I value west China business and if the highway is expanded it will be demolished! | See Comment #21 |
| 1879 | Katharine Erickson | | | Climatic change | Multi35 Program Manager Tommie Alonzo Hi, my name is Kate Erickson and I OPPOSE TxDOT's plans and expansion. Climate change is the biggest problem of our generation, and we need better, creative solutions that put people and planet first. Simply put, highway 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 us and our Austin community and oppose this expansion. | See Comment #51 |
| | | | | Public Transit / Multimodal Transportation | A public transit-first project could transform and regenerate Austin's economy and communities. | See Comment #13 |
| | | | | Do not widen/ho build | Hi TxDOT TxDOT, TxDOT, I left before in the year 2023 I am hoping 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 divert efforts to make Texas cities truly resilient and economically productive metropolitan regions, and go against the Safe System Approach. Expand I-35 and deaths and injuries will continue to happen- that is a fact that cannot be disputed. I decided 24 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. The evidence is clear: highway expansions do not work. It is my sincere hope that a DOT would ever consider highway expansion. TxDOT's transportation improvements would be absolutely amazing, giving people SAFER passage, and giving people their time back to be PRODUCTIVE (either working on the train, raising their kids and getting exercise, WORKING TxDOT This is not the 1980s. Get into the 21st century and implement what we know has worked and it is not more highway lanes. | See Comment #5 |
| | | | | Labor/Inbound 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 283- how order 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 I-35 corridor, are being discouraged to the detriment of the economy and sustainability of the region. Expand I-35 and traffic congestion will return. But I feel that cannot be disputed. | See Comment #18 |
| | | | | Bury/tunnel | 1) Depress I-35 through Austin so that the east and west can reconnect again- a 40 lan park for walking, biking, and low speed electric vehicles. | See Comment #25 |
| | | | | Regional Connectivity | What should be done with that money instead? 1) Fund high speed passenger rail between Dallas Fort Worth-Austin-San Antonio (to segment Houston-Dallas route), preferably with regions, which is the better, safer technology for the future. Safer, and can have shorter routes and higher speeds, as needed. 2) Fund regional commuter rail 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 | Katharine Mahoney | | | Do not widen/ho 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, treating the city with a horrible mess, flies the face of what makes us healthy. You must pursue alternatives to this radically failed plan. | See Comment #5 |
| | | | | Bike/jay paths | Anyone who actually lives here wants safe, walkable, bikeable streets. | See Comment #30 |
| | | | | Reroute to I-30 | I-35 should be rerouted around Austin as seen in other cities that have a business loop diverting through traffic around downtown as the only traffic in town is local. | See comment #3 |
| 1882 | Katharine Sasser | 2/6/2023 | MyCUEx Website- Comment Form | General support | Dear Chairman Rugg 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 essential for improvements to meet the current and future needs of a growing region to ensure our local and state economies 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 |
| | | | | My public comments on the proposed expansion of I-35 Capital Express Central Project - Draft Environmental Impact Statement: 1.28 wheeler trucks should be banned from I-35 through Austin and rerouted to I-30. Banning the trucks would equalize 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 3-1 states "It has ranked #1 in truck delays..." 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 | |
| 1883 | Kathleen Davis | 3/2/2023 | Email | Reroute to I-30 | | |
| 1884 | Kathleen Ensey | 2/6/2023 | MyCUEx Website- Comment Form | Open/lock phases | 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 M&M and East Side for opening locations. I'm curious to learn whether consideration has been given to: 1) the effects of the pandemic particularly resulting in solo 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 mitigating the true need for highway expansion, resulting in wasting huge sums of money on all government assets? 4) the effect of prioritizing commercial interests that literally ignore the necessities of other core neighborhoods? 5) the effect of prioritizing corporate interests over residents' interests, which would continue to perpetuate the historic system 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 each expansion not being to "blame"/change direction for a better solution? | See comment #42 |
| | | | | Racial justice | Hi 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 segment 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 step 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 bike and blue trails, and DON'T incentivize more 18-wheelers to clog up the main thoroughfare through our beloved city. | See Comment #13 |
| 1886 | Kathleen MCH | 3/7/2023 | MyCUEx Website- Comment Form | Wishes | I am concerned by the city's proposal to extend E. 41st 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 Schaeffer/Wilshire Neighborhood Association has requested that the City and TxDOT engage traffic with the use of detours, so that cut-through traffic could not enter Wilshire from the 42nd 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 | | | Do not widen/ho build | Multi35 Program Manager Tommie Alonzo 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 realizing that elevated lanes aren't again. DO NOT RESPOND TO THE STATUS QUO. The US, including Texas, is being left behind the rest of the developed markets because of our stupid decision with cars. Get it together over there at TxDOT. I know you are smart people who KNOW exactly what I am talking about. | 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, will no offense, will not be able 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 simply ineffective and problematic at best. Please be a little more reasonable and listening 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 roads set to better existing infrastructure e.g. improve the current highway and the rail roads (maybe in an not in the funding bucket). | See Comment #13 |
| 1888 | Kathleen Strong | | | Do not widen/ho build | Adding more lanes to I-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 |

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|------|------------------|---------------|--------------------------------|--|---|------------------------------------|
| 1889 | Kathryn Anderson | | McClure's Website Comment Form | Public Transit / Multimodal Transportation | About the US 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 #358 |
| 1890 | Kathryn Arnold | | McClure's Website Comment Form | Do not widen/hw build | Multi355 Program Manager Tommy Alrigh. The bond in Austin is while life and have cost many changes, not all of them favorable. We have an opportunity here to have a positive impact on the city and we should not expand it by expanding US. There is no reason to think this will improve traffic. To spend the 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 #45 |
| | | | | Public Transit / Multimodal Transportation | More mass transit. Fewer highway lanes using up valuable space in town. | See Comment #13 |
| 1891 | Kathryn Powers | | McClure's Website Comment Form | Air Quality/Noise | Re TDDOT, Dear TDDOT, I'm writing in regard to the I-35 expansion project. I am concerned and disagreed with plans to move forward on a significant expansion. In addition, this highway expansion is worse for the environment - not air, the specific, and other important natural features. More government and built environment will not achieve those goals, which are shared by most Austin residents. | See Comment #34 |
| | | | | Labor/Inclused Demand | Expansion of highways is proven to induce demand, and will make Austin more congested. | 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 #45 |
| | | | | 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, LIVABLE city. | See Comment #13 |
| | | | | community alternatives | I would like TDDOT to invest money in a full study of alternatives proposed by Net355 and Reconnect Austin. These are community supported alternatives with significant support. | See Comment #4 |
| 1892 | Kathryn Goodson | | McClure's Website Comment Form | Do not widen/hw build | Multi355 Program Manager Tommy Alrigh. I am opposed to the expansion of the US through Central Austin including my neighborhood from Owen Keaton to US 290. I have never see US35 for my local trips. I use local roads which are often not crowded even during rush hour. I am appalled by the amount of large trucks backing 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 so 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 #45 |
| | | | | Labor/Inclused Demand | History has shown that expanding an existing highway creates more traffic. | See Comment #18 |
| | | | | Revenue to I-30 | Seven percent of the traffic is a lot and these trucks could go around Austin on Highway 130. | See Comment #43 |
| | | | | Business/residential displacement | While I support taking down the upper deck I am against widening the H35 highway and developing around 100 buildings including a day care center with 200 students and numerous homes near where I live. | See Comment #21 |
| | | | | Revenue to I-30 | I attended the public meeting held by TDDOT at the Millennium Complex. While I am in agreement that the Upper Deck between Motor Road and US 290 should be torn down, I am against the widening of H 35 between Riverdale Drive and US 290. | See Comment #45 |
| 1893 | Kathryn Goodson | | McClure's Website Comment Form | Do not widen/hw build | I attended the public meeting held by TDDOT at the Millennium Complex. While I am in agreement that the Upper Deck between Motor Road and US 290 should be torn down, I am against the widening of H 35 between Riverdale Drive and US 290. | See Comment #45 |
| | | | | Revenue to I-30 | 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 H 35 less than 5 percent of the time. I take local roads and find they are not usually crowded even during rush hour. I am appalled by the large commercial trucks on H 35 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 #43 |
| | | | | Business/residential displacement | I am badly against widening the highway through central austin which would destroy about 100 buildings including a day care center for 200 children. Surely TDDOT can join other large cities in the US who have done a large highway through their core cities. Please join them. | See Comment #21 |
| 1894 | Kathryn McBride | | McClure's Website Comment Form | Do not widen/hw build | I firmly oppose the planned expansion of I-35 through Austin, including (but not limited to) the section between MLK and Airport Boulevard, for many reasons, but in light of this environmental impact study, I will focus here on environmental harms. | See Comment #45 |
| | | | | Air Quality/Noise | Several peer-reviewed academic studies have shown that adding lanes to highways only serves to increase noise, 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 provide options for non-car travel and around Austin. | See Comment #34 |
| 1895 | Kathy Bostart | | McClure's Website Comment Form | Do not widen/hw build | I cannot support the current proposal for the restructuring of I 35 through Central Austin. It does not 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 compensation. I have lived and worked within blocks of I-35 for the last 22 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 35 (Delaney 2). Closing the access point at Fermeuse 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 22 years). Removing the Fermeuse Rd. access point will only increase the pressure on the Bertrando 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 pedestrians and bicycle traffic, crossing Bertrando road at that point make it dangerous to turn on to the northbound frontage road for the Delaney 2 neighborhood and businesses between Bertrando Road and Barbara Jordan Blvd. The angle lane of traffic merging from northbound Airport Blvd on to 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 135 to 140th St. during the rush hour. This effectively cuts off all access to the Delaney 2 neighborhood at that time. The Fermeuse Rd access point removes one of those many variations 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 explained and illustrated how a dedicated frontage road lane connecting Fermeuse Rd and Bertrando Rd and crossing Bertrando Road entrance only into the neighborhood along with making Fermeuse Rd well lit 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 #45 |
| | | | | Community alternatives | Instead of I-35 expansion, I support proposals like those from Net355 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 |
| | | | | Deload | Please also reference the position letter from the Delaney 2 neighborhood Association, which I fully support. | See Comment #184 |
| | | | | East/West Connectivity | I do not do enough to alleviate the road/water barrier that was created by its initial construction. | See Comment #20 |
| ID | Commenter Name | Date Received | Source | Type | Comment | Response |
| | | | | Revenue to I-30 | The proposal seems mostly designed to accommodate those who wish to pass through Austin rather than those who live in Austin. This is what SH130 is there for? | See Comment #3 |
| 1896 | Kathy Carr | 1/11/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and growing needs we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Corridor design as proposed by TDDOT. Thank you for your consideration of this request. Kathy Carr, MCR Vice President, Client Solutions Director, JE Dunn Construction 3602 S. Mopace Expressway, Barton Sheway 2, Suite 450, Austin, Texas 78746 www.jedun.com direct 737.261.0793 | See Comment #6 |
| | | | | | In pursuit of building partnerships | |
| 1897 | Kathy Garland | | | Do not widen/hw build | Multi355 Program Manager Tommy Alrigh. Please rethink your expansion plan for US. Expanding US is a terrible idea. US 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 empty expansion. | See Comment #45 |
| | | | | Revenue to I-30 | All that traffic passing through Austin should be diverted east. | See Comment #43 |
| 1898 | Kathy L Jackson | | | Do not widen/hw build | How will TDDOT ensure the current expansion proposal to achieve better outcomes to this US Capital Express Project? How can the plans meet the citizens' needs for the expansion to be "highly visible, not wider"? It is imperative that TDDOT respond to these concerns as well. How will it increase the total number and frequency of at-grade crossings? How will it equitably 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 #45 |
| | | | | Revenue to I-30 | Why are there not solutions to promote viable options to shift some traffic load to SH130? | See Comment #3 |
| | | | | | To Whom It May Concern: I recognize the necessity of upgrading I-35 to current design standards in order to enhance safety. I support TDDOT's efforts to solve problems such as narrow lanes, the absence of shoulders, insufficient overhead clearance, and inadequate drainage. I live in the Marston 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. Bike and pedestrian paths should be separated and follow the City of Austin design guidelines. 2. Bike and pedestrian paths should be separated and follow the City of Austin design guidelines. 3. Bike and pedestrian paths should be separated and follow the City of Austin design guidelines. 4. SH130 lanes at Airport Blvd should be replaced with safer and energy-efficient alternatives at grade crossings. The Capital Express Corridor 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 measure, up to 25 lanes highway through the heart of any city was hardly ever a sustainable, and certainly not viable. I plead with TDDOT to fundamentally reconsider the I-35 Capital Express Corridor project and embrace a vision for the future that prioritizes equity and quality of life. | See Comment #30 See Comment #30 |
| 1899 | Kathy Mauch | | | Bike/ped safety | The Capital Express Corridor 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 measure, up to 25 lanes highway through the heart of any city was hardly ever a sustainable, and certainly not viable. I plead with TDDOT to fundamentally reconsider the I-35 Capital Express Corridor project and embrace a vision for the future that prioritizes equity and quality of life. | See Comment #30 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
|------|-----------------|---------------|-----------------------------|--|--|------------------|
| | | | | Capex/Deck Phases | Large areas/blocks, not more offices, 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 | M/CouE Website-Comment Form | 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 #6 |
| 1901 | Karl Schweser | 1/24/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Schweser | See Comment #8 |
| 1902 | Karl Schweser | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Schweser Resident 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 Duchayne | 1/20/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | | | Do not widen/ho build | Mobility35 Program Manager Tommy Alragn. I am against the I-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 |
| | | | | Do not widen/ho build | Mobility35 Program Manager Tommy Alragn. I am a resident of the Rosewood community and I sincerely oppose TxDOT's plans for I-35 and OPOUSE expansion. I can't see a pedestrian forward plan to reduce car traffic through Rosewood and neighboring communities like a boulevard going down and more emphasis on public transit. I believe the TxDOT plan is flawed and doesn't consider the direct impacts to my neighborhood. I want the interstate here and I don't want to have to use it more in the future. 10 years of construction is absolutely a nightmare and it intimidates 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 |
| 1905 | Katie Matie | | | Public Transit / Multimodal Transportation | I want our free girls to grow up in a neighborhood, not a congested, construction zone. We ride the buses and the train, and would love to see the city put more efforts towards public transit that can help local residents escape the city. | See Comment #13 |
| 1906 | Katie Orr | 3/7/2023 | Email | Community Alternatives | Mobility35 Program Manager Tommy Alragn. 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 other problems. I am FOR Rebuild35 and any plans that prioritize public transit improvement instead. | See Comment #4 |
| 1907 | Katie Spence | 3/6/2023 | Email | Bike/jed safety | No TxDOT TxDOT. Expanding 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-22 expansion in Katy, TX. This project should instead have a goal of making Austin more walkable and bike-able. Please use Rosewood Austin and Rebuild35 to study changes to 35 that could be made that would lessen the bad impacts of expansion. | See Comment #30 |
| 1908 | Katie Vignery | ----- | | Do not widen/ho build | hello. I am writing to express my concerns about the latest version of the proposed I-35 expansion plan. The alternate article from the 10 Times represents the most current research 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 approval plan is essentially the same as the current one, I encourage TxDOT to extend the cap at least to 290 East. | See Comment #9 |
| | | | | Reverts to I-30 | I also strongly encourage TxDOT to consider requiring trucks to use Texas 130. Reducing or eliminating tolls is a massive step toward making this option more palatable to truckers. | See comment #3 |
| 1909 | Kathie Flanice | | | Do not widen/ho build | No 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 negligible. I've never seen a new highway in 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 | I will worsen traffic, displace business and homes, and discourage alternative to driving. Austin should not add more concrete in the 35 corridor. | See Comment #21 |
| 1910 | Kathrin Maworth | 2/20/2023 | VGH | Community Engagement | Downsized Alliance e-newsletter and M25 e-newsletter | See comment #320 |
| 1911 | Kathrin H | | | Labor/Induced Demand | Mobility35 Program Manager Tommy Alragn. TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway networks, and its traffic modeling is flawed. | See Comment #18 |
| | | | | Air Quality/Noise | Highway expansions DON'T work. They worsen congestion (as we see with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. | See Comment #34 |
| 1912 | Katy Abbas | 3/7/2023 | Email | Air quality/Climate change | Final 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 spreadsheet. Air Quality: Appendix P includes only an analysis of carbon monoxide (CO) and ignores the five other criteria pollutants, which are each components of inhale emissions, or produced by those emissions. These criteria pollutants (SOPA, 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 (NAQS) 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 against proposed alternatives. The traffic modeling used to conduct air quality analyses in Appendix P is flawed and projects implausibly inflated traffic volumes for the "No Build" scenario, thus invalidating any comparison of "No Build" to "Modified Alternative 3." TxDOT should re-run each of its air quality analyses in the DEIS and compare Modified Alternative 3 scenario to the past 20-25 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 20-25 years to represent real traffic on I-35 in a "No Build" scenario. TxDOT must include the more modern Dynamic Traffic Assignment (DTA) algorithm in modeling from 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 system rebalances, such as whether or not employees would voluntarily commute 8 hrs per day. The Static Traffic Assignment algorithm specially 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 Barback | | | Do not widen/ho build | Mobility35 Program Manager Tommy Alragn. As a permanent resident of Austin, I strongly oppose TxDOT's I-35 expansion plan. The 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 Rebuild35 proposal. | See Comment #4 |
| 1914 | Katy Guffy | 1/11/2023 | M/CouE Website-Comment Form | Regional Connectivity | Hi just love to ride a high speed train between Austin and San Antonio instead of sitting in traffic. Hell, maybe even connect Dallas and South Padre while you're at it. | See comment #1 |
| 1915 | Katy Herff | ----- | VGH | Do not widen/ho build | hello I believe TxDOT is, 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 absurdly opposed to the highway 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 ditch and that's not good enough. As a city we need to create better public transportation and pedestrian infrastructure, 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 ditch and that's not good enough. As a city we need to create better public transportation and pedestrian infrastructure, not build more pollution causing highways. | See Comment #34 |
| | | | | Reverts to I-30 | Traffic instead should be rerouted around the city, via 183. The trucks going through Austin can drive around the city, in turn it'll be faster anyway. Thank you for considering my voice. | See comment #2; |

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|------|---------------------|---------------|-----------------------------|--|---|------------------|
| 1916 | Ravi Laxmi | | | 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; |
| | | | | Lane/Inbound Demand | Highway traffic will simply expand to fill the new capacity. | See Comment #18; |
| | | | | Air Quality/Noise | Highway noise abatement strategies - as a resident of the Travis Green Condominium community, at 1304 Margosa Drive, Austin TX, 78704, situated on the west side of the proposed I-35 right-of-way and new frontage road between Woodland and Oltorf Streets, I am requesting that the project account for and minimize the impact of noise generated by increased traffic moving through our neighborhood. Please add appropriate measures, including sound walls, sound-absorbing paving materials, and sound-absorbing materials for retaining walls, barriers, etc. to reduce the overall volume of noise. | See Comment #34 |
| 1917 | Kay Gordon | | | Construction | Construction activity noise and vibration abatement - as a resident of the Travis Green Condominium community, at 1304 Margosa Drive, Austin TX, 78704, situated on the west side of the proposed I-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 on the surrounding bedrock could cause foundation settlement, cracking of building finish materials, and other related damages. These adverse impacts are liable to be addressed by the project's construction to address these impacts. | See Comment #176 |
| | | | | Water Quality | Stormwater and erosion control - as a resident of the Travis Green Condominium community, at 1304 Margosa Drive, Austin TX, 78704, situated on the west side of the proposed I-35 right-of-way and new frontage road between Woodland and Oltorf Streets, I am requesting that measures be installed to reduce stormwater 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 Hargers Branch Creek. The shoreline of the creek is quite steep in areas and any shifting of the earth bank, due to either the I-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 drainage. 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 Hargers Branch Creek, please consider stormwater flow and stream channel bank side erosion impacts from the increased impervious cover of the expanded I-35 centerline project (I-35 centerline project). | See Comment #125 |
| 1918 | Kay Mori | 3/7/2023 | Email | Do not widen/ho build | Hi TxDOT TADOT, expanding will only make things worse. Thank you. | See Comment #5 |
| 1919 | Kayla Burgess | 1/31/2023 | MCiQuE Website Comment Form | Regional Connectivity | I am in favor of the rebuild to Austin. | See comment #1 |
| 1920 | Kaylani Parks | 3/7/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Arango, 50 years of construction for just a few years of congestion relief is NOT worth it. The environmental damage must be considered | See Comment #5 |
| 1921 | Kayser Bensch | 3/7/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Arango, I oppose TADOT's plans of expanding I-35. We must protect the environment and the residents of that area. | See Comment #5 |
| 1922 | Kayle Weeks | 2/26/2023 | MCiQuE Website Comment Form | 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 sheets to be prepared for the project. Additional data is required for the prior authorization for a DACE permit, or a wetland cover. | See Comment #125 |
| | | | | Do not widen/ho 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 their park? This is a neighborhood surrounded by major streets. Please utilize the major streets instead of creating cut throughs that will only add to the traffic volume. We have 3 major streets in the neighborhood. One elementary, one alternative school, and one preschool. We don't need to separate 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 ever more increased car & truck traffic. Please don't build this cut through. Why are you sitting together the east side with central Austin? Who exactly is asking for that and what community voices are pushing for it? Please let us know. Because it's not the people who will be impacted by it, I promise you. Finally, there are 1000+ bike access points from Mexico to everywhere, need Austin. No gaps and that on purpose protect those neighborhoods... please consider doing that for the I-35 I-35. No, I do not want community and a break from all the traffic and congestion. | See Comment #5 |
| 1923 | Kayli Duffie | | | Widening | In regards to the 41st Street extension to Witkov Blvd we are in OPPOSITION. | See Comment #9 |
| 1924 | Karl Semmens | 3/7/2023 | Email | Do not widen/ho 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 traffic jams by adding more roads with more lanes. This has never made a dent in any of these cities, traffic is worse than ever. Part of this is due to population growth, but much of it is due to mismanaged incentives. New roads can improve traffic flow temporarily, yet experience shows they soon draw extra traffic and increase air gars. 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 have future officials with a bigger headache to solve before me. I urge you to reconsider the current plans, particularly given TADOT'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 seek 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. Sorry we can't figure this out. Kind regards, Karl Semmens | See Comment #5 |
| 1925 | Keith B | | | Do not widen/ho build | Please do not expand I-35 for more lanes. Please do not create Inbound Demand with a wider interstates, 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TADOT. Thank you for your consideration of this request. Keith Donahoe, Regional President, Central Texas, I-35&S, Akerna Parkway, Suite 100, Austin, Texas 78719. 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 or believe this information should be confidential. Do not disseminate, distribute, or copy this email. Email transmission cannot be guaranteed to be secure or error free as information could be intercepted, compiled, lost, destroyed, altered, late, or corrupted, 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 | MCiQuE Website Comment Form | General support | Dear Chairman Bugg and Commissioners: I write in support of the I-35 Capital Express Central design as proposed by TADOT. Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 25th 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TADOT. 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, compiled, lost, destroyed, altered, late, or corrupted, 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 | MCiQuE Website Comment Form | General support | I support the I-35 redesign. | See Comment #8 |
| 1930 | Keith Matthews | 3/6/2023 | Email | Community alternatives | Hi TxDOT TADOT, 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 issues 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 of great concern for TxDOT drivers, yet, road expansion is the only solution that has been proposed despite proven failure 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 footprint, pollution, and congestion. While these projects are long term, I do believe that 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 seen preferential to individual car use. We need community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully realized and created. I. Thank you. | See Comment #4 |
| 1931 | Keith Zimmerman | 2/14/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TADOT. Thank you for your consideration of this request. | See Comment #8 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| 1932 | Keith Zimmerman/USA | 2/1/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TADOT. Thank you for your consideration of this request. The information contained in this email (including any attachments) is confidential, proprietary, and is intended only for the named recipient(s) only. Access to or use of this email or its attachments by anyone other than the intended recipient(s) 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 do not disseminate, distribute, or copy this email. Email transmission cannot be guaranteed to be secure or error free as information could be intercepted, compiled, lost, destroyed, altered, late, or corrupted, 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. 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.southsidebank.com/our-privacy-and-notice | See Comment #8 |
| 1932 | Keith Zimmerman/USA | 2/1/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TADOT. Thank you for your consideration of this request. The information contained in this email (including any attachments) is confidential, proprietary, and is intended only for the named recipient(s) only. Access to or use of this email or its attachments by anyone other than the intended recipient(s) 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 do not disseminate, distribute, or copy this email. Email transmission cannot be guaranteed to be secure or error free as information could be intercepted, compiled, lost, destroyed, altered, late, or corrupted, 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. 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.southsidebank.com/our-privacy-and-notice | See Comment #8 |

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| 1833 | Ruth Zimmerman/USA | 2/7/2023 | Email | General support | <p>Dear Chairman Rugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas all Texans should call for and deserve action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and ongoing growth we are experiencing in our great State. Accordingly, I am writing today to 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 certain copyright material, and is intended for use by the named recipient(s) only.</p> <p>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 (including any attachments) or any information contained herein. If you have received this email in error, please notify the sender immediately by telephone or email and delete it, and all copies thereof, from your system. Any confidentiality or privilege is not waived or lost because this email has been sent to you by mistake.</p> <p>Although we have taken reasonable precautions to reduce the risk of transmitting otherwise private information, we accept no liability for any loss or damage caused by this email or its attachments due to viruses, interference, interception, corruption or inappropriate access.</p> <p>Please do not disseminate or use your personal information in a way that is not intended. For more information on how to exercise state or country specific Privacy Rights please view our privacy notice here: https://www.austintexas.gov/privacy-and-cookies</p> | See Comment #8 |
| 1834 | Rolan Robinson | | | <p>Do not widen/ho build</p> <p>Capex/Deck Phases</p> | <p>Mobilize35 Program Manager Tommy Arango.</p> <p>As an East Austin resident and resident for over 20 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.</p> <p>I have visited East Austin and know the road pain I-35 has represented in our community's history. Any change made at grade expansion of this already ill-planned infrastructure project would be detrimental to our city.</p> <p>Rolan Robinson</p> | See Comment #5 |
| 1835 | Rola | | | <p>Do not widen/ho build</p> <p>Public Transit / Multimodal Transportation</p> | <p>Time and time again research has shown that adding more lanes to highways does not improve traffic. It puts more cars on the road and causes more congestion. Why are you thinking 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. Increase the right lane for this only shortage Austin's future.</p> <p>The only 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.</p> | See Comment #42 See Comment #5 See Comment #13 |
| 1836 | Kelli Morrison | 2/28/2023 | | General Support | <p>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 essential for our current and future economic growth and job creation. I support the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.</p> | See Comment #8 |
| 1837 | Kelly | 1/20/2023 | McCuik4 Website Comment Form | Do not widen/ho build | <p>Improve public transportation. Don't expand the highway.</p> | See Comment #5 |
| 1838 | Kelly Bach | | | <p>Do not widen/ho build</p> <p>Community Alternatives</p> | <p>Mobilize35 Program Manager Tommy Arango.</p> <p>Hi there,</p> <p>My name is Kelly and I am a resident of Austin. 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.</p> <p>Please don't do this happen.</p> <p>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.</p> | See Comment #5 See Comment #4 |
| 1839 | Kelly Harper | 1/27/2023 | Email | Business/residential displacement | <p>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.</p> | See Comment #21 |
| 1840 | Kelly Harper | | | <p>Do not widen/ho build</p> <p>Community Alternatives</p> <p>Bike/ped safety</p> | <p>Mobilize35 Program Manager Tommy Arango.</p> <p>As a resident of Austin, in the Airport / E. 45th street area since the late 90's, I see the potential for more than just 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 rest areas rather than our primary thoroughfares.</p> <p>I expect the Austin City Council and TxDOT to work together seeking better solutions and remain open to new ideas for the safety, health of our city.</p> <p>The I-35 expansion is more in line with the effort to think about creative solutions, as opposed to just adding more lanes. Highway expansions through light 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 we've had disaster for the people involved.</p> <p>When we expand I-35 in already light residential areas, the neighborhood becomes a dangerous place for everyone including walkers, bikers, kids getting off the bus, pets.</p> | See Comment #5 See Comment #4 See Comment #30 |
| 1841 | Kelly Mahan | | | <p>Water quality</p> | <p>TxDOT public comment response for proposed I-35 expansion.</p> <p>Stormwater and erosion control - As a resident of the Travis Green Condominium community at 1304 Marjorie Drive, Austin TX, 78704, situated on the west side of the proposed I-35 right-of-way and new frontage road between Woodland and Olcott 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 fairly along the southern shoreline of both the East and West branches of Marjorie Branch Creek. The shoreline of the creek is quite steep in areas and any shifting of the earthen bank, due to either I-35 / frontage road design, and construction related activities, could cause flooding in more areas 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 Marjorie Branch Creek, please consider stormwater flow and stream channel bank-side erosion impacts from the increased impervious cover of the expanded I-35 widening project in our neighborhood.</p> | See Comment #25 See Comment #34 |
| 1842 | Kelly McCendon | 2/9/2023 | My sign I do | Sound Walls | <p>Does this noise barrier wall have to be so high? 20 feet seems like it would be an unfortunate expense. Chopped neighbors would love a cap and ditch across the highway.</p> | See Comment #69 |
| 1843 | Kelly Rakay | | VGH | <p>Do not widen/ho build</p> <p>Lanelet/Shoulder Demand</p> <p>Rebuild to I-30</p> <p>Multimodal Transportation</p> | <p>I'm generally not in favor of widening I-35.</p> <p>I do understand that much of the I-35 traffic is local, but if this is the case I'm not uncertain that expanding our limited access highway will address our current problems. Widening roads rarely works to reduce congestion.</p> <p>We built Highway 130 to increase capacity through Austin and increasing the capacity of I-35 in town discontinues the use of I-30 for through traffic.</p> <p>I am pleased to see greater east west access across I-35, especially for pedestrian and bike traffic. Growing use of scooters and e-bikes makes the expansion of bike lanes necessary and wise.</p> | See Comment #18 See comment #5 See Comment #20 |
| 1844 | Kelley Cooper | | | <p>Do not widen/ho build</p> <p>Rebuild to I-30</p> | <p>Mobilize35 Program Manager Tommy Arango.</p> <p>I commute on I-35 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.</p> <p>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 I-30 as a highway or prioritizing public-first transit.</p> | See Comment #5 See comment #5 |
| 1845 | Kelley Hise | | | <p>Do not widen/ho build</p> <p>Rebuild to I-30</p> | <p>Mobilize35 Program Manager Tommy Arango.</p> <p>Dear TxDOT,</p> <p>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 drainage goals. As a pedestrian and bicyclist, having to cross it on my frontage roads is NOT OK.</p> <p>This wound of a highway should be removed. SH 130 was built as the topical. Make people use ITT One Austin a normal city grid to increase connectivity. We need high speed trains for inter city travel. The infrastructure in this state is embarrassing.</p> | See Comment #5 See comment #3 |
| 1846 | Kelley Nunez | 2/14/2023 | Email | Do not widen/ho build | <p>Hi,</p> <p>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, that 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 altered traffic in the past. I only believe that more green space on top of the highway is essential to not simply remove it but then create a creek. We don't want that.</p> <p>The city wants to be innovative in the project and opportunity we have before us. The citizens and organizations opposed to it, I think, need to be truly heard. Thanks for your time!</p> | See Comment #5 |
| 1847 | Kelley Spencer | | | Do not widen/ho build | <p>Mobilize35 Program Manager Tommy Arango.</p> <p>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.</p> | See Comment #5 |

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| | | | | Racial Justice | These expansions often go through neighborhoods that house low income 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 | Kubek Odem | 3/7/2023 | Email | Do not widen/no build | Mobile35 Program Manager Tommy Aragon. I now live in the DFW metropol, 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 | Jan Kula | 1/30/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our 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 |
| 1950 | Kendal Glash | 3/7/2023 | McCluskey Website Comment Form | Do not widen/no build | This plan needs much more work. First and foremost we MDT have more public transit options surrounding the I-35 expansion. We need light rail and more bus routes. This 25 years ahead with alternative energy rail and more carbon emitting cars. Anything other than electric and already dangerous to our future stability 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 | Rehndel Kibbey Dick | | | Community alternatives | Mobile35 Program Manager Tommy Aragon. 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 | I better proposal to the ReH35 proposal, or building a park over the highway to connect communities that have been divided by it, or a public transit focused solution. I respect TxDOT, Austin City Council, and other representatives to stand up for me. | See Comment #4 |
| 1952 | Kenneth Cook | | | Do not widen/no build | No TxDOT TxDOT, I'm writing 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 McChesney | 1/13/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 McChesney | See Comment #8 |
| 1954 | Keri Pearson | 3/1/2023 | Email | None | To the I-35 Capital Express Central Project Team: This is a writing written to express my concerns about the proposed project to expand and change the I-35 highway. I'm a resident in the Townes at Tiger Lake, a condominium just west of US, north of the lake, and south of Clear Creek and on what is considered the "Runway Street area". Our address is 40 N Interstate 35, so our property is right on the feeder road to I-35. 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 roadway I-35 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 inconvenience, 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. Clear Creek is already over capacity due to just the Rainey project. Once we add in the convention center project and the proposed construction along I-35, the primary entrance to the Rainey district (the intersection of Red River and Clear Creek, and the intersection of I-35 and Dravid 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 I-35 construction project. The staging areas, the travel closures/turning, and the ultimate design for the intersection of Clear Creek and I-35 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 reconstruction of I-35 minimize the entrance to the highway that we currently have just north of Clear Creek 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 new one closer to the Clear Creek and I-35 intersection, given the traffic increases the Rainey District and any other growth planned for East Austin south of Clear Creek), is it advised. Would it be possible to find a way to add a northbound entrance between Holly and Clear Creek? That traffic exiting Rainey on Holly would be able to jump on I-35 before getting to the Clear Creek 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 I-35 from River Street to Holly Street. Could the plans be upgraded to include pedestrian and bike lanes for this bridge? I don't wish to see I-35 at Holly have to reach the lake 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 | 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 4-lane road west side to Whitline east side thoroughfare. The connectivity from west to east can just as easily be accomplished via feeder road with out the disruption of a historical residential neighborhood. Longtime users used when Mueller was redeveloped to mitigate cut through traffic go to Whitline Blvd. The longterm have been effective and could be implemented at 42nd and Whitline 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 | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Reidlaw Pruthi | | VOT | Do not widen/no build | I am vehemently against this 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 50% increase in traffic volume for I-35 by 2020 and that volume never changed for those 15 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 transient 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 80 years ago that divided our city. | See Comment #3 |
| | | | | Capacity/level phasing | 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 4 lanes to 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; |
| | | | | Revenue to I-35 | \$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 to reach TxDOT to recalculate the toll they are on or at least take into mind the concerns of citizens who are concerned about the proven negative impacts of roadway expansion (temporary congestion relief, induced demand, displacement of residents, poor air quality, increased emissions). | See comment #3 |
| | | | | Do not widen/no build | Dear I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Board Officers, 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 ReH35 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 TI study purporting to show the "benefits" of out 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 across the thriving communities of the Austin region. | See Comment #5 |
| | | | | Community Alternatives | There is clear community support for both the ReH35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TI study was interesting, I do not see it as a replacement for thoroughly analyzing ReH35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why I refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReH35 and Reconnect Austin proposals | See Comment #4 |

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|------|------------------|---------------|--------------------------------|--|---|-----------------|
| 1959 | Andrzej Pothardt | | | Multimodal Transportation | <p>Dear 135 Capital Express Central, Draft Environmental Impact Statement</p> <p>Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants,</p> <p>Thank you for the opportunity to comment on the proposed 135 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 ways 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 safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.</p> <p>The travel demand models that only seek to optimize this project to rightly 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.</p> <p>This analysis should use multiple reasonable future growth scenarios including the equitable Transit-Oriented Development scenarios that was made available to the Texas A&M Transportation Institute when they were developing analysis for this project.</p> <p>Please address 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.</p> <p>Thank you for all that TxDOT is doing to improve safe, multimodal access for all.</p> | See Comment #20 |
| | | | | Community alternatives | <p>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, No-Think35, and Reconnect Austin scenarios.</p> | See Comment #4 |
| 1960 | Isabel Ingham | 2/28/2023 | Email | Bike/ped safety | <p>I live at 12th and Chicon and commute to downtown by bike. 40 area is bike friendly, but crossing to downtown at 135 is by a no-right crosswalk which is not respected by traffic. Sometimes you must wait a minute or more for a break in traffic. The other crossings at 12th and 12th are no better. Things are much worse the further north you go as you must go for a lot of your way to cross from the east side to downtown. I would like to see much more done to improve current connectivity before any plans to expand the 1-35 go forward. If volume targets must be met, please consider using other north-south corridors like 130 or 185 that have less impact on an urban center. Sincerely,</p> | See Comment #30 |
| 1961 | Kevin Burns | 2/9/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners,</p> <p>Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 1962 | Kevin Burns | 3/6/2023 | McClure's Website Comment Form | General Support | <p>Dear Chairman Bugg and Commissioners,</p> <p>Thank you for your support to address 135 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. 135 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.</p> <p>I write in support of the 135 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.</p> | See Comment #8 |
| 1963 | Kevin Chau | 3/6/2023 | Email | Public Transit/Multimodal Transportation | <p>Mobilize/35 Program Manager Tommy Alrapp,</p> <p>Addressing 135 is one of the worst ways to serve Austin as a place uniformly 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 spent on proven transportation strategies. Complete and safe as business 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. Driving up for 22 years in Austin, I can say it is frustrating spending a lot of my life as 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</p> | See Comment #13 |
| 1964 | Kevin Cloninger | 3/7/2023 | Email | Do not widen/ho build | | See Comment #5 |
| 1965 | Kevin English | 1/4/2023 | McClure's Website Comment Form | Reverts to 130 | <p>Is there any consideration for an entirely new freeway between TX 281 to TX 67 & a 35 from San Antonio to Arlington that bypasses Austin entirely west of Lake Travis?</p> | See Comment #3 |
| 1966 | Kevin Fleming | 1/17/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Kevin Fleming [REDACTED]</p> | See Comment #8 |
| 1967 | Kevin Fleming | 2/8/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Kevin Fleming [REDACTED]</p> | See Comment #8 |
| 1968 | Kevin Fleming | 3/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners,</p> <p>There have been involved in Austin since 1984 with the development of 500 Congress, the office building at Cesar Chavez, and Congress Ave. We faced issues with 135 at that time. It has given me a major hurdle for all.</p> <p>I support the 135 Capital Express Central design as proposed by TxDOT.</p> <p>Please approve this project and move forward.</p> <p>Thanks, Kevin</p> | See Comment #8 |
| 1969 | Kevin Foster | 3/7/2023 | McClure's Website Comment Form | Reverts to 130 | <p>The toll roads east of 35 should be free and traffic that is not bound for Austin should have use as a bypass to reduce 05 traffic for those living in Austin while providing smoother traffic for those going to San Antonio or Dallas and beyond.</p> | See comment #3 |
| 1970 | Kevin Gilman | 2/24/2023 | VGH | Reverts to 130 | <p>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 do 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 doesn't want it. But we have this giant highway splitting traditional downtown with what is going on in the east.</p> | See comment #3 |
| 1971 | Kevin Katz | 3/7/2023 | Email | Do not widen/ho build | <p>Dear 135 Capital Express Central, Re: 135 Capital Express Central, Draft Environmental Impact Statement</p> <p>Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants,</p> <p>Thank you for the opportunity to comment on the proposed 135 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 ways 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 safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.</p> <p>The travel demand models that only seek to optimize this project to rightly 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.</p> <p>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, No-Think35, and Reconnect Austin scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable Transit-Oriented Development scenarios that was made available to the Texas A&M Transportation Institute when they were developing analysis for this project.</p> <p>Please address 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.</p> <p>Thank you for all that TxDOT is doing to improve safe, multimodal access for all. Sincerely,</p> | See Comment #9 |
| 1972 | Kevin Koch | | VGH | Business/residential displacement | <p>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.</p> | See Comment #21 |
| | | | | Sound walls | <p>Please offer neighbors input on sound wall design, and make them interesting.</p> | See Comment #10 |
| 1973 | Kevin Koch | 3/7/2023 | VGH | Business/residential displacement | <p>Please activate the "retained aesthetic opportunity areas." Make sure they don't become homeless camps.</p> <p>Please activate historic structures for these spaces after opportunities for businesses. There is enough room at 31st/32nd for this to continue with their same placement relative to the feeder road. These are lower-level spaces that have interesting uses that serve the neighborhood. Living, activated spaces are less likely to be places for people to turn and bite.</p> <p>Please provide creative sound walls that preserve the culture of the city. Make the sound wall at 31st and 32nd road the new Gateway wall.</p> <p>Communicate with neighbors immediately adjacent (like us) about what is expected in terms of project staging, noise, dust, etc during construction. People are already leaving/hitting up out of fear of the unknown, depressing home prices.</p> | See Comment #21 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
|------|-----------------|---------------|--------|----------------------------|--|------------------|
| 1974 | Kevin O'Donovan | 3/7/2023 | Email | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alrago, 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.</p> | See Comment #5 |
| 1975 | Kevin Ogo | | | Do not widen/ho build | The proposed inadequate "skin" creates dead space for a high cost, and doesn't meaningfully create vibrant urban spaces where people can live, work, walk and bike. TxDOT's proposed plans 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 restores the right of way to build homes and businesses, and a widened boulevard that's safe to walk, bike, and take a bus. I am strongly opposed to TxDOT's 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. Car simply take up too much space, and the only viable mobility solutions center walking, biking, and mass transit. | See Comment #30 |
| 1976 | Kevin Repas | 3/7/2023 | Email | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alrago, If you widen that highway I will have to go in myself and drive it. You will not have a fun time. You really jg</p> | See Comment #5 |
| 1977 | Kevin Stany | 3/1/2023 | VOT | Do not widen/ho build | We do not want businesses and housing demolished, we do not want to hinder our dependencies, 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 like to see the highway expand beyond its current footprint. If you're going to go ahead and build this on us, for the love of God do whatever you can to make the thing as constructive as possible, easier to cross for pedestrians and accommodating of Project Connect's goals. I wish you'd 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 laudable and not shared by the majority of Austinians. | See Comment #6 |
| 1978 | Kevin Venie | | | Do not widen/ho build | <p>Re TxDOT TxDOT, Dear City Council, 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: 1. How you will take these points into consideration and explore alternative solutions to the proposed expansion of I-35.</p> | See Comment #5 |
| 1979 | Kevin Wang | 3/7/2023 | Email | 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 connectivity be available at least every 1.4 miles. 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 | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alrago, Highway expansion do not and have not been shown 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.</p> | See Comment #5 |
| 1980 | KG Ensey | 3/7/2023 | Email | 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 I-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 projections such as AQIC, PM2.5 and PM10, which would provide a more realistic and complete picture of the current lack of air quality - you 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. Healthy 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 | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alrago, 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't hop a bus or train to get across town instead of sitting alone in a vehicle. Please reconsider the I35 expansion. Thank you.</p> | See Comment #5 |
| 1982 | Hera Quinn | | | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alrago, I strongly oppose TxDOT's plans for I-35 and its expansion. Widening highway I-35 will have no real effect on speed and traffic while construction would remain a burden for a decade. TxDOT's model, method, and motive are all inherently flawed and will not reduce traffic pressure but for a short term. It is a waste of time, resources, and Texas taxes. Interstate highways are not for local trips, and pushing business that will only cause congestion and create risk, instead.</p> | 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 Buckham | 2/8/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Central Express Corridor design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 1984 | Kim Romano | 3/2/2023 | Email | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alrago, 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.</p> | See Comment #5 |
| 1985 | Kim Tseai | | | Do not widen/ho build | <p>Re TxDOT TxDOT, As someone who lives near 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 streets, not 20 lane highways 2 - 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 if more focus needs to be applied to divert traffic on the interstate AROUND Austin, not erasing more traffic running through the middle of the city</p> | 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 Harman | | | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alrago, I am a resident of Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. 20 years of construction for just a few weeks 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.</p> | See Comment #5 |
| | | | | Labor/Inbound Demand | TxDOT's process in this project is flawed: it ignores Inbound Demand, construction impacts, particulate matter pollution from the 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, redesigning another highway such as SR 130 as an interstate, a boulevard going down, a public transit line project, anything but expanding 35. | See Comment #4 |
| 1987 | Kimberly Harman | 2/26/2023 | Email | Do not widen/ho build | <p>The current plans for I-35 are lacking. They wipe out businesses and homes, while not providing nearly the number of lanes needed. Also, they will induce more demand for traffic without solving the problem. The better answer is to remove tolls from 45 and divert 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 development space for shops, homes and businesses. Please reconsider your plans.</p> | See Comment #5 |
| 1988 | Kira Kooley | 3/7/2023 | Email | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alrago, 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 20 years of construction for this will make it worse now and when it's finished. Not to mention the negative quality of life impacts for Austin residents as this interstate slices through our beautiful city. No water or higher!</p> | See Comment #5 |

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|------|----------------------------|---------------|--|---|---|--|
| 1889 | Kirk Gallagher | 1/11/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Gallagher President PDS of TDS | See Comment #8 |
| 1890 | Kristen Delpoit | | | Do not widen/ho build | Multi35 Program Manager Tommy Alving. To whom it may concern: I-35 expansion will only exacerbate the horrible traffic conditions in this car-centered city. The reason overwhelmingly shows that highway expansion does nothing except allow for even more traffic. PLEASE be smart and take the long-term action and not the short-term way 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 |
| 1891 | Kristin Ross | 2/10/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 |
| 1892 | Kristen Demmer | 3/7/2023 | MCi/e/F Website Comment Form | Do not widen/ho build | I have recently been told about the proposal of 4.5M widening with Wixom's Blvd in the renovation of I-35 and while I know this is all complicated to plan, as someone who lives on Wixom's I am very, very against it. I bought this house as an investment in the children 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 Wixom's 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 in. You risk ruining it all and it brings me to tears to even think about it. | See Comment #5 |
| 1893 | Kristen Liu Kiefer | 1/6/2023 | MCi/e/F Website Comment Form | General support | I love the idea of putting the backwoods development on the west side of the highway! It keeps the neighborhood protected from traffic and access noise. I can't wait for the highway to be dropped below ground as well. | See Comment #6 |
| 1894 | Kristen Olson | 1/30/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 [REDACTED] Hill & Wilsonson Dallas - Austin - Fort Worth | See Comment #8 |
| 1895 | Kristen Self | 3/7/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Alving. To husband and I are residents of the 78000s and are current commuters via I-35. We oppose the expansion of I-35. We but this will only worsen the traffic on I-35 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 I-35 is a better long term solution for traffic and the environment. Thank you. | See Comment #5; |
| 1896 | Kristen Wilde | 3/7/2023 | Email | Do not widen/ho build | Hi 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 walk, 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 |
| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
| 1897 | Kristi E. Stotts | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 |
| 1898 | Kristin Davis | 1/31/2023 | MCi/e/F Website Comment Form | 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 |
| 1899 | Kristin Marston | 1/26/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Marston Sent from my iPhone | See Comment #8 |
| 1900 | Kristin & Boy | 3/7/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Alving. When I lived in East Austin, I didn't have a car. The single biggest obstacle to me biking around was I-35 - 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 lanes I'd hit by way. Expanding it will only make things, and it's many other problems worse, as inevitable as a "hardcore" I-35. | See Comment #5 |
| 1901 | Kristine Maga-Garvin | 1/13/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Garvin | See Comment #8 |
| 1902 | Kristin & Hale | 1/23/2023 | MCi/e/F Website Comment Form | 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 |
| 1903 | Kristy Hines P | 1/30/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Kristy Wainwright Attorney | 1/12/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our 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 |
| 1905 | Kristina Jean | 1/11/2023 | MCi/e/F Website Comment Form | 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 |
| 1906 | Kristina | 3/7/2023 | Email | Rebuke to I-30 | Multi35 Program Manager Tommy Alving. I am a resident of Austin, TX. I've been here for a long time & I have lived in my different parts of town. Whenever there is a decision to be made to build, we should have come to that where the money is & I and how far away can I get from I-30. OPPOSE TxDOT's plans for I-35 and OPPOSE expansion. Expanding is not going to resolve anything. I am PDR projects like the Travis35 project, redesigning another highway such as SH-130 as an alternative, a boulevard going through town, a public transit/rail project, etc. 20 years of construction for just a few years of congestion relief is NOT worth it and 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 to take 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 flow of day traffic being more about, because traffic never seems to really move on I-35 and especially the few exit ramps near downtown. I don't want to use an interstates highway for my local trip, I actively avoid I-35 systems 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 better. So many people move here because of how great and beautiful this place is. Not recognizing I-35 and how. Maybe we could make a bigger effort into changing the big road, that is I-35, into something we use words 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 #5. |
| | | | | | Community Alternatives | Hi TxDOT TxDOT, Hello, I'm writing 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, secure. 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 drive when traveling to and from central Austin. I hope more consideration will be given to alternative options such as bus rapid transit and rail. Thank you |
| 1908 | Kristyann Deeman | | MCi/e/F Website Comment Form | Do not widen/ho build | I write in opposition to the plans to expand I-35. | See Comment #5 |
| | | | | Labor/Inbound 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 highway. 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 #31. | |
| 1909 | Kyle | 2/10/2023 | Vocalmail | Business/Residential Displacement | Hi, my name is Kyle, or you can reach me at 720-223-0826. I truly believe in what the West Trinity House is doing for our city. We, for our family, honestly, I don't know if they were compromised and relocated somewhere else. I think that would be a fine line, but that evidence, 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 thrives, right? Where you can access community, first place, being your house, where you live, second place being your work, third place being a public space. And as you can imagine, all three of those have withered in our modern society. Being much more isolated. And that Trinity House, what they're doing if they have it set up in the heavy environments, we been away where it's very isolated, to interact with others, and it absolutely works. And you do have a sense of community when you're, when you're there. And I think it's vital to our culture, honestly, it's 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's feeling quite isolated right now. So, absolutely, I would need that you work with them either to avoid taking it over or to help relocate them. Thank you very much. | See Comment #21 |

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| 2010 | Kyle Folters | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahlrog.</p> <p>I've been an Austin resident for almost 16, 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 update our little town's infrastructure to accommodate the million people that now live here.</p> <p>It's obvious that something needs to change. Getting around in this town can feel like a real chore. ESPECIALLY it involves getting on I-35. The solution to that problem is NOT hogging down one drunk of 15 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.</p> <p>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. In high time we had a fully functional public transit system in this town. Making that happen would cut back on noise, less environmental destruction, and way fewer logistical headaches for citizens and business alike to deal with.</p> <p>The space where I-35 currently stands could be a perfect place to start.</p> <p>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 get 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.</p> | See Comment #45 |
| | | | | Route to I-30 | <p>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 intended purposes. 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 surely needs.</p> | See comment #43 |
| 2011 | Kyle Krueger | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 2012 | Kyle Lawson | | | Do not widen/ho build | <p>NO 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 evidenced by the Katy freeway in Houston. Having I-35 still through Austin bifurcates the community, safety penalties for income disparities, has adverse impacts on climate, contributes to noise, air, water pollution, and will lead to more car crashes. If the goal is to build an efficient people mover build a railroads! Everyone loves trains. The Texas Triangle would do so much to alleviate traffic, it is unbelievable.</p> | See Comment #45 |
| | | | | Blow/ped safety | <p>What Austin needs is safe, walkable/bikeable 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.</p> | See Comment #30 |
| | | | | Community Alternatives | <p>Please, fully research and consider the rebrack35 plan as it seeks to urbane Austin and provide safe streets for all.</p> | See Comment #4 |
| 2013 | | 1/12/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 2014 | Kyle Morgan | 3/7/2023 | McClure's Website-Comment Form | Paris | <p>I strongly disagree with the decision to scale land for a construction staging area for six years. There are more creative ways to solve these problems that don't derivate the community and our parks.</p> | See Comment #150 |
| 2015 | Kyle Remy | 3/7/2023 | Email | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahlrog.</p> <p>I am a resident of Austin. I live in the cherrywood neighborhood next to US 1. 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.</p> | See Comment #5 |
| 2016 | Kyle Shannon | | McClure's Website-Comment Form | Do not widen/ho build | <p>Hello, my name is Kyle Shannon. I am an Austin resident. I live at 2802 Starbuck Blvd 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 am 3 miles from expansion coming from Colorado to Texas. I have always been perplexed at how car dependent we are in this city and in this state.</p> | See Comment #5 |
| | | | | Public Transit / Multimodal Transportation | <p>So typically around 135 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 for you to find overtime.</p> | See Comment #131 |
| | | | | Labor/Induced Demand | <p>Expanding the highway will further exacerbate these problems, will require much more tax dollars to maintain, and will drive significant impacts to communities that the 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 them.</p> | See Comment #181 |
| | | | | Blow/ped safety | <p>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 have done this. Many different cities do this and enable foot traffic or bicycle traffic to take place above where the highway is.</p> <p>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. It's going to have a drastic impact on Austin as a city and it's going to have a drastic impact negative impact to those living near the highway.</p> | See Comment #30 |
| | | | | Climate change | <p>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 health of neighborhoods in the area so I think it's sensible to put it underground!</p> | See Comment #51 |
| | | | | Air Quality/Noise | <p>I think it's sensible to put coverings over it. I think it's sensible to reduce the noise and pollution affects whenever possible.</p> | See Comment #34 |
| | | | | Business/residential displacement | <p>And absolutely homes should not be blazed or far-fetched to support this. Another aspect of this. These are my concerns. Please bring these forward and I hope you could reconsider how this is done. Thanks. Bye</p> | See Comment #21 |
| ID | Commenter Name | Date Received | Source | Type | Comment | Response |
| 2017 | Kyle Shannon | | McClure's Website-Comment Form | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahlrog.</p> <p>I am a resident of Austin Texas</p> <p>I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Car dependency has worsened havoc on Texas, and the United States. Make the highway wider elsewhere if you must, but not in the heart of our city! There is a mile underground. Reduce the noise and pollution, this plan is ridiculous.</p> <p>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 relocations, and its traffic modeling is flawed.</p> <p>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.</p> <p>I expect TxDOT, Austin City Council, and other representatives to stand up for me.</p> | See Comment #5 |
| | | | | Labor/Induced Demand | <p>These Highway projects are a waste in scope, cost, and disrupt so many people's lives all for an incremental, temporary improvement! How can TxDOT ignore Induced Demand? Our cities should focus on making things more walkable, and support alternatives. TxDOT's modes of transportation, not dig so deep into a hopeless pit of car dependency! Redirect truck traffic outside of central downtown.</p> | See Comment #28 |
| | | | | Air Quality/Noise | <p>Highway expansions DON'T work. They worsen congestion (as we see with the Katy Freeway or California's traffic in LA - just look), air noise and water pollution, safety, and transportation options beyond driving.</p> | See Comment #34 |
| | | | | Multimodal Transportation | <p>We have to explore alternatives to raising 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!</p> | See Comment #20 |
| 2018 | Kyle Burke | 2/14/2023 | McClure's Website-Comment Form | Do not widen/ho build | <p>Please do not expand I-35 north of 40th street. Or at all really. Build public transit, don't expand highway!</p> | See Comment #5 |
| 2019 | Kyle Sharp | 1/30/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 2020 | Kyle Person | 1/21/2023 | McClure's Website-Comment Form | Regional Connectivity | <p>I would love if rail transportation could be made in between Austin and San Antonio. It would save so much commute time and pollution and be more affordable than driving back and forth between the cities for my doctors appointments and to see my family.</p> | See comment #1 |
| 2021 | LA Rigler | 3/4/2023 | Email | Do not widen/ho build | <p>NO. I can't accept the idea that more traffic in the middle of a city is good for the city, or its population. Please look at cities that are undoing such bad ideas in their towns. Learn from their mistakes. Just say NO. Lmao</p> | See Comment #9 |
| | | | | Do not widen/ho build | <p>Good evening,</p> <p>I am writing to express 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.</p> <p>Thank you, Laine Hardy Austin Resident</p> | See Comment #5 |
| 2022 | Laine Hardy | | McClure's Website-Comment Form | Route to I-30 | <p>What TxDOT should do is convert SH 130 into I-30 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 decrease congestion in downtown Austin.</p> | See comment #3 |

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| 2023 | Lance Glier | | | Do not widen/ho build | <p>Mobile35 Program Manager Tommy Alving.</p> <p>There is plenty of reason to allow that highway expansion does not solve congestion. It more often than not induces additional demand within a couple years and the congestion comes right back. There is no reason to feel significant damage to the city's existing core for minimal gain.</p> <p>A perfect example is Austin, which has seen dependent Massive portions of the city area missing towards main highway. This choice to change direction, and now it's an incredible destination for tourism and residents.</p> <p>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.</p> <ul style="list-style-type: none"> -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 area 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 case. -I am willing to drive an extra 20 minutes to another route on the rare occasions a robust downtown can't provide what I need. | See Comment #5 |
| | | | | Public Transit / Multimodal Transportation | <p>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, buses 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 expect to live in walkable, beautiful cities. Famous cities with high density/throughput make choices based on the people there, not the through traffic.</p> | See Comment #13 |
| 2024 | Lance Harms | 3/7/2023 | Email | Do not widen/ho build | <p>Dear US Capitol Express Central, Draft Environmental Impact Statement</p> <p>Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and ultimately work toward the Road to Zero goal of cutting traffic deaths in half by 2025 and to zero by 2050. Crashes are increasingly more important that congestion, and cost the people of the Austin region more - saving National Safety Council costs of crashes methodology to compare to Texas AEM Transportation tradition congestion methodology.</p> <p>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 division 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."</p> <p>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 the 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 devices that would result from unambiguously having this goal as the top purpose and end of this project.</p> <p>The 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.</p> | See Comment #5 |
| 2025 | Laneya Dufres | 3/1/2023 | Email | Do not widen/ho build | <p>Mobile35 Program Manager Tommy Alving.</p> <p>Re: 135</p> <p>I have lived in Austin, Texas since 1988 and know that "highway improvement" has brought 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.</p> <p>I oppose the current TxDOT plans to make 135 "bigger" through Austin and oppose expansion.</p> <p>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 split up 135 through Austin are ignoring what we and others have learned.</p> | See Comment #5 |
| 2026 | Lanell Hooper | 1/18/2023 | MyCapEx Website Comment Form | Regional Connectivity | <p>Please consider finding funds to build a commuter rail that connects San Antonio to Dallas. Thank you.</p> | See comment #1 |
| 2027 | Laron Cheak | 1/31/2023 | MyCapEx Website Comment Form | Regional Connectivity | <p>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.</p> | See comment #1 |
| 2028 | Larry Bates | 2/6/2023 | MyCapEx Website Comment Form | General information request | <p>The Texas Department of Transportation will hold a virtual public hearing with an in-person option to gather input on proposed improvements on 135 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.</p> | General information request - information was provided to stakeholder |
| 2029 | Larry Bates | 2/6/2023 | MyCapEx Website Comment Form | General information request | <p>The Texas Department of Transportation will hold a virtual public hearing with an in-person option to gather input on proposed improvements on 135 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.</p> <p>Question: will that be updated and posted to the MyCapEx.com website?</p> <p>Thank you, Larry</p> | General information request - information was provided to stakeholder |
| 2030 | Larry Hankamer | | | Do not widen/ho build | <p>Leave 135 as is. Construction will take many years and will make travel along 135 very slow and difficult and inconvenient for all of those years.</p> | See Comment #5 |
| | | | | Reverts to 130 | <p>The best solution is to leave 135 as it is and convert Hwy 130 to 135 East. Simple. Much less cost. No inconvenience. No traffic can take 135 East.</p> | See comment #3 |
| 2031 | Lathrop Smith | 1/13/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the US Capitol Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 2032 | Laura Baker | 3/7/2023 | Email | Do not widen/ho build | <p>To whom it may concern,</p> <p>I have lived in Austin for 35 years.</p> <p>During this time the Austin city government has essentially jumped 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.</p> <p>New courses you can't use the freeway effectively because there's too many people.</p> <p>(do not recommend expanding 350 as you suggest) recommend that you expand airport a little bit that you expand Burnet Road a little bit and also that you stop jumping the city out to every high bidder because it makes you feel important, Rich it's stupid. Thank you.</p> | See Comment #5 |
| 2033 | Laura Baring | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the US Capitol Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> <p>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 clearing 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/choice 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. If you know you have been exposed to someone with COVID-19 symptoms, if you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Calls associated with a remote closing option will be passed through to the party receiving 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 to [REDACTED] Delete this email, and destroy all copies and any attachments. Thank you for your consideration.</p> | See Comment #8 |
| 2034 | Laura Brady York | 2/25/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the US Capitol Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 2035 | Laura Carbonneau | | | Do not widen/ho build | <p>Hi TxDOT TxDOT!</p> <p>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 135 in Austin. Please don't expand 135.</p> | See Comment #5 |
| | | | | Community Alternatives | <p>We need to look at the alternatives from Reconnect Austin and Rebuild 35. I live close enough to 135 that this project will impact me probably on the daily.</p> | See Comment #4 |
| | | | | Air Quality/Noise | <p>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. Inert safe, pleasant, walkable and bikeable spaces.</p> | See Comment #34 |
| 2036 | Laura Cloniker | 3/7/2023 | VOH | Do not widen/ho build | <p>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.</p> | See Comment #5 |
| 2037 | Laura Collins Saphel | ----- | VOH | Do not widen/ho build | <p>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.</p> | See Comment #5 |
| | | | | Business/Residential Displacement | <p>The proposed expansion takes out businesses and housing and further reduces the affordability divide between East and West Austin.</p> | See Comment #32 |
| | | | | Labor/Industrial Demand | <p>We need to rethink a solution that will already be overcrowded again by the time it is built.</p> | See Comment #16 |
| | | | | Reverts to 130 | <p>We need alternative routes for heavy trucks that encourage them to bypass the downtown.</p> | See comment #3 |
| | | | | Regional connectivity | <p>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 longstanding problem.</p> | See comment #1 |

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| 2038 | Laure Cunningham | 1/31/2023 | McCluskey Website Comment Form | Regional Connectivity | Add high speed light rail between Austin and San Antonio. Having access to high speed would help economic growth. | See comment #1 |
| 2039 | Laura Fankar | | | Do not widen/ho build | NE TxDOT TADOT, This just isn't the right way to accommodate growth of our city. The traffic will never 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 Gilmore | | | Do not widen/ho build | NE TxDOT TADOT, 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 pedestrian. While resources 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 westside in the current plans that would continue to divide the city is unacceptable. | See Comment #6 |
| | | | | Air Quality/Noise | The city deserves to be walkable, the neighborhoods accessible 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-revise the Reconnect Austin and Redlink 35 proposals to incorporate these solutions into the next steps for downtown Austin and I35. | See Comment #4 |
| 2041 | Laura Gotteman | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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, Laura Gotteman | See Comment #8 |
| 2042 | Laura Johnson | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Laure Miller | 3/7/2023 | Email | Construction | Mobilize35 Program Manager Tommy Alrnga. We do not need the additional construction traffic. It's not going to help form and raised here please do not do this to our city | See Comment # 178 |
| 2044 | Laura P Martinez | 3/8/2023 | Email | Do not widen/ho build | Mobilize35 Program Manager Tommy Alrnga. My family recently moved back to Austin after being around 32 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 shown 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 future alike. Thank you for your consideration. | See Comment #5 |
| 2045 | Laura Stevan | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Alrnga. As a native Austinite, I oppose the current plan for multi-lane expansion of I-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 Stevan | See Comment #5 |
| | | | | Community Alternatives | I prefer a plan like Redlink 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 | | | Do not widen/ho 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 don't expect a highway forever as 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 creating a park at 40th. There seems to be some issues for people with disabilities, elderly, etc. in getting across. I hope you will address this issue. | See Comment #4 |
| | | | | Caps/Deck Phases | Otherwise, I love the idea of widening the highway and creating gaps and bridges to connect neighborhoods. | See Comment #42 |
| 2047 | Larrel Power | | | Do not widen/ho build | NE TxDOT TADOT, I oppose widening I-35 because I-35 is already a smelly, loud, bumpy 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 new land for downtown housing, small local businesses, and safe walkable/bikeable streets. | See Comment #5 |
| | | | | Route to I-30 | 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 concrete. | See comment #3 |
| 2048 | Larrel Power | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Alrnga. 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 interstates, 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 neighborhoods, 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, worsening the air quality and walkability of the city. | See Comment #20 |
| | | | | Community Alternatives | I like the 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 | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Alrnga. 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 somewhere else, a walkable city that also had remarkable public transportation. I was devastated to return "home," where I now had to live with the realization that I didn't actually LIKE driving, it was just the only option. Expanding 35 will trap Texans in this cycle: expand, expand, expand, 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 |
| | | | | Lanes/Shoulder Demand | The French understood "Shoulder Demand" when opening up commercial highways 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 Colclake | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Alrnga. I am an 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 Colclake | See Comment #5 |
| | | | | Community alternatives | I am for the redlink 35 proposal. | See Comment #4 |
| 2051 | Lauren Gaines | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Alrnga. Please let me see on the road! 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 affected 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 commutes to Austin not just the car. Consider the bus system and how it is over utilized. I was born at Brickbridge 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 book user. If you live far for east or south your options for timely transportation is extremely limited. | See Comment #13 |
| 2052 | Lauren Luft | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Alrnga. 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 fix up the ongoing traffic issues on I-35. | See Comment #5 |
| | | | | Community Alternatives | Please consider the Redlink35 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 |

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| 2053 | Lauren Noonan | 2/8/2023 | Email | General support | <p>Dear Chairman Rugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Noonan Comment: State Assistant WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted email 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 Precaution: The Company respects your continuing right 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. 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. Closings 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. The Company of Austin, Inc., and/or its agents. 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 is not permitted is prohibited. If you have received this email in error, please notify the sender immediately by reply to [REDACTED] delete this mail, and destroy all copies and any attachments. Thank you for your cooperation.</p> | See Comment #8 |
| 2054 | Lauren Stanley | 3/8/2023 | VOH | Lane/Inbound Demand | <p>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 REG MORE VOLUME. LOOK AT THE EVIDENCE. FROM KATY FREEWAY IN HOUSTON WITH 1+ LANES IN EACH DIRECTION, TO YOUR BEDDOND LOGGET THAT FILLS UP NO MATTER HOW BIG IT GETS. WE NEED TO HEarken HOW WE ACHIEVE QUALITY OF LIFE, AND STOP SPENDING EXORBITANT FUNDS ON CHANGING THE WRONG PAVED, AND PRODUCING MORE PROBLEMS IN THE WAGE.</p> | See Comment #18 |
| 2055 | Lauren Stolt | | | Do not widen/ho build | <p>Mobilize Program Manager Tommy Alragh. 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 inextricably dependent on the outlook of a less car-dependent future for this community.</p> | See Comment #5 |
| | | | | Lane/Inbound Demand | <p>We know there is a demand for more multi-modality 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.</p> | See Comment #18 |
| | | | | Multimodal Transportation | <p>Please don't succumb to the outdated mobility standards that are pushed by the automotive lobby. Instead, help Austin become a multi-modality leader that will help all people in this community thrive and grow.</p> | See Comment #20 |
| 2056 | Lauren Swank | 2/22/2023 | VOH | Do not widen/ho build | DO NOT EXPAND NORTH I35 | See Comment #5 |
| 2057 | Lauren Wright | 2/7/2023 | Email | General support | <p>Dear Chairman Rugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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</p> | See Comment #8 |
| 2058 | Leah Che Hally | 1/19/2023 | M/Club Website Comment Form | Regional Connectivity | <p>Rail system for passengers severely needed! We must have funding for mass transit passenger rail project on I-35 between San Antonio and Austin to reduce traffic, traffic accidents, conserve on fossil fuel consumption (and fossil fuel individual drivers and related greenhouse gas emissions that contribute to climate change). Please forward a plan for this that also saves time, less tax, in the winter population who want to remain mobile between cities without having to drive that stretch of dangerous highway.</p> | See comment #1 |
| 2059 | Laure Berman Young | 3/7/2023 | Email | Rescue to I30 | <p>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 isn't commented is why the I35 left turn remains empty while trucks and other cars passing through left turn. This is not ok. I propose we change I35 to a left turn where residents do not have to stop and it is not prohibitive for those passing through. We need to divert this traffic out of the city. Additionally, the intersection of 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 have a mass of people clogging the I-35 intersection going in the wrong direction. We need to be able to turn left out of DeWitt 2 across our hole address. Additionally, the businesses that are going to be impacted with this plan are significant. Austin is already losing in many of the more and pop businesses and now even more in a separate because of this poor planning. Rescind I-35. Thank you, Lauren Young DeWitt 2 residents Comment from DeWitt 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 DeWitt 2 neighborhood needs and actually cause mobility issues. The proposed highway designs do not meet DeWitt 2 mobility and access needs. The proposed alternatives call for changing the right-of-way to the neighborhood, and increase the width of the right-of-way 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.</p> | See comment #3 |
| 2060 | Laure Pipeli | | VOH | Do not widen/ho build | <p>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.</p> | See Comment #5 |
| | | | | Lane/Inbound Demand | <p>While we all agree that there is highway congestion, there is no clear evidence that more road = less traffic. (See Houston). It is dangerous to imply that road construction is a traffic solution. Please do your homework and look at the data.</p> | See Comment #18; |
| | | | | Public Transit Multimodal Transportation | <p>Instead we need to make public transportation convenient and affordable. I am against this short-sighted wasteful plan. Thanks for reconsidering. Lauren Pipeli</p> | See Comment #13; |
| 2061 | Laure Logue | 1/23/2023 | Email | General support | <p>Dear Chairman Rugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Logue Comment: Financial.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 disclosure at https://www.independent.com/terms-security-statement.html. This email is covered by the Electronic Communications Privacy Act, 18 U.S.C. Sections 2510-2522, 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 attachments. Thank you for your cooperation.</p> | See Comment #8 |
| 2062 | Laure Logue | 2/8/2023 | Email | General support | <p>Dear Chairman Rugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Logue Comment: Financial.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 disclosure at https://www.independent.com/terms-security-statement.html. This email is covered by the Electronic Communications Privacy Act, 18 U.S.C. Sections 2510-2522, 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 attachments. Thank you for your cooperation.</p> | See Comment #8 |
| 2063 | Laverne Krishnan | | | Do not widen/ho build | <p>Mobilize Program Manager Tommy Alragh. Hi when I see your concern. I'm a resident of east Austin with two kids in the area and population - Public transit should be the cities number one priority, not highway expansion. 10 years of construction for 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 respect TxDOT, Austin City Council, and other representatives to stand up for us.</p> | See Comment #5 |
| | | | | Rescue to I30 | <p>I OPPOSE TxDOT's plan for I-35 and I OPPOSE expansion and below the highway should be purchased as a boulevard and all non-local traffic should be redelegated around the city, such as on SH-130.</p> | See comment #3 |
| | | | | Lane/Inbound Demand | <p>TxDOT's process in this project is flawed: it ignores Inbound Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.</p> | See Comment #18 |
| | | | | Air Quality/Noise | <p>Highway expansions DON'T work. They worsen congestion (as we see with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.</p> | See Comment #24 |
| | | | | Business/residential displacement | <p>Expanding I will impact the the other land owners and business from banking in prime location because of the awful impact of living or running a business in or near a highway.</p> | See Comment #21 |
| 2064 | Lauren on Social Media | 1/11/2023 | Email | City of Austin | <p>Summit St. is a street that runs from Woodland to Riverside parallel to I-35 and just 1/2 block from the highway and access rd. As a home owner for 25 years, I have seen the increase of traffic on Summit St. 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 intersection of Woodland and Riverside. The service to the Woodland and Riverside crossing is not usable. Therefore residents must need either Drive or Riverside for transit, at least a 1/2 mile wide driveway being parallel and quarter from the sidewalk along the intersection 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 or 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. Did East Riverside would be closed for a few lane one way street headed out of the neighborhood and built out as a walkway. https://austintexas.gov/record/open_record_request?request_id=1507 Summit St.</p> | 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 Busch | | | Do not widen/ho build | <p>Hi TxDOT TxDOT, We live in Austin for 12 years, and 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.</p> | See Comment #5 |
| | | | | Rescue to I30 | <p>This traffic needs to be taking I83 or I30 as intended! That is the real solution to the challenges of I35</p> | See comment #3 |
| | | | | East/West Connectivity | <p>Expanding I-35 will only make traffic worse. I do not want to see Austin transformed into a mess of freeways, and expanding I-35 would only further divide East Austin from downtown</p> | See Comment #20 |

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| 2066 | Leah McLary | | | Do not widen/ho build | <p>Mobility35 Program Manager Tommy Arango.</p> <p>Dear Mr. Arango:</p> <p>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 Charneywood, 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.</p> <p>I wonder why you aren't trying to pull this charade in West Austin? Too many people with money and power live there?</p> <p>Thank you for reading my opinion, and I hope you will make the right choice for the people of Austin. I expect my 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 hazards such as the proposed corridor bisected crosswalk of a highway.</p> | See Comment #3 |
| | | | | Community Alternatives | <p>I wholeheartedly support the Retain35 plan, and I'm appalled that TxDOT and its supporters are frequently denying the plan and simple facts: highway expansions such as this have never worked, and there is no convincing data to support otherwise.</p> | See Comment #4 |
| | | | | Labor/Induced Demand | <p>They reduce 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?</p> | See Comment #18 |
| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
| | | | | Retail Justice | <p>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 road acts of environmental racism and classism.</p> | See Comment #3 |
| 2067 | Lee Ann Coleman | | McCauley Website Comment Form | Do not widen/ho build | <p>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. Buy 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.</p> | See Comment #5 |
| | | | | Public Transit / Multimodal Transportation | <p>We need to focus on building infrastructure for buses and trains and find ways to divert traffic from I-35.</p> | See Comment #13 |
| | | | | Air quality | <p>We need serious environmental review, which at a minimum must include greater measurements of air quality, and finding ways to treat water runoff, save our drinking water (since it's gone forever.)</p> | See Comment #558 |
| 2068 | Lee Hession | | | Do not widen/ho build | <p>Mobility35 Program Manager Tommy Arango,</p> <p>Hi,</p> <p>My name is Lee Hession 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 love the direction TxDOT has chosen to pursue in expanding I-35 to allow more cars and truck traffic to use the infrastructure.</p> <p>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 unending expansion.</p> <p>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.</p> <p>Thank you for your time and I hope you make the choice the people living here are crying out for. Best regards,</p> <p>Lee</p> | See Comment #5 |
| | | | | Community alternatives | <p>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://retain35.com/the-retain35-plan</p> | See Comment #4 |
| | | | | East/West Connectivity | <p>To connect east to west for miles and miles instead of funneling our with more traffic.</p> | See Comment #20 |
| | | | | Air quality | <p>We have the ability to not only stop a bad plan from being implemented, but to also choose a much better solution that bridges our city's urgent need (I-35), more division, more pollution, and more problems.</p> | See Comment #558 |
| 2069 | Lee Merford | 3/7/2023 | McCauley Website Comment Form | Do not widen/ho build | <p>Connecting 41st with Wilshire Blvd, connects a highly commercial area (Herneck shipping center) with a 200+ 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, and an increase in traffic endangers children playing in 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.</p> | See Comment #5 |
| 2070 | Lee Milar | 2/9/2023 | My idea I'll do. | Do not widen/ho build | <p>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.</p> | See Comment #5 |
| 2071 | Leigh Torian | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.</p> <p>Accordingly, I am writing today to express my complete support for the I-35 Central Express Corridor design as proposed by TxDOT. Thank you for your consideration of this request, Leigh Torian.</p> <p>I do not increased risk of traffic by new transit. Heritage Tire Company must save Wile instructions by encrypted e-mail only. Our Wile instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your attorney to confirm the Wile instructions before writing any contract as soon as possible to avoid further delays. Thank you. COVID-19 Heritage Tire Company respects your contractual rights/claims 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 visit in person, please contact your service 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.</p> <p>CONFIDENTIAL NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Tire 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 to reply to [REDACTED] delete this email, and destroy all copies and any attachments. Thank you for your consideration.</p> | See Comment #8 |
| | | | | Regional Connectivity | <p>I would love commuter rail service San Antonio to Austin. It would make commuting so much easier and ease traffic congestion and pollution problems.</p> | See comment #1 |
| 2073 | Leo Anderson | | | Do not widen/ho build | <p>Mobility35 Program Manager Tommy Arango.</p> <p>Please get that freeway out of the center of our city. We already have SH-30. Let's use that! 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.</p> <p>Lobby to use those TxDOT funds to build mass transit in our city!</p> | See Comment #5 |
| | | | | | <p>Please don't widen I-35. Send the traffic to SH-30 and let's convert the present I-35 into a boulevard that supports people not cars. Lobby to use highway funds to expand mass transit!</p> | See Comment #5 |
| 2074 | Leo Anderson | 3/7/2023 | Email | Do not widen/ho build | <p>Hi TxDOT TxDOT,</p> <p>Re:design I-35 Turn it into a neighborhood boulevard! We already have Highway 330. Let's use it!</p> | See Comment #5 |
| 2075 | Leravada Martinez | | | Do not widen/ho build | <p>Mobility35 Program Manager Tommy Arango.</p> <p>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.</p> | See Comment #5 |
| | | | | Labor/Induced Demand | <p>Expansion only worsen traffic as shown in Induced Demand studies. The community, including myself, OPPOSE expansion & offer have transit investments & a subvented options. Luckily, TxDOT seems to only listen to people who mention their own alternatives, rather than ALL the possible alternatives.</p> | See Comment #18 |
| 2076 | Leona | 3/7/2023 | Email | Do not widen/ho build | <p>Hi TxDOT TxDOT,</p> <p>Disruption Austin is some of Texas' most valuable real estate. It would be a terrible waste of my money as a taxpayer to burn it into an expanded highway, and just eventually end up looking like Houston. How about taking Dallas as a sample and run a different interstate far from Austin's downtown</p> | See Comment #5 |
| 2077 | Lisa Walker | | | Do not widen/ho build | <p>Mobility35 Program Manager Tommy Arango.</p> <p>Dear Mr. Arango,</p> <p>I write to oppose TxDOT's plans for I-35 and to oppose expansion. I support the Retain35 proposal.</p> <p>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 pollution and address ED risks and hospitalizations. Intentionally expanding the highway while knowing that this will adversely impact the health of children and community members is unconscionable. 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 Retain35 proposal) that will help strengthen the health and well-being of our community.</p> <p>Thank you.</p> | See Comment #5 |
| | | | | Labor/Induced Demand | <p>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.</p> | See Comment #18 |
| | | | | Air Quality/Noise | <p>Highway expansions do not work. They worsen congestion, air, noise, and water pollution, and safety, and do not promote other transportation options beyond driving. 20 years of construction is just a few years of congestion relief to not worth it.</p> | See Comment #34 |
| 2078 | Lidia Reguidon | | VOH | Do not widen/ho build | <p>I strongly oppose the current plan to expand I-35. Furthermore, it will not solve the traffic problem on I-35. Anyone who has driven in Houston knows that more lanes = more cars.</p> | See Comment #5 |
| | | | | Business/residential displacement | <p>Not only will the proposed construction be massively disruptive to the lives of Austinite, and the local ecosystem, it will displace numerous homes and businesses.</p> | See Comment #21; |
| | | | | Public Transit / Multimodal Transportation | <p>The city should invest in more sustainable, effective options to reduce traffic, such as expanded public transportation.</p> | See Comment #13 |

| | | | | | | |
|------|----------------|---------------|--------------------------------|--|---|-----------------|
| 2079 | Ledy Carbaugh | | | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alving.</p> <p>Public: no more is Ledy Carbaugh and I have traveled 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 335 and I OPPOSE expansion.</p> <p>I am investigating other modes of transportation.</p> <p>20 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.</p> <p>I expect TxDOT, Austin City Council, and other representatives to stand up for me.</p> | See Comment #5 |
| | | | | Lane/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. 20 years of construction for just a few years of congestion relief is not worth it. | See Comment #34 |
| 2080 | Leta Moser | | | Do not widen/ho build | <p>Re: TxDOT TxDOT Hello Public Services,</p> <p>I live in Cherrywood and am car free-I enjoy the area due to it's accessibility for bicycle, walking and public transit to desirable areas. I vehemently oppose expanding 135, this move will only further prioritize a car-centric culture and advocate for more cars, congestion, noise, and pollution. These undesirable qualities are not by any city, this is not what I want Austin to become, nor would I 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!</p> <p>With this in mind, I'd like for you to consider:</p> <ul style="list-style-type: none"> - - - <p>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 lane expansion/long/short/protection for easy, riding through pleasant areas that are well lit.</p> <p>Thank you for taking the time to take my concerns under consideration. I hope you will oppose the expansion of 135.</p> | See Comment #5 |
| | | | | Bike path safety | Fronting with AND pedestrians with bike paths. Have you ever been to Eugene OR? It is a dream to take the full green, overhead bike path to go up and down the river. Not only is it safe for cyclists and pedestrians but the path runs close to the pedestrian zone, with access points well thought out to go off ramp, but it is PLEASANT and ENJOYABLE complete access is offered in looking at the river instead of looking down at road concrete (concerned about broken glass or a flipped over cycling "barrier" that is now in the bike tire and a major obstacle). | See Comment #30 |
| | | | | East/West Connectivity | East-west crossings "at least" every 1.4 mile -all pedestrians pass through the stress without undue, out of the way, noise, alternatives to expansion, including Reconnect Austin and ReLink335, 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 | Leta Garcia | 1/13/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Leta Garcia | See Comment #6 |
| 2082 | Leta Perry | 1/11/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #6 |
| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
| 2083 | Leta Stiles | | | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alving.</p> <p>Dear City Council Members,</p> <p>I am writing to express my strong opposition to the proposed expansion of 135 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.</p> <p>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.</p> <p>In conclusion, I urge you to reconsider the proposed expansion of 135 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.</p> | See Comment #3 |
| | | | | Public Transit / Multimodal Transportation | Furthermore, there are several alternatives to the 135 expansion that should be explored. For example, we could invest in public transportation, such as expanding our light rail system or improving bus services. This would not only reduce traffic on the roads but also provide more equitable transportation options for all residents. | See Comment #13 |
| | | | | Recur Justice | Firstly, the expansion would perpetuate segregation within our city. The current 135 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 #1 |
| 2084 | Leta Murray | | | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alving.</p> <p>In my 7 years in Austin, the amount of traffic I have experienced has increased significantly on this roadway, 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 non-responsible actions, and constantly fear when using this roadway due to the potential risk of construction under which this highway has always been...</p> <p>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 undergo expansion to try to keep up with growing populations, these projects always cause more harm than good for existing cities. Not only furthering our dependency on fossil vehicles, but also giving existing motorists more space to avoid 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 businesses, 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, financially, so many people and operators from their homes and businesses, especially at the astronomical expense that is expected, which will not be exceeded by the project's completion.</p> <p>Again, as someone who witnesses the results of downtown Austin almost every day, I truly cannot begin to understand how the massive expansion of this already continuously large roadway 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 on motor vehicle transportation would be the most useful and effective use of any funds assigned to this area.</p> | See Comment #5 |
| | | | | Public Transit / Multimodal Transportation | I truly believe that a better alternative in the long term would be to improve roads that connect the city, or at least reduce the amount of large commercial vehicles traveling on a road that will be 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 | Leta | 1/18/2023 | McCluskey Website Comment Form | Regional Connectivity | Instead of the 135 capital express project, you should include a plan to revive the Lone Star Road 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 | Leta Shanks | | McCluskey Website Comment Form | Do not widen/ho build | DO NOT EXPAND 135. THE PEOPLE OF AUSTIN DO NOT WANT THIS. | See Comment #5 |
| | | | | Community Alternatives | please listen to rethink335!!! | See Comment #4 |
| 2087 | Lisa Truitt | 1/27/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #6 |
| | | | | Email copy Hello, | I want to submit the attached PDF document as a public comment to the 135 Capital Express Central Project DEIS hearing. My comment mainly deals with SH 135 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. | See comment #3 |
| | | | | Liability Veritas | The complete PDF is located in the public hearing summary, appendix F: TxDOT need consider providing incentives for trucks to move onto 135, regardless of whether TxDOT proceeds with either alternative or chooses the No-Build alternative, but especially in the later case. TxDOT could enact dynamic pricing of Austin to discourage 135 use during AM and/or PM peak hour and thereby shift traffic to SH 130. Short of reintegration or removal of tolls, TxDOT could "reimburse" the use of SH 130 for all truck trips, not just for the cities between Georgetown and Seguin (i.e., encourage trucks to use SH 130 to travel around the congested areas by providing discounted "tolls".... In short, TxDOT must mitigate the outward traffic impact of heavy trucks. | |
| 2089 | Liam Trossell | 3/6/2023 | Email | Do not widen/ho build | Multi335 Program Manager Tommy Alving. | See Comment #5 |
| | | | | Do not widen/ho build | Don't enlarge the highway that splits our city in half. Get rid of it! | |
| | | | | Do not widen/ho build | <p>Dear TxDOT people:</p> <p>In 1987 when I was a freshman at UT, I started making regular trips between my hometown of San Antonio and Austin. 135 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 mitigate and secure anything better than MORE LANES when looking Highway congestion. That is a gigantic problem.</p> <p>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 hindered by 135's stupid placement. I lived in Boston for a year and was struck by the remarkable transformation of the Big Dig, where removing downtown freeway opened up the historic harborfront resulting in public parks, economic development, more revenues, lower pollution emissions, and a livelier human-centric neighborhood.</p> <p>There is one good thing about the current stretch of 135 that cuts through downtown Austin. IT MOVES AT SNAKE'S PACE, which prevents who-knows-how-many high speed collisions. When I'm forced to drive through downtown I actually enjoy watching it creep along at 2 mph as it gives me the opportunity to take the new downtown bike lanes.</p> <p>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.</p> <p>Start over. Think again. Stop repeating the same pointless mistake of building more lanes will be anything. Lobby firms.</p> | See Comment #5 |
| 2090 | Lobby Farris | 2/25/2023 | Email | Do not widen/ho build | | |

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|------|-----------------------|---------------|-----------------------------|-----------------------------------|--|-----------------------------------|
| 2091 | Lily Farns | 3/4/2023 | Email | Do not widen/ho build | Multi335 Program Manager Tommy Alrings. I'm a 20 year resident of Austin. I'm strongly opposed to TxDOT's plan to expand I-35. Any more can see, it will not make any improvement and only make an uglier mess of our downtown environment. | See Comment #3 |
| 2092 | Lily Farns | 3/7/2023 | McCuqE Website-Comment Form | Do not widen/ho build | I am opposed to TxDOT's current plan to expand I-35. I would prefer to reduce the lanes and move traffic to 30. It's time we reclaim our city for humans not high-speed traffic. | See Comment #5 |
| 2093 | Lihany Walker | 2/9/2023 | Phy stics 11 Cs | General Support | I am so excited to see how the decks will add to the community! Look forward to expanding transportation in Austin. Best of luck to a smooth construction. | See Comment #8 |
| 2094 | Local Machine | 2/27/2023 | McCuqE Website-Comment Form | 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 Shivan | | | Do not widen/ho build | Multi335 Program Manager Tommy Alrings. Instead of expanding, we need more green areas or areas where people could bike or walk by/ 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 trip. I respect TxDOT, Austin City Council, and other representatives to stand up for me. | See Comment #5 |
| 2096 | Liliana Torres | 3/6/2023 | Email | Do not widen/ho build | 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. 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 See Comment #5 |
| 2097 | Lizian Mccoy | 2/24/2023 | McCuqE Website-Comment Form | Regional Connectivity | There should be spending money on expanding passenger rail as opposed to expanding the highway. The SA, Austin, Houston, 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 Pomeroy | 3/5/2023 | Email | Do not widen/ho build | Re: 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 expansion under consideration. Community alternatives should be studied. | See Comment #5 |
| 2099 | Lily Cuffman | 3/8/2023 | Email | Do not widen/ho build | Multi335 Program Manager Tommy Alrings. I think the I-35 expansion creates a deep divide between communities in Austin. In a lovely city, many people are struggling for certainty and less stress in a fast-paced environment. As this is great for each individual, it begs the question of how we can create a more unified Austin with who stays, and those wanting to create a inclusive space for ALL residents. Expanding I-35 will only create more pollution and place a temporary fix for a systemic 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 | General support | Dear Chairman Budge and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this roadway is critical to our economic growth we are experiencing in our 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 Williamson | 3/7/2023 | McCuqE Website-Comment Form | 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-term, tight margins, and wide, sloping concrete embankments that make vehicles tend to be expensive 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 DSHF improvements, spacing out and lengthening ramps, have made a clear impact on traffic in their sections of 35. A complete redesign including the managed lanes would go much further toward fixing our city's traffic problems. I have heard what many say about "rubbing salt on the wound" 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 283 South improvements, which I see daily, have been a godsend for East Austin, making a previously congested corridor into one of the least congested highways in the city. The MPAC Intersections projects at Angeline Lane and La Grange Avenue have already removed off my daily commute. Further north, the MPAC Intersections projects that have gone over budget and lengthen us all valuable hours about using lost-time construction, 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 283 South) and it's adding it for miles and miles along a corridor that desperately needs it. As someone who has lived in Austin for entire life, and seen this city grow, and its traffic slow, I believe hands-on support the current Modified Alternative 3, as I have never seen this project was a fair-off proposal. More studies enough. You need the EIS, and I don't think there's anything more to say. Just get building already. | See Comment #8 See Comment #8 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Responses |
| 2102 | Linda Cargiano | | | Do not widen/ho build | Multi335 Program Manager Tommy Alrings. 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 HOV and what a horror I- construction projects practically complete, near widening and new filling lanes of cars. | See Comment #9 |
| 2103 | Linda Croson | 1/30/2023 | Email | General support | 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 |
| 2104 | Linda Fields | | | Do not widen/ho build | Re: TxDOT TxDOT. While I-35 has been obstacles for decades, widening the highway is a horrible option. Do not do it. We do not need 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 |
| 2105 | Lindsay Buhman | 3/7/2023 | Email | Climate change | 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 |
| 2106 | Lindsay Burnette | | | Do not widen/ho build | Multi335 Program Manager Tommy Alrings. Dear Tommy Alrings, 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 bike 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 |
| 2107 | Lindsay House | 3/7/2023 | Email | Do not widen/ho build | Multi335 Program Manager Tommy Alrings. 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 Ludegar | 3/7/2023 | Email | Do not widen/ho build | Multi335 Program Manager Tommy Alrings. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am for the rethink 35 proposal. | See Comment #5 |
| 2109 | Lindsay Okins | | | 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 2% rule 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 gradually and restoration after the divide that I-35 created for decades. Environmental and community-based improvements need to be made to ensure this design is the right design for the future. | See Comment #528 |
| 2110 | Lindsay Bourland | | | Water quality | I'm also an environmental engineer and treating the runoff and first flush should be treated with bio-swales, etc similar to Engineering With Nature from the Army Corps of Engineering research. Harris County also has several good examples. | See Comment #125 |
| 2110 | Lindsay Bourland | | | Business/residential displacement | Our children also want to Escuela del Alma, and it's Hispanic heritage and local cultural institution that will be wiped away by the current plans. Our long term neighbors are also going to be displaced by this plan. | See Comment #21 |
| 2110 | Lindsay Bourland | | | Community Alternatives | Re: 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 reasons 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 propose 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 reconnected Austin and Redesign35, to be fully studied and invested in. | See Comment #4 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
|------|------------------------------|---------------|----------------------------|--|---|------------------|
| | | | | 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 | Lindsay Cochran | 2/16/2023 | MyCUE Website-Comment Form | Widening | Comment about the cross-through between 42nd and Wilshire Ave. Wilshire Ave. is a residential neighborhood and at the crosswalk 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 HOV2 and garage maps. This would drastically 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 | Lindsay Finkel | | | Do not widen/ho build | Multi35 Program Manager Tommy Aragon. I am a resident of North Central Austin and I ACHEMIVELY OPPOSE the planned I35 expansion, increase traffic in and around downtown, and negatively affect nearby homes and businesses. I earnestly hope you reconsider this expansion. For the sake of TX residents and visitors to our home. Utilitation of highway 360 and highway 183 will better serve our city. Thank you. Cristina Perez | See Comment #5 |
| | | | | Blue-jay safety | Expansion of this corridor would greatly decrease suitability for all residents. | See Comment #30 |
| | | | | Reroute to I30 | I propose maintaining 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 use of the limited routes in our state. | See Comment #3 |
| 2113 | Lindsay Hellock | 1/12/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I 35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 |
| 2114 | Lorenna Gust | 3/9/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I 35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #6 |
| 2115 | Lisa Howard in Shirley | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I 35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 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 Brunner | | MyCUE Website-Comment Form | Do not widen/ho 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 wasted 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, scalability & alternative methods available to take care of the road. There are only so many lanes that can be added and built in an ever expanding (metroland) area and re-urbanize 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 TxDOT from the taxpayers. This impacts us, 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- not 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 | | MyCUE Website-Comment Form | Do not widen/ho 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 increased demand. * TxDOT can improve highway safety immediately by reducing the speed limits on the highway and access roads. * The project itself would increase 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: * Frises that all crossings between 52nd and U.S. 290 are at grade. * Work with the North Loop, Ridgeway, and Windsor Park neighborhood associations to evaluate adding another full crossing (automobiles, bikes, and pedestrian lanes) between 52nd 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 | | | Do not widen/ho build | Multi35 Program Manager Tommy Aragon. I am a resident of Austin, and come from Chicago. I OPPOSE TxDOT's plans for I35 and OPPOSE expansion, not about the safety of the hundreds of thousands of drivers that use I35 every day. 20 years of construction for just a few years of congestion relief is NOT worth it. I don't want to see interstate highways for my local trips. I respect 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 |
| | | | | Labor/Inbound Demand | TxDOT's process in this project is flawed: it ignores Inbound Demand, construction impacts, particulate matter pollution from tire wear, the factors 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 allows that Austin doesn't give a **** about reversing it's racist history. | See Comment #3 |
| | | | | | | |
| 2119 | Livia Bennett | | | Blue-jay safety | Multi35 Program Manager Tommy Aragon. I am a resident of Austin, city council district 5. I had read about how terrible it is in Austin was and it was one of the reasons I moved here. I have since discovered the division of the city by high traffic, congested roads and interstates makes it nearly impossible to ride my bike to do everyday tasks. I believe I35 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 do simple distances between distant 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 but only increase the problem. I see no way how I-35 expansion would improve this. Thank you for your time! | See Comment #30 |
| | | | | Community Alternatives | I believe ideas such as MetroX 1-35 are far more likely to bring positive change by means of easier carpool travel. I currently already avoid interstates driving at all costs. I do not want to be forced to use it due to the destruction of other means of travel because 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 use of 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 | Do not widen/ho build | Plans to be so negative, but the plan for PR35 is insane. More lanes mean more cars. Have you ever seen the freeways in LA? What we need to think, the need an alternative to driving, 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 regularly ease congestion. Please rethink this plan. | See Comment #5 |

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| 2138 | Luisa Clarke | 3/6/2023 | Email | Do not widen/ho build | <p>Multi35 Program Manager Tommy Arango,</p> <p>I am an Austin resident living in the North Loop. I appreciate expansion efforts for I-35. Austin should be on the forefront of re-imaging transport in a rational and stable frequency preventing the automobile should be central and frequently ignoring data that highway expansion is a flawed method to handle congestion.</p> <p>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.</p> <p>I appreciate your consideration.</p> | See Comment #5 |
| 2137 | Luisa Lyons | 1/21/2023 | McClure's Website Comment Form | Regional Connectivity | We need high speed rail between our cities, not one more lane. The roads and traffic never seem to matter how wide you make them. | See comment #1 |
| 2138 | Lori Theriault | 3/7/2023 | Email | Public Transit / Multimodal Transportation | <p>Multi35 Program Manager Tommy Arango,</p> <p>I am a resident of the Holly neighborhood in Austin, TX. I vehemently oppose 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 change. 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. Do not allow more lanes to I-35 exist. We are all here and we do not want it. Please represent us.</p> | See Comment #13 |
| 2139 | Luis Castillo | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical arch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Expense Corridor 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 | Regional Connectivity | <p>Multi35 Program Manager Tommy Arango,</p> <p>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 trillion dollar highway projects that provide unsustainable results. Enough highways we are building yes. They cause more pollution, air pollution, lead to more car accidents and deaths, or 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 helping bring 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 turn of events you, please listen to the will of the people.</p> | See comment #1 |
| 2141 | | 3/2/2023 | Email | Bike/ped safety | <p>Multi35 Program Manager Tommy Arango,</p> <p>I live in Downtown Austin. I regularly have to drive I-35 to get to work, taking and often to drive. The expansion of I-35 would be bad for drivers, and extremely bad for folks going around town on foot or bike. The expansion 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.</p> <p>Especially when combined with the extreme environmental and economic costs of this expansion, it makes it an extremely damaging action to take. We absolutely everyone in the area & we'll be living through Central Texas. I sincerely hope that you do not expand this highway and instead invest in other, better forms of long distance transportation, as well as work with the cities to build out a more sustainable form of transport. And if this expansion must happen (which it should never), it should be fully funded 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.</p> | See Comment #30 |
| 2142 | Luke Borders | | McClure's Website Comment Form | Water quality Public Transit / Multimodal Transportation | <p>Please be sure to minimize the impact on our water systems. Lady Bird Lake serves as our reservoir.</p> <p>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.</p> | See Comment #125 See Comment #13 |
| 2143 | Luke Lagate | 3/2/2023 | Email | General Support | <p>Dear TxDOT,</p> <p>I am writing in favor of citing every last available to make Interstate 35 a functioning highway.</p> <p>I-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.</p> <p>The city of Austin does not have the authority to make I-35 their own pet project.</p> <p>Thank you, Luke Lagate</p> | See Comment #8 |
| 2144 | Luke Oberman | | VOT | Do not widen/ho build Bury/Tunnel | <p>I am not in favor of the current I-35 proposal as it stands.</p> <p>Burying it fits with their not solution, they have it done and renewed the highway underground and it opened up an entire area of the city that's come to life.</p> <p>We need to cap the entire interstate underground from Town Lake to at least 283. 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.</p> | See Comment #5 See Comment #25 |
| 2145 | Luka Nagle | 1/21/2023 | McClure's Website Comment Form | Regional Connectivity | We don't need more lanes! We need high speed rail! It's 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 | Lynn Lalay | | | Do not widen/ho build Community Alternatives | <p>I oppose TxDOT's plans for I-35 and I oppose I-35 expansion in Austin. I do support alternative solutions such as proposals put forth by such groups as Rethink Austin and Reconnect Austin. These proposals are progressive, viable, and sustainable solutions for handling congestion. However, interstate highway expansions do not work.</p> <p>I respectfully demand that TxDOT, the Austin City Council, and other officials to stand with me. Austin deserves better.</p> <p>Sincerely,</p> | See Comment #5 See Comment #4 |
| 2147 | Lynnda Brooks Strigg | 3/6/2023 | Email | Public Transit / Multimodal Transportation | <p>Multi35 Program Manager Tommy Arango,</p> <p>OPPOSE TxDOT's plans for I-35 and OPPOSE expansion. For such an innovative plan we should know that highway expansion does not create better transportation and it does not support sustainable economic development.</p> <p>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 surrounded 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.</p> <p>I support public transit first. I support a mix of transit options that prioritize pedestrians first. I support the Rethink35 proposal.</p> <p>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 public transit or pedestrian oriented plan.</p> <p>I respect TxDOT, Austin City Council, and other representatives to stand up for me and the public at large.</p> <p>I support sustainable public transit first development that prioritizes, buses, trains, bike lanes, and walking.</p> | See Comment #13 |
| 2148 | Lynn Murphy | | My city is on the front | Do not widen/ho build Public Transit / Multimodal Transportation | <p>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 have went into this proposal, it still: short of the needs of the community.</p> <p>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 inefficient use of time and money.</p> | See Comment #5 See Comment #13 |
| 2149 | Lynn Schoenfeld | | | Do not widen/ho build Reroute to I-30 Labor/Inbound Demand | <p>Multi35 Program Manager Tommy Arango,</p> <p>It is shortsighted, as more and more people are looking for greater downtown where people can walk and use public transportation if necessary. This improves the health of the city.</p> <p>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.</p> <p>The current plan will increase demand and increase pollution for the year participants, making it a less livable city.</p> | See Comment #5 See Comment #3 See Comment #18 |
| 2150 | M.A | 3/7/2023 | Email | Do not widen/ho build | <p>Multi35 Program Manager Tommy Arango,</p> <p>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 its time and resources besides I-35. Expanding the highway will not aid with congestion as we've seen in other cities such as Katy/Houston. The expansion of I-35 will simply disperse 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 respect TxDOT, Austin City Council, and other representatives to stand up for me. If you can do 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 you fix the existing roads that have pot holes that tear up the bottom of your car and tire, this makes people not to take the back roads, forcing them onto the highway. Think about PEOPLE NOT PROFITS HAVE SOME COMPASSION!</p> | See Comment #5 |
| 2151 | | 3/7/2023 | McClure's Website Comment Form | Reroute to I-30 | Has anyone ever considered making I-35 the toll road and making I-30 free for road? This should create incentive for drivers to avoid I-35, especially the commercial semi-trucks passing through Austin. Or simply make it mandatory that the traffic passing through be tolled around Austin. It would save a lot of money, and would actually generate revenue. | See comment #3 |
| 2152 | | 1/23/2023 | McClure's Website Comment Form | Reroute to I-30 | Demolish the upper deck, keep the number of lanes, lower the lanes from 51A to Town Lake, and move through truck traffic to I-30. | See comment #3 |
| 2153 | Max Smith | 3/7/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Arango, | See Comment #5 |
| 2154 | McKenzie Jung | | | Do not widen/ho build Community Alternatives Air Quality/Noise | <p>Multi35 Program Manager Tommy Arango,</p> <p>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.</p> <p>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.</p> <p>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 shows the well-being of people over cars.</p> | See Comment #5 See Comment #4 See Comment #34 |
| 2155 | Misty Humety | 3/7/2023 | VOT | Do not widen/ho build | I am adamantly against expanding I-35. Expanding this highway will not make us safer or improve mobility, it will just up the fabric of our city even further down the middle. | See Comment #5 |

| 2156 | Mary Meisner | 2/8/2023 | Phy cis ID | Do not widen/ho build | Adding lanes never improves traffic. This has never been proven. Highways are bad - environmentally, economically, socially. Please don't do that! | See Comment #5 |
|------|-------------------|---------------|-----------------------------|--|--|-----------------|
| 2157 | Maddison Nestan | 3/7/2023 | Email | Do not widen/ho build | Mobilize35 Program Manager Tommy Aragon. I am Maddison, a resident of Yuna 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 building the highways, and other modern day structures that focus on profit and efficiency is removing the look of character and identity of America, only leaving what little we have to make as 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, deemed to be replaced and built upon with more Band-Aids that have grey shaded 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. Many people, local governments, and federal governments should focus on alternatives that benefit not only us and the environment. Like walkable cities, reducing 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. Enforcing 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'Kealey | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Aragon. I am a resident of Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. | See Comment #5 |
| | | | | Lateral/Reduced Demand | TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway networks, 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 PDR without consideration and prioritization of a public transit first project | See Comment #13 |
| 2159 | Madeira Leffan | 1/27/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Responses |
| 2160 | Maddison Lee | | VGH | Do not widen/ho build | Hi, 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 |
| | | | | Lateral/Reduced 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, ruin 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 | Maddison West | 1/22/2023 | MCAUSE Website Comment Form | Do not widen/ho build | Please revive the Lorea 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 even cost, but widening lanes without improved public transit is a waste. 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 | Maddison Strange | 2/11/2023 | VGH | Do not widen/ho build | Expanding I-35 is the worst possible solution. This project will be a disaster that will likely be repeated in the future. Put the money somewhere else. | See Comment #5 |
| 2163 | | 1/12/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 2164 | Maddison Kistner | 3/7/2023 | Email | Do not widen/ho build | Mobilize35 Program Manager Tommy Aragon. 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 delay houses and only make traffic worse. | See Comment #5 |
| 2165 | Makayla Ghawan | 2/12/2023 | MCAUSE Website Comment Form | 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 | Makylee Winche | 3/7/2023 | Email | Revoke I-35 | Mobilize35 Program Manager Tommy Aragon. I think we should REDUCE non-local traffic around Austin instead of through it. | See comment #3 |
| 2167 | Maddison Ryan | 3/7/2023 | Email | Do not widen/ho build | No TxDOT TxDOT. Dear TxDOT, Please, do not 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 | Maddison Lozano | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Aragon. Hi, 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 pedestrian but ultimately, drivers traveling through our city should be restricted 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 wishes 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 miscalculated the number of residences impacted by this unwanted expansion. | See Comment #21 |
| | | | | Do not widen/ho build | No 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. Wonder why? HOW could it be that more lanes make things worse?? Discuss the problem isn't that there isn't enough lanes for car movement. The problem is the city's dependence from public transportation, leaving the only "solution" obsolete being aggressive pollution theory, and expensive 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, 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 road from ride over an engaging car ride? Stop killing our planet and our community with car infrastructure. Make the better choice, for everyone. | See Comment #5 |
| 2169 | Maddison Mallatt | ----- | | 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 WORSE when the expansion lanes place. No one likes traffic, but NO ONE likes I-35 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 Metro35. We have fully studied and modeled it. I want people to freely consider what it means to travel in communities. | See Comment #4 |
| 2170 | Maddison McDermis | 3/1/2023 | Email | Do not widen/ho build | Mobilize35 Program Manager Tommy Aragon. This expansion will be the next "Hoover" 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 | Maddison Sauer | 3/6/2023 | Email | Do not widen/ho build | Mobilize35 Program Manager Tommy Aragon. I strongly oppose the proposed expansion of I-35. This is such a waste of taxpayer money! Highway expansions do NOT work and you'll know this. Please, stop. | See Comment #5 |
| 2172 | Maddison Tava | 2/9/2023 | Phy cis ID | Public Transit / Multimodal Transportation | High concern about displacing low income / minority Austin residents (20% total displacements). High concern about widening parking, disrupting archaeological sites, and disrupting natural sites. Need to rethink mass transit opportunities (more mass transit), high concern for increased flooding events due to more impervious 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 growth and transportation - noise barriers are only a mitigation measure, businesses and residences affected shouldn't have to bear with increased noise disruptions | See Comment #3 |
| 2173 | Maggie Miller | 3/3/2023 | VGH | General Support | Born in Austin and currently residing about an hour away. We are business owners and frequently drive to and from through Austin and we do everything we can to avoid driving on I-35. The preferred alternative looks to solve so many problems, especially the surface and near Airport Blvd. And very thoughtful details for such long-term and around I-35. Please Austin, do the right job for us, but for all the people coming into town or driving through! | See Comment #6 |
| 2174 | Maggie Fry | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |

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|------|-------------------|---------------|---------------------------------|--|--|------------------|
| 2175 | Maggie Singer | 3/4/2023 | Email | Construction | <p>A key goal of TADOT's preferred plan for I-35 is that they eliminate all northbound access to I-35 from south of Riverdale Drive up through Bin Street. All streets seeking northbound I-35 access from (a) Riverdale Drive and its surrounding neighborhoods, (b) the bend of new high-rise now being constructed in the Rainey District, (c) East Austin (between Bin Street and (d) that large portion of downtown which is south of Bin Street will be simultaneously furnished on to the 3-4 lanes of new I-35 service roads that run from Clear Creek through Bin Street. Those service roads will become unworkably overcrowded.</p> <p>Clear Creek Street will also be eliminated, particularly during the 6 years of I-35 construction starting in 2025. Doubling that time frame, TADOT will routinely close or partly restrict traffic at the intersection of I-35 and Clear Creek, as they sink the road there while the highway viaduct, 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 Clear Creek. 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 undergo a doubling in its size, undoubtedly involving the capture of Clear Creek lanes for construction staging. Project Connect, which can no longer afford converting through downtown, will be building rail lines on or above Clear Creek Street west of Trinity which will therefore take Clear Creek lanes out of service. As with the service roads of I-35 north of Clear Creek, Clear Creek itself will come to a standstill. For years, WHAT IS TO BE DONE?</p> <p>TADOT must add a second northbound I-35 service road in downtown, south of Clear Creek. The preferred plan for I-35 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 Clear Creek Streets.</p> <p>TADOT'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. TADOT 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.</p> <p>TADOT considers traffic and so built conditions only before its project starts, then after it is done. TADOT must consider then disclose how conditions will be during the six years of construction. How and where will construction jobs staged, how often and for how long will roads be closed and how will road closures be communicated and coordinated with local communities and the City of Austin? What is the TADOT plan for minimizing harm to the community during the construction process? None of this has been formally addressed.</p> <p>The multi-billion Project Connect and Convention Center expansion projects are to be built along Clear Creek right when TADOT rebuilds Clear Creek/I-35. The impact of this simultaneous disruption of downtown traffic should be planned for by TADOT and the City of Austin, who must formally address and communicate the closures clearly to citizens.</p> <p>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 Clear Creek. Most Rainey District traffic enters and leaves at the intersection of Red River and Clear Creek Streets. Almost all the remainder of the Rainey traffic enters/wests at River Street/I-35, which will undergo years of extensive road work and bridge building by TADOT. Many thousands of Rainey Street residents are likely to be entangled even under the best of circumstances.</p> | See Comment #178 |
| 2176 | Mai Ly Tong | 2/9/2023 | Ph Call E | Public Transit / Multimodal Transportation | <p>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 barriers between vehicles 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.</p> | See Comment #13 |
| 2177 | Mika Perovani | 3/7/2023 | Email | Do not widen/ho build | <p>Hi TADOT, I want commonly alternatives to expansion and create friendly options not more highways.</p> | See Comment #5 |
| 2178 | Mika Popl | 3/2/2023 | Email | Revoke to I-35 | <p>Multi35 Program Manager Tommy Arango, I am an 11 year resident of 78704, Driessen neighborhood. I use I-35 frequently but before this expansion would only drive on east and west more than I 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.</p> | See comment #3 |
| 2179 | Melroy Hart | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Arango, I am a resident of University Hills in Northwest Austin. I OPOUSE TADOT's plans for I-35 and I OPOSE expansion. I-35 has been the historical dividing line in Austin, separating East and West. I-35 lanes of construction for just a few years of completion would I NOT want to I-35. 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 TADOT, Austin City Council, and other representatives to stand up for me.</p> | See Comment #5 |
| | | | | Label/Inbound Demand | TADOT's projects in this project is flawed. It ignores Inbound Demand, construction impacts, particulate matter pollution from the west, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling (a 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 better an opportunity to re-emission this headache, and embrace visions that create meaningful connections between east and downtown Austin with multimodal transit at the forefront. I am 100% in treatment going through bike, biking lanes and a public transit that project. | See Comment #20 |
| 2180 | Mandy Brown | 3/6/2023 | Email | Do not widen/ho build | <p>Multi35 Program Manager Tommy Arango, We've been in construction for 12+ years. It's time to find a better solution. I don't want to drive on the interstate for local trips and want to return to Austin. There's a lot of great things there, but it costs a lot of my mental health negatively at the construction.</p> | See Comment #5 |
| ID | Contributor Name | Date Received | Source | Topic | Comment | Response |
| | | | | 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 all level. | See Comment #13 |
| 2181 | Mandy McCricken | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Arango, I am a resident of Austin, TX. I OPOSE TADOT's plans for I-35 expansion. I don't want a wider and higher I-35.</p> | 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 | Melroy Hernandez | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Arango, 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 moribund failure that the Katy Freeway turned out to be.</p> | See Comment #5 |
| | | | | Community Alternatives | I oppose expanding I-35 and am in support of the Return35, one that can bring the communities that were originally divided by I-35. | See Comment #4 |
| 2183 | Mansoor Kappas | | McClure's Website Comment Posts | Do not widen/ho build | <p>Broadly speaking, I am against expansion of I-35. I would love to see a smarter, thoughtful effort toward moving away from the single-driver car centered transportation system we increasingly rely on. Austin's needs are greatest. How can we create a more sustainable, livable city with reliable, 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 I like for us to move towards an Amster-dam-like transport network. Realistically, I don't see the I-35 expansion getting stopped.</p> | See Comment #5 |
| | | | | Caps/Deck Plaza | So...at least, I'd like to see more capped spaces. See: https://www.pewtrusts.org/en/research-and-analysis/blog/detailed/2018/04/more-cities-are-banishing-highway-underground-and-building-parkways . And more locations to cross I-35 from East to West between Dean Austin & 290thSt. | See Comment #42 |
| 2184 | Marcial Ramirez | 3/7/2023 | Email | Do not widen/ho build | <p>Multi35 Program Manager Tommy Arango, STOP WHAT UR DOING</p> | See Comment #5 |
| 2185 | Marcial Zepeda Jr | 2/22/2023 | Email | General support | <p>Hi TADOT TADOT, Make 35 better, it will suck but needs to be done. I wish the train ran all the way south Austin!</p> | See Comment #8 |
| 2186 | Marc Dickerson | | VOL | Do not widen/ho build | <p>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. Most simply update signage at Georgetown and Bull that all this traffic use I-35 as new entrance I-35 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.</p> | See Comment #5 |
| | | | | Revoke to I-35 | by can't you divert all of I-35 around Austin on I-35 instead? Are there any cars on that road? Every time I have been on I-35 it is highly underutilized. :) | See comment #3 |
| 2187 | Marc Heise | | VOL | Revoke to I-35 | 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/ho build | Expanding I-35 in the heart of Austin is a mistake of historic proportions that will further divide the city and reinforce existing inequalities. I will certainly not 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 | VOL | General support | <p>Let's bring it back to the heart of downtown and increasing lanes of I-35 as well as another off ramp. This was 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.</p> | See Comment #8 |
| 2189 | Marc Segal | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Arango, Hi Tom, 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, as low for its future environment and everything to be. I encourage your organization to take ourselves back to the drawing table 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 Texas and not just moving cars!</p> | See Comment #5 |
| | | | | Revoke to I-35 | I-35 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 measure 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 path safety | Multi35 Program Manager Tommy Arango, I heard that portions of the lower lake hike and bike trail will be closed for 6 years? Why should the city of Austin have to endure this trivial construction but your organization won't pay to cap I-35? This seems incredibly unfair. | See Comment #30 |

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| 2190 | Marica Wartke | 2/7/2023 | Email | General support | <p>Dear Chairman Rogg and Commissioner: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for and demand to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and renewed growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Marica Wartke, Marica Wartke, Vice President, Commercial Science, Heritage Wind Company of Austin, Suite 2000 Austin, TX 78752. HeritageWind@austin.com 512-770-2233. HeritageWind@austin.com 512-770-2233. HeritageWind@austin.com 512-770-2233. Due to increased risk of theft by wire fraud, Heritage Wind Company must send this email to the following email address: marica.wartke@heritagewind.com. DO NOT CHANGE to consider any communication to change them as fraudulent. Please call your working 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 Wind Company respects your continuing right 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 classes, please contact your account team to arrange a remote closing option. Class cancellations with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business.</p> <p>CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential or privileged information of Heritage Wind 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 [REDACTED]. Delete this email, and destroy all copies and any attachments. Thank you for your consideration.</p> | See Comment #8 |
| 2191 | Marcos Martinez | ----- | | Do not widen/ho build | Hi TxDOT, I'd be excited 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 view building more lanes only increases capacity that will increase both vehicle and pedestrian use. It also adds the problem. The construction of HOV 3 would reduce the wealth in Austin state and reduce the wages of the local community with local acquisition and the other 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 tolls serve those who can access and just continues the inequity. Please evaluate toll lanes, options, and impact beyond the need to widen highways. Thanks. | See Comment #9 |
| 2192 | Margaret Babi | 1/31/2023 | McClure Website Comment Form | Regional Connectivity | I would support a train between San Antonio and Austin. | See comment #1 |
| 2193 | Margaret Delaney | ----- | | Do not widen/ho build | Hi TxDOT, I oppose the current I-35 expansion 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 Rebuild35 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 Jansen | | McClure Website Comment Form | Do not widen/ho 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 toll highway or have access to toll lanes. 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 toll highway or have access to toll lanes. | See Comment #5 |
| | | | | Racial Justice | The design of I-35 has a racial history. I-35 has a racial 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 invest policies and plan ideas 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 intensify traffic Austin in 2023 has the opportunity to utilize highway arteries outside of the city center (such as SR5) for transit use. We can focus on utilizing a robust public transportation system across the city's downtown. There is no reason to funnel additional transit spending 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 Austinians 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, reducing impeding 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 |
| | | | | Label/Inbound 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 Austinians want. The community already created a vision for I-35 and the plan proposed by TxDOT diverges what the people of Austin want. Austinians support Project Connect, leaving 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. Austinians want to be able to travel easily at many points across east/west. | See Comment #34 |
| | | | | Business/residential displacement | <ul style="list-style-type: none"> The plan will permanently displace valuable longtime residents and businesses. The plan would displace many Austinians 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), Freddie (a very important source of affordable groceries), the Austin Chronicle (an invaluable news source that has served the community for decades), Star Sausa Caffe and Whip (a cultural center and valued local business), Community Care Network (a nationally-qualified health care provider), and others. Community Care Network and others are essential, and a valued part of our community. Not only will residents and businesses 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 residences 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 episode (an expanded I-35), reducing the number of east/west crossings, and making it dangerous to walk near the center of the city. | See Comment #21 |
| 2195 | Margaret Leak | | | Do not widen/ho build | Rebuild35 Program Manager Tommy Horng. 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 a wasteful and destructive. Austin deserves better. | See Comment #34 |
| 2196 | Margaux Odoeva | 3/1/2023 | Email | Public Transit / Multimodal Transportation | Rebuild35 Program Manager Tommy Horng. I hope to South Congress and not approval of I-35 expansion. Doing so puts many citizens living by the neighborhood at risk of health 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 climate over 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 programs. I have recently navigated easily through the city on my own using the CapitalBike public transit system, which has been very useful for my out-of-town situation. The CapitalBike system is still funded but work and incentives to increase safe and convenient public transit will do better for the city. | See Comment #13 |
| 2197 | Margi Carrico | | | Do not widen/ho build | Dear TxDOT planners, I'm not sure why TxDOT is expanding I-35 expansion project planners have been requesting community feedback. Is it because it is mandated? If so, can I be mandated that TxDOT will agree to what the affected communities say? I would be expanding the Reconnect Austin on each side of I-35. We do not want an expansion of I-35. It will only bring more traffic to the city. Please consider 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 I-35. These neighborhoods have been in existence since the 1800s. Wouldn't you be proud to know that your project reunites the city better? This leads to what the communities, research studies, and completed highway projects from other cities are saying to make cities stronger and better. No, no, no, you want to be able to a freeway like I-35. If you actually read this, I thank you. Please care about our city. Margaret M Carrico Austin, TX 78752. | See Comment #5 |
| | | | | Rebuild to I-35 | Through traffic should be directed to highways I-35 and I-63. It's not only a safety, health and responsible environmental plan, vibrant communities and businesses bring higher tax revenues, if you think of it, your job depends on this. | See comment #3 |
| | | | | Capex/Deck plates | If TxDOT wants to remove HOV 3, they should not do it like they are doing in Dallas and many other cities. Don't limit the capex to the downtown business area. Expand the capex to central Austin residential neighborhoods-Cherrywood, Resaca, Hyde Park. Residents traveling 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 green space 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 Dupuis | 3/7/2023 | Email | Do not widen/ho build | Rebuild35 Program Manager Tommy Horng. 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 | Topic | Comment | Response |
| | | | | Community Alternatives | Highway expansions don't work to resolve congestion issues and learn from the Rebuild 35 proposal as well as public transit centered solutions to issues of congestion along the I-35 corridor. | See Comment #4 |
| 2199 | | 3/1/2023 | Email | Do not widen/ho build | Rebuild35 Program Manager Tommy Horng. I am a resident of Cherrywood at 3428 B and Robinson. While my house is technically saved from these horrendous plans, my life will be negatively impacted for not only the 20 years of construction but additionally because of the pollution and damage to Austin over the plan timeline. 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. | See Comment #5 |
| 2200 | Mari Russ-Wal | 3/6/2023 | Email | Air Quality/Climate Change | <ol style="list-style-type: none"> TxDOT has not and must study NO2 (nitrogen oxides), PM2.5 particulate matter 2.5, and PM10 particulate matter 10 in its Air Quality Analysis (DEE's Appendix P). Appendix P currently only analyzes CO (carbon monoxide), which is common practice from DOT's because it is easy to test under CO air emission 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. The EPA is well 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 have 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 DEE - they were worried about the analysis might come up. TxDOT's greenhouse gas analysis (DEE's 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 30 years out, and 40 years out. TxDOT must conduct a regional emissions analysis for NOx and ozone precursors. Austin has been flirting with ozone non-attainment and TxDOT should be analyzing them. | See Comment #18 |
| 2201 | Mari Russ-Wal | 3/6/2023 | VGH | Air Quality/Climate Change | No higher no wider/ no expansion through them. Substitute other TRANSPORTATION methods. We do not need this mess further dividing our community and city. | See Comment #18 |
| 2202 | Mari Russ-Wal | 1/23/2023 | McClure Website Comment Form | Do not widen/ho build | The expansion of I-35 is a disaster. We should all 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 waste to be built by widening/ not capping or reuniting. | See Comment #5 |
| 2203 | Mari Russ-Wal | 2/8/2023 | McClure Website Comment Form | Do not widen/ho build | No higher no wider. This plan is a nightmare. 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 boondoggle. | See Comment #5 |
| 2204 | Mari Russ-Wal | 2/8/2023 | McClure Website Comment Form | Do not widen/ho 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 be generating businesses on this property. Not highway! | See Comment #5 |

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| 2205 | Mari Russ Wolf | 2/14/2023 | MCi/ExE Website Comment Form | Do not widen/ho build | No expansion/ reroute traffic out of town. | See Comment #5 |
| 2206 | Maria Cruz | | | Community Alternatives | Mobility35 Program Manager Tommy Arango. I am a resident of Austin, Texas. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I support TxDOT, Austin City Council, and other representatives to stand up for me. | See Comment #4 |
| | | | | Lateral/Induced Demand | TxDOT's process in this project is flawed: it ignores Induced Demand, construction impacts, particulate matter pollution from the 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 see with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. | See Comment #34 |
| | | | | Community Alternatives | I am FOR The Metro35 proposal, redesigning another highway such as SH-130 as an interstate, a boulevard going through town, a public transit first project. | See Comment #4 |
| 2207 | Maria Glary | 2/25/2023 | VGH | Do not widen/ho 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 Mabala | | | Do not widen/ho build | Mobility35 Program Manager Tommy Arango. I OPPOSE the I-35 highway expansion I was never for that!! 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 redesigning SH-130 as an interstate. I respect TxDOT, Austin City Council and other representatives to stand up for me. | See Comment #34 |
| 2209 | Maria Peralta | 3/6/2023 | MCi/ExE Website Comment Form | Do not widen/ho build | I am a resident of Austin and I oppose the TxDOT I-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 rapid decline and widen I-35 and increase the traffic congestion. | See Comment #5 |
| 2210 | Maria Peralta | 2/11/2023 | VGH | Do not widen/ho build | I'm opposed to the expansion of I-35. | See Comment #5 |
| 2211 | Mariela & Ana | 2/9/2023 | My voice in Co. | General Support | My only concern is the time it's 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 | Nora Carrino | | | Do not widen/ho build | Mobility35 Program Manager Tommy Arango. Good afternoon, My name is Nora Carrino and I live close to I-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 bordering unlivable. 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 value, and a 20-lane highway is certainly not valuable enough to displace real people. One of Austin's best qualities is green space. TxDOT 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 Metro35's plan in its entirety, not just partially. Thank you for your consideration of my comments. | See Comment #5 |
| | | | | Community Alternatives | I support Metro35'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 | Maria Wilson | 3/7/2023 | Email | Lateral/Induced Demand | Mobility35 Program Manager Tommy Arango. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. | See Comment #18 |
| 2214 | Marlin Faust | 3/7/2023 | Email | Community Alternatives | Dear 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 Metro35 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 ITI study purporting to show the "benefit" of cut-through traffic in no way considered the myriad reasons the State of Texas might reasonably decide to choose meaningful alternatives. Given that the rate of traffic deaths per vehicle mile traveled is one of the most dangerous 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 Metro35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the ITI study was interesting, it is no way a replacement for thoroughly studying Metro35 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 in the thousands of pages of EIS on the Metro35 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 |
| | | | | General Support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 |
| 2215 | Marilyn Mathis | 3/2/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #1 |
| 2216 | Maria Garcia | 1/21/2023 | MCi/ExE Website Comment Form | Regional Connectivity | I drive back and forth between San Antonio and Austin quite a bit. 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 connector 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 | Maria Lowe | 1/24/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Maria Garcia | 2/13/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Maria McWhorter | 1/30/2023 | MCi/ExE Website Comment Form | 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 reconstruction 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, Maria | See Comment #8 |
| 2220 | Maria Enman | 1/21/2023 | MCi/ExE Website Comment Form | 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 | Commentor Name | Date Received | Source | Type | Comment | Response |
| 2221 | Mark Alfano | 2/24/2023 | VGH | Bury/Tunnel | This is a generational project and it should be resolved and done. Fully support and covering I-35 is the best design for Austin's future. | See Comment #25 |
| 2222 | Mark Ambrose | 3/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | | | Air Quality/Noise | Mobility35 Program Manager Tommy Arango. 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 I-35 through my neighborhood, resulting in an immense increase in noise, air, and water pollution. And what will it accomplish? We need it to future generations to come up with planned overland 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 inch tall? 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 project. Last week I learned that TxDOT's 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 |
| | | | | Lateral/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 need 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 |
| | | | | Public 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 |

| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
|------|-----------------|---------------|------------------------------|-----------------------|---|------------------|
| 2224 | Mark Chiu | 3/6/2023 | Email | Air Quality/Noise | Hi TxDOT TxDOT, I am writing to express my opposition to the expansion of I-35. I fear the expansion will have extensive negative impacts to traffic (congestion and general personal safety) and the environment (air, water, noise, etc.). It is unnecessary to increase traffic in 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 require you to consider the community alternatives such as Recreational Assets and Metro335. | See Comment #34 |
| 2225 | Mark Giles | 3/7/2023 | Email | Do not widen/ho build | Metro335 Program Manager Tommy Horgan. I'll all be a bunch of business elites thinking that more lanes will fix the problems you all made. You want more highway lanes than fricken braconas in your head. How about making more rail lanes or better bicycle lanes. You are a joke and everyone hates you. | See Comment #5 |
| 2226 | Mark Gonzalez | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of the request Mark Gonzalez. Austin, TX 78746 HeritageTexas@austin.com with FRACD WEBPAGE. Due to increased risk of theft by email, Heritage Texas Company must send this instruction by encrypted email only. Our Website DOES NOT CHANGE as you communicate to change them as Facebook. Please call your design 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 Texas Company requests your attention to please make 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 during please contact your account 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 same. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary or privileged information of Heritage Texas Company of Austin, Inc. and/or its clients. Any confidentiality or privilege in this email has been 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 reviews, dissemination, distribution or copying of its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone [REDACTED] delete this email, and destroy all copies and any attachments. Thank you for your consideration. | See Comment #8 |
| 2227 | Mark Grentner | 3/7/2023 | MCi/CFE Website Comment Form | Do not widen/ho build | I oppose the expansion of I-35 in Downtown Austin and support cap and ditch proposals instead. | See Comment #5 |
| 2228 | Mark Metzelle | 1/12/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. Mark Metzelle, Sugar Bank "NOTE: THIS MESSAGE IS INTENDED FOR THE USE OF THE ADDRESSEE. ANY DISCLOSURE OF THIS MESSAGE TO ANY OTHER PERSON IS UNAUTHORIZED AND MAY BE A VIOLATION OF FEDERAL AND STATE LAWS. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary or privileged information of Heritage Texas Company of Austin, Inc. and/or its clients. Any confidentiality or privilege in this email has been 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 reviews, dissemination, distribution or copying of its contents is prohibited. If you have received this email in error, please notify the sender immediately by telephone and return the original message to us at the above address. | See Comment #8 |
| 2229 | Mark Metzelle | 3/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 |
| 2230 | Mark Rameur | 1/26/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 |
| 2231 | Mark Rameur | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 |
| 2232 | Mark Rameur BPO | 1/17/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 |
| 2233 | Mark Randolph | 2/23/2023 | MCi/CFE Website Comment Form | General support | Just got it built wow. Way too late already. | See Comment #8 |
| 2234 | Mark Reinhart | | MCi/CFE Website Comment Form | Do not widen/ho build | I 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 (Delaware 2). Closing the access point at Farnwood Rd. eliminates 25% of the access points for my neighborhood and the second access point at Delaney Blvd. is also eliminated. Removing the Farnwood Rd. access point will only increase the pressure on the Delaney Rd. access point which is already hazardous for both entering and exiting the neighborhood due to traffic increasing their speed as they enter the heritage road from Airport Blvd in order to merge on to I-35. This coupled with heritage road traffic merging to the right in order to turn right on Barbours Jordan Blvd and monitoring pedestrian and bicycle traffic crossing Delaney road at that point make it dangerous to turn to the northeast heritage road for the Delaware 2 neighborhood and businesses between Delaney Road and Barbours Jordan Blvd. The single lane of traffic merging from northeast Airport Blvd on the northeast heritage road is still being required to merge with traffic coming from northeast Airport Blvd which is unlikely to alleviate the backlog of traffic going north on Airport Blvd from I-35 to Delaney Blvd. This effectively cuts off all access to the Delaware 2 neighborhood at that time. The Farnwood Rd access point removes one of those many variables of access, the merging of traffic to the right on the heritage road in order to turn right on Barbours 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 heritage road connecting Farnwood Rd and Barbours Rd and making Barbours Road entrance only into the neighborhood along with making Farnwood Rd exit only from the neighborhood would allow for safer acceleration and deceleration when entering and leaving the neighborhood via these 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 Delaware 2 Neighborhood Association, which I fully support. Mark | See Comment #5 |
| 2234 | Mark Reinhart | | MCi/CFE Website Comment Form | Air Quality/Noise | I don't see 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 read and studied other letters of I-35 for the last 37 years. These studies directly affect the health and well being of me and my family (spouse and two children). The proposal seems mostly designed to accommodate those who pass through Austin rather than those who live in Austin. This is what SH130 is there for! | See Comment #4 |
| 2235 | Mark Sainsbury | 2/23/2023 | Email | Do not widen/ho build | I am appalled by the proposed expansion of I-35. Expansion of I-35 will not solve Austin's traffic problems, 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 beneficiary 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 |
| 2236 | Mark Shaha | | Do not widen/ho build | Do not widen/ho build | Metro335 Program Manager Tommy Horgan. My name is Mark and called Austin to home for around 10 years now. There's a lot I like about this city, a lot that has kept me here including school of 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 love are getting harder to access. It was thinking to me how terrible the school 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 moment, it's a well-kept secret as more people move to the area. It actually makes happy to hear the population is growing. If it were as if I didn'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 have to leave here for a while. And even when they do, they have to leave to the suburbs first (something they can afford). Living in Leander or Cedar Park or Round Rock or Bluebird 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's easy to see why adding lanes to this highway seems like the right solution for the problem. More lanes means more cars means more people. But that ignores the reasons that we should leave from the massive highways that have been built in Dallas and Houston. All of the highways and toll roads and massive interstates 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 spaces which, contrary 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 for Austin. I don't want that for my city. I don't want to live in a city that looks at moving cars around. | See Comment #5 |
| 2236 | Mark Shaha | | Bike/ped safety | Bike/ped safety | I want to live in a city that seeks at moving people around. I want to ride my bicycle to most 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 into my friend's car in Leander without having to spend the night because the last train back leaves at 12:30. 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 financial crisis. We need to meet our time and money in solutions that scale and that means making public transit an option that provides people with an option that helps good to take over driving. The costs of using cars is rising on both financially and environmentally. Let's not lock ourselves into using them more. Please don't expand I-35. It will hurt my mobility, not help it. | See Comment #30 |
| 2237 | Mark Thompson | 2/9/2023 | Phy sical Co mm | Aesthetics | Please provide plans/visuals or some "what if" to plans and show @ 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 one has a lot of potential and may be better people looking to use it. Using a ramp can be mitigated with a great post / line and crossing. | See comment #603 |
| 2238 | Mark Vorbanjan | 3/7/2023 | MCi/CFE Website Comment Form | General support | I 100% agree with the changes that need to be made to I-35 in Austin it is well past the time to make these changes. Also, it is time for TxDOT to STOP listening to the City of Austin. I have lived in Austin since 1984 and from day one all have heard is Austin being against every project TxDOT wants to do in the Austin area. We all have a very long list of things that are wrong with traffic in Austin, and I believe this is COVID. Austin, TX! What also needs to be made is I-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 I-35 to enter Austin or pass through north and south just like any other city that has an interstates 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 causes 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 on receiving Austin in the most logical for state business and I-35 is part of that business for all of TEXAS. Last thing the slash & 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. To please TxDOT fix I-35 RIGHT and as quickly as possible. | See Comment #8 |

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| 2239 | Mark Weiland | 3/3/2023 | Email | Reverts to I30 | <p>MOBILITY35 Program Manager Tommy Arango.</p> <p>DOT video response</p> <ul style="list-style-type: none"> - Make toll road, I30/45 around Austin - make I35 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 | Marika Wilbur Houston | 3/7/2023 | Email | Public Transit / Multimodal Transportation | <p>Greetings,</p> <p>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 our 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/bicycling infrastructure, to reduce the environmental impact of this project.</p> <p>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 signals, can improve safety and accessibility for all users and create a more vibrant and resilient community. I urge TxDOT to consider the needs of pedestrians and prioritize their safety and comfort in the development of this project.</p> <p>The Texas Transportation Commission Minutes Order 1234567 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."</p> <p>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 the project is set up to help meet the 2025 goal to cut deaths in half is completely doable and within TxDOT's grasp, based upon the design of the facility and vehicle choices that would result from conventionalizing 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 2025.</p> <p>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.</p> | See Comment #13 |
| 2241 | Marsha | 1/9/2023 | Email | Community alternatives | <p>This plan is only going to further increase the carbon footprint and heat island effect of Austin. It will not reduce 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. Further the racist agenda that is the legacy of I35 through Austin. No one uses HOV lane in Mexico. What factors. Why are you against car and why? Why don't you put it underground? Look at alternative I35 proposals. It's a far better idea. You are turning Austin into Houston please look at other ideas besides the same old typical more car lanes.</p> <p>MarshaKarp on Karp on</p> | See Comment #4 |
| 2242 | Marsha Karp | | | Do not widen/ho build | <p>NO TxDOT TxDOT. I oppose the current I35 plan. This steadily interstate has literally out our city for two 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.</p> | See Comment #5 |
| | | | | Bury/tunnel | <p>Bury that horrible concrete and cover it with community gardens, walking paths like the high line in NYC, green it up like Memorial Park Freeway in Houston. Make east and west accessible for people walking, cycling, then driving. Power all big trucks to use the toll roads. Get them off the interstate.</p> | See Comment #25 |
| | | | | Community Alternatives | <p>Look at rethink I35. 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.</p> | See Comment #4 |
| 2243 | Marsha Karp | | | Do not widen/ho build | <p>MOBILITY35 Program Manager Tommy Arango.</p> <p>I oppose the current plan. Bury ALL of it. Put a park on top and bike and bike trails. It's being done in many other places. You have a once in a life time opportunity to undo the racism that made I35. Get creative! Houston just built a freeway. Why are you not looking at much greener solutions in a suburb.</p> | See Comment #5 |
| | | | | Community Alternatives | <p>You need to look at rethink I35 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.</p> | See Comment #4 |
| 2244 | Marisa Mirra | 1/31/2023 | MOUSE Website Comment Form | Regional Connectivity | <p>Please build a light rail between San Antonio and Austin. This would be a life changer!</p> | See comment #1 |
| 2245 | MARTHA SMILEY | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Expense Center design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone</p> | See Comment #6 |
| 2246 | Martin | 1/31/2023 | MOUSE Website Comment Form | Regional Connectivity | <p>Commuter rail SA -> A33</p> | See comment #1 |
| 2247 | Martin Barera | | | Air Quality/Climate Change | <p>TxDOT</p> <p>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.</p> | See Comment #18 |
| | | | | East/West connectivity | <p>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.</p> | See Comment #20 |
| | | | | Reverts to I30 | <p>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 in Austin prior to the construction of I35.</p> <p>Martin Barera</p> | See Comment #3 |
| 2248 | Martin Barera | | | Do not widen/ho build | <p>NO TxDOT TxDOT. Dear TxDOT: I am writing to express my opposition to the proposed expansion of I35 through Austin. History is clear: Providing more vehicle miles only attracts more traffic. Expanding I35 is not a sustainable solution. I35 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 I35 does not provide meaningful local alternatives. Austin residents do not wish to travel around our City on interstates forever. Rather, we seek well-engineered low-speed local roads that are beautiful, safe and friendly to walking and bicycle travel. I do not want a 20-lane super highway running through neighborhoods. I urge you to carefully and meaningfully reconsider the basic assumptions behind the I35 expansion project. I urge you to seek and listen to the opinions of community groups, and seriously study their suggestions.</p> | See Comment #5 |
| | | | | Reverts to I30 | <p>Expanding the current I35 alignment it does not fix this problem. I-35 through traffic should pass Austin completely, perhaps on the existing TX-130.</p> | See comment #3 |
| 2249 | Mary Alice Padilla | 2/21/2023 | Email | General support | <p>GREAT!! we are moving the traffic problem UNDERGROUND. can you imagine an accident happening the opposite way 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. At that is being engineered to solve 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.</p> | See Comment #6 |
| 2250 | | 2/28/2023 | MOUSE Website Comment Form | Business/residential displacement | <p>To whom it may concern: I am writing to let you know that my husband and I oppose the expansion of I35. Recent studies have shown that expanding interstates 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 the option to try 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. At that is being engineered to solve 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.</p> | See Comment #21 |
| 2251 | Mary Burton | 2/9/2023 | MOUSE Website Comment Form | General support | <p>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.</p> | See Comment #8 |
| 2252 | Mary Chahain | 3/6/2023 | Email | Do not widen/ho build | <p>I live in the Skyway neighborhood. Please don't waste my tax dollars expanding H-35. You need I30, improved J83, and J1. There is also Mopac. Stop wasting my tax dollars on things that do not improve transportation. Use that money for rail service between Texas' larger cities and borders. Don't waste my tax dollars. My.</p> | See Comment #5 |
| 2253 | Mary Chahain | | | Do not widen/ho build | <p>Hi, My name is Mary Chahain. I reside in Austin, Texas. City Council District 4. I am going to remain here a half a mile from I35. And I'm against the expansion.</p> | See Comment #5 |
| | | | | Regional connectivity | <p>I have been a fan of TxDOT's plans for I35 for a while. And I'm impressed with the I-35 toll. There's no reason to expand I35. Look traffic can barely get through. I mean, I say, honestly, I like going 35 miles an hour. No, but it is just that one little congestion. But if you do the construction, that one little congestion will be... didn't just say, definitely, I'm not going to pay to drive. This is an insane move. I don't want my tax dollars used for this. And please do not expand I35. It is a waste of my tax dollars.</p> | See comment #1 |
| 2254 | Mary Escamilla | | | Do not widen/ho build | <p>MOBILITY35 Program Manager Tommy Arango.</p> <p>I am a resident of Austin.</p> <p>I OPPOSE TxDOT's plans for I35 and I OPPOSE expansion.</p> <p>Highways expansion DON'T work.</p> | See Comment #5 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |

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|------|----------------|-----------|--------------------------------|--|--|--|-----------------|
| | | | | | Community Alternatives | I am FOR The Retrixx35 proposal, redesignating another highway such as SR-130 as an interstate, a boulevard going through town. | See Comment #4 |
| | | | | | Laker/Induced Demand | TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the 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 | Parks | Plan. 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 their 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 Gengare | 1/24/2023 | McClure's Website-Comment Form | Do not widen/ho build | | This all have been working on expanding I-35 since I moved to Texas in 1989 And I have tried to avoid driving on I-35 since 2005. I know how bad roads that you can imagine. Now you're doing the same with 1804 and 281 - never ending construction/expansion projects. It's time to stop the insanity. What we need is a light rail system, 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 only so they could work downtown. The service was much like our 'L' Park and Ride. A light rail from the far West side of San Antonio area, not just from the north either. We need a light rail from the far west side of San Antonio too. Yes, the east and the south! A light rail system would be safer for swimmers, 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 | Public Transit / Multimodal Transportation | McClure's Program Manager Tommy Aragon. 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 | Do not widen/ho build | McClure's Program Manager Tommy Aragon. As a resident of Austin for 100 years, and as a current resident of Houston with plans to move back to Austin this year, I strongly oppose the expansion of I-35. I have lived the majority of my life in Houston and have seen firsthand the detrimental effects that the city has caused on its city, when I lived in Houston, one of the things I loved about it, and still love, is how little the highways interfere with the charmed 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 Kramer | | | Do not widen/ho build | McClure's Program Manager Tommy Aragon. I am a resident of Texas all my life. I OPPOSE TxDOT's plans for I-35 and OPPOSE expansion. | See Comment #5 | |
| | | | | | Community Alternatives | I am FOR The Retrixx35 proposal... | See Comment #4 |
| | | | | | Reroute to I-30 | -redesignating another highway such as SR-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 |
| | | | | | Laker/Induced Demand | TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the 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 increase 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 Maigher | 1/9/2023 | Email | 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 Texas Heights since 2010 and frequently use this exit. Unfortunately, we have no choice but to utilize the four separate first, Woodland transitions to cross street and onto through an emergency signal crossing zone (Texas Heights Elementary). That situation often fail to use 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 redirect travelers to the main roads (Borwick and Oltorf) and away from secondary neighborhood roads (e.g. Annie, Memorial). Traffic on these roads has already increased over the years and has become a safety concern. Due to the driver's motor adaptation to high speeds on I-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 already 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 pass or exit and land. This makes it difficult to sleep at night, especially when it rains when annual ACL, motorcycle bikers rallies (MOT) and other events to Zilker and South Congress increase traffic on Woodland. Mary Maigher SOB E. Annie Texas Heights. Sent from my iPhone. | See Comment #8 | |
| 2261 | Mary Pezany | | | Do not widen/ho build | McClure's Program Manager Tommy Aragon. I am OPPOSED to the "Expanding to one 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 Retrixx35 proposal, redesignating another highway such as SR-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 experience and takes exorbitant amounts of time to get from points of service to the central office. Then to go home is another hurdle that forces folks to don't decrease this kind of struggle - none of us. Driving already affects my mental well-being and physical health. Do not make this situation worse! I'm counting on the city council and all involved officials to take a stance against the TxDOT plan for expansion. | See Comment #4 |
| 2262 | Mary Rose | **** | VOH | Do not widen/ho build | While I agree SR 35 needs improvements, I do not think the current plan will address Austin's needs. My concerns regarding SR 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 SR 35 safe of a physical obstacle for Austin residents. We need more accessible crossings that is not with a divider. I live a couple blocks from the roundabout at Lee Street. Disappointing while I would easily walk from my home side of SR 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 unsafe to families, elderly, and anyone who can't move quickly or dodge cars. It's been said and re-said but widening the highway at any point is a waste of our central Austin and downtown land estate as this will do nothing to relieve traffic congestion. We need to find ways to move PEOPLE cars efficiently through central and downtown Austin. Adding lanes will not accomplish this. This is a revenue generation project. Challenge TxDOT to be innovative and forward-thinking. I applaud you for wanting to remove the upper decks and to lower lanes below grade 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 I-30 | 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-trucks 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 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 Sheehan | | McClure's Website-Comment Form | Do not widen/ho build | I believe that there are some major problems with the planned I-35 expansion and redesign. 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 event. Bike/ped safety 2. Design aspects on redesign to promote non-vehicular travel within the city and actually create discontinuities. The I-35 and Airport Blvd intersection design is particularly bad for pedestrians and cyclists to cross the freeway or over Airport. 3. The expansion of Airport Blvd at I-35 to move more traffic heading each 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 right outside of the rush hours, it will make it difficult and unsafe for residents to get out and into the Dabney 2 neighborhood. Water quality 4. There is no solution for heading the environmental impact of rain run off from the depressed lanes. 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. Reroute to I-30 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 #5 See Comment #34 See Comment #30 See Comment #125 See Comment #20 See Comment #13 | |
| 2264 | Mary Urban | | | Do not widen/ho build | McClure's Program Manager Tommy Aragon. I am a resident of the 1201 district of Austin and I oppose TxDOT's plans for I-35. Building more just means Induced Demand and the "one more and first" problem - neither does not work and only makes traffic. The one thing I could 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 hedge bottleneck. That lane should add barriers to become ONLY exit only while time, or expand to create an exit only lane (may have to cut into the frontage road). | See Comment #5 | |
| | | | | | Reroute to I-30 | Instead we should make I-30 the main I-35 and route all non-rush 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 | McClure's Website-Comment Form | 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 | margaret laza | 2/23/2023 | Email | Do not widen/ho build | Hi TxDOT TxDOT, I oppose expanding I-35. | See Comment #5 | |
| 2267 | mason valask | 1/19/2023 | McClure's Website-Comment Form | 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 increases more demand and results in the same traffic and more pollution. | See comment #1 | |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
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| 2268 | Mato Barnstone | 3/7/2023 | Email | Do not widen/ho build | <p>Email Copy: Please find the attached letter sent on behalf of the CULICEX Board of Directors regarding the I35 Central Express Project DEIS.</p> <p>The proposed I35 is located in the public hearing summary, Appendix B 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 I35 traffic and Super-charged sprawl that will occur as a result of the highway widening.</p> <p>The DEIS purports this to be an 8 mile highway widening, but 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.</p> <p>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:</p> <p>All surface features including bridges across and forage roads should be designed as simple, regular city streets and avenues that conform to MCTC 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 whenever feasible. Lanes should be 32'-11" wide and there should be no more than 2 x each direction.</p> <p>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 better for all users.</p> <p>Pedestrian crossings across the corridor should be at grade. Elevated and tunnelled pedestrian walkways are seldom used, involve cumbersome and circuitous routes and elevator charge, and feel dangerous to many users due to isolation from other users.</p> <p>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 multi-story buildings accommodating civic, commercial, office, or residential uses.</p> <p>Increase the number of crossings across the corridor.</p> <p>Replace the suburban-style SPUs 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.</p> | See Comment #5 |
| 2269 | Matt Ballard | 1/20/2023 | McClute Website Comment Form | Do not widen/ho 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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 2271 | Matt Carter | | | Do not widen/ho build | <p>MultistIS Program Manager Tommy Korog, Hello</p> <p>I'm a resident of South Austin in 78745 and I strongly oppose the expansion of I-35. Expansion 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 more mobility.</p> | See Comment #6 |
| 2272 | Matt Dow | 2/7/2023 | Email | General support | I'm in full support of theThink35 vision plan and encourage you to reconsider TxDOT's efforts to widen and expand this freeway. | See Comment #4 |
| 2273 | Matt Geier | 1/11/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 2274 | Matt Haverer | 3/7/2023 | Email | Do not widen/ho build | <p>MultistIS Program Manager Tommy Korog,</p> <p>I love 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</p> | See Comment #5 |
| 2275 | Matt Hoeks | 2/1/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 2276 | Matt Hogen | 3/8/2023 | Email | Air Quality/Noise | Hi TxDOT/TxDOT: The latest design displaces many community assets, pollutes our air and will create more 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. Please you will reconsider. | See Comment #34 |
| 2277 | Matt Levin | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 2278 | Matt Liles | 1/12/2023 | Email | Public Transit / Multimodal Transportation | We want trains. Please give us trains-- | See Comment #13 |
| 2279 | Matt Magly | 2/14/2023 | VQR | Do not widen/ho build | <ol style="list-style-type: none"> 1. No Higher "No Wider" - don't expand to 200 lanes 2. A full cap from Lady Bird Lake to Airport Blvd 3. Don't provide future spacing Airport Blvd to 200 4. Route trucks to SR 130 | See Comment #5 |
| 2280 | Matt Mathias | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 2281 | Matt Singleton | | VQR | Do not widen/ho build | <p>I'm writing to object in the strongest terms possible to the current plan to expand I35 through Austin.</p> <p>I35 is a bight 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.</p> <p>The highway brings nothing but noise and pollution, and has no place in a modern city center.</p> <p>The project as currently planned will displace homes and businesses, with an outsize 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. Widenng the highway WILL ALIENATE THE POC.</p> <p>Induced Demand is a well studied and understood phenomenon, and TxDOT's continued willful ignorance is shocking.</p> <p>The only acceptable solution to the problem is for I35 to be routed around Austin and for the highway through the city center to be replaced by a modern urban boulevard.</p> <p>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 weaving and covering the entirety of the highway through the urban center, include a real and honest assessment of the environmental impacts (not the plain 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 SR 130.</p> | See Comment #5 See Comment #3 See Comment #21 See Comment #18 See Comment #3 |
| 2282 | Matt Seaman | 2/27/2023 | Voicemail | Route to I30 | As an expert and a land planner for the world's largest for 30-40 years, I know that Houston is smaller. They do not know that, that trucks can travel on. You just need to get the trucks off of I35. And you don't need to add anything else, just get I-30 good roads that are free for trucks and then just the local traffic, please for that. So if you have any questions, you're welcome to call me. So you, 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. Declan. | See comment #3 |
| 2283 | Matt Tong | 2/22/2023 | Email | Do not widen/ho build | The plans to expand I35 through the heart of Austin are a horrible idea that will run the capital of Texas. The highway needs to be removed around downtown, perhaps utilizing I-30 and I-35, rather than doubling down on sending a growing stream of trucks through a traffic-clogged 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 hugle Austin for a decade, and then we'll be spending another decade undoing it. | See Comment #5 |
| 2284 | Matt Vasias | 1/20/2023 | McClute Website Comment Form | Regional connectivity | We must have rail service between San Antonio and Austin. Revive the Lone Star Rail project! | See comment #1 |
| | | | | Do not widen/ho build | I am aginst this I35 Capital Express as proposed. I live 1 mile from I-35, Central region. | See Comment #5 |
| | | | | Labor/Induced Demand | I know TxDOT understands the Induced Demand concept. | See Comment #18 |
| | | | | Route to I30 | The fastest concept of a major regional intermodal route through a downtown metro area choke point is an outdated failure (I30 thru downtown Houston). Through traffic belongs on SR 130. | See Comment #3 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
|------|-----------------------|---------------|---------------------------------|--|---|------------------|
| 2305 | Matthew Martin | | | Do not widen/ho build | <p>MOBILIST35 Program Manager Tommy Alragna,</p> <p>My name is Matthew Martin, and I live in North Austin. I wholeheartedly support 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.</p> <p>To say that TxDOT's project, as well as the process for selecting public road, has been flawed is an understatement.</p> <p>The I-35 expansion is a 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.</p> | See Comment #5 |
| | | | | Air Quality/Climate Change | The project itself grows all existing research indicating that more highways actually leads to more traffic, and the environmental impact due to the construction efforts would add injury to a city that already suffers from some of the worsening effects of climate change. | See Comment #18 |
| | | | | Air Quality/Noise | We have seen how 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 deaths in the whole country). | See Comment #34 |
| | | | | Do not widen/ho build | <p>MOBILIST35 Program Manager Tommy Alragna,</p> <p>Dear TxDOT,</p> <p>As an student on campus at The University of Texas at Austin, I strongly 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 inequitable, car-centric modes of travel. The expansion plan is an attempt by the state to invest 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 opposes the city's goals.</p> | See Comment #6 |
| | | | | 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 economically disadvantaged students who will be impacted the most. Project Connect seeks to meet this divide by investing in light rail and expanded bus routes intended on moving people, not cars, throughout the city. | See Comment #13 |
| 2306 | Matthew McGay | 3/7/2023 | Email | Air Quality/Climate Change | <p>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.</p> <p>If 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" implies 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 impact of pollution contributes to global warming, and are taking a stand for how they want to shape the future of this city. This has become an issue that impacts our daily lives and it would be a betrayal of our values to support an expansion that will contribute more to pollution, social and economic degradation, and the local cost of city sewerage. 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.</p> <p>Sincerely, Concerned UT Austin Students Matthew McGay [REDACTED] 701 Gurnett in Arlington, Texas 76017</p> | See Comment #18 |
| 2307 | Matthew McGee | 3/7/2023 | Email | Air quality/noise | <p>Dear I-35 Capital Express Corridor, Draft Environmental Impact Statement</p> <p>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 the following before finalizing the Final Environmental Impact Statement:</p> <ul style="list-style-type: none"> - Air Quality analysis must look at PM 2.5, PM 2.5, and NOx. TxDOT only analyzed CO which is easy to study and they know they would clear. - Austin is needed to re-evaluate for PM 2.5 and NOx and 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 a FES 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 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 take into account the cumulative climate emissions outcomes of vehicle alternative investment scenarios, travel behavior assumptions, and regional growth alternatives, or it is somewhat meaningless. <p>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.</p> | See Comment #34 |
| | | | | Public Transit / Multimodal Transportation | <p>Hi TxDOT TxDOT,</p> <p>Investing in alternative transportation systems will decrease traffic, not making a highway bigger</p> | See Comment #13 |
| 2308 | | 3/6/2023 | Email | Public Transit / Multimodal Transportation | <p>Hi TxDOT TxDOT,</p> <p>Investing in alternative transportation systems will decrease traffic, not making a highway bigger</p> | See Comment #13 |
| 2309 | Matthew Rosenberg | | | Do not widen/ho build | <p>MOBILIST35 Program Manager Tommy Alragna,</p> <p>Hi,</p> <p>I live in East Austin, and the I-35 expansion will run 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 of Austin should have. This is a growing, major city in Texas. Expanding the freeway is short sighted and wrong.</p> | See Comment #5 |
| | | | | Route to I-35 | Move interstate traffic around the city and have local traffic come down a (bvd or road system). Every city that has gone the route of expansion loses community, while all cities that have gotten rid of these freeway 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 | | | Do not widen/ho build | <p>Hi TxDOT TxDOT,</p> <p>Dear TxDOT,</p> <p>I oppose expanding I-35.</p> | See Comment #5 |
| | | | | Late/Reduced 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 Berra | 3/7/2023 | MOBILIST35 Website Comment Form | Do not widen/ho build | Please do NOT go through with this plan. Bury I-35. Don't destroy property. Don't add more lanes. More lanes means more traffic. Please. | See Comment #5 |
| 2312 | Matthew Yeager | 3/7/2023 | MOBILIST35 Website Comment Form | Do not widen/ho 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 Main Lane Bldg Crew is now extending their power a lot here, unless you're building high speed rail and a better pedestrian connection for the students traveling of a river crossing y'all can go lock roads. | See Comment #5 |
| 2313 | Mattie Bouras | | | Do not widen/ho build | <p>MOBILIST35 Program Manager Tommy Alragna,</p> <p>As a citizen of Austin, TX, I find 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.</p> | 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 readily expandable 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 oil and oil executives who need cars on the road to maintain profits. | See Comment #13 |
| 2314 | Maure Carroll | | | Do not widen/ho build | <p>MOBILIST35 Program Manager Tommy Alragna,</p> <p>I am a resident of district 5 in Austin and frequently need to travel north. I do not support the I-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.</p> | See Comment #5 |
| | | | | Late/Reduced Demand | The I-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 down 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 citizen's lives, not ones that will only destroy our city. | See Comment #13 |
| 2315 | Maureen McGuigan | | | Do not widen/ho build | <p>MOBILIST35 Program Manager Tommy Alragna,</p> <p>Highway expansions DON'T work.</p> | 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 |
| | | | | Late/Reduced 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 | Micarta Faye Azz | 2/21/2023 | MOBILIST35 Website Comment Form | Regional connectivity | A corridor rail between San Antonio and Austin would be awesome. | See comment #1 |

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|------|------------------------|---------------|-----------------------------|--|--|-----------------|
| 2317 | Mauricio Gonzalez Kere | 1/12/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our 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 | See Comment #8 |
| 2318 | Max Elstot | | McCook Website Comment Form | Do not widen/ho build | I am writing to strongly urge you not to widen I-35. | See Comment #5 |
| | | | | Business/residential displacement | My son attends Ecclesville dot Alma and this longharding, 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 |
| | | | | Resist justice | I-35 has a history of dividing our community - it is a stain on our beloved city. | See Comment #3 |
| | | | | Barry/home | We now have the opportunity to explore creative options and ideas to manage increased traffic and bring communities and neighborhoods together. I would encourage you to explore burying/sleeping 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 | | McCook Website Comment Form | Do not widen/ho build | I'm truly baffled why y'all think it's a good idea to expand 35. | See Comment #5 |
| | | | | Label/Inbound Demand | Have we learned nothing from other cities that have already done this and seen no improvement? 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 anyone involved. It's possibly worse now. And one you want to find that same approach to Austin? Not to mention the way those highways blast the neighborhoods. Let's sure, let's expand the horrible spaces that aren't working for walkability so that we can...continue to have terrible traffic. I realize we're already on a traffic nightmare, but that's on par to SOVE, not make sense. | See Comment #18 |
| | | | | Community Alternatives | I support initiatives like ReRoute 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, there's commutes will hardly be affected considering they're already spending just as much if not more time sitting in traffic on 35. Please, save our city and its residents and not just about making changes for the future of progress. | See Comment #4 |
| 2320 | Max Gardner | | | Do not widen/ho build | Multi35 Program Manager Tommy Almgren. 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 ever 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 who take 35 only if they absolutely have to, and even then they 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're just adding even more congestion and stress around the areas that border 35, and it's making me more hesitant to relocate to different parts of the city. On the topic of quality of life, as a born-and-raised Houstonian, I can attest that expanding doesn'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 bit 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 on the roads because they now had to contend with so many lanes, and the problem of traffic congestion remained unchanged. 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 #9 |
| | | | | Community alternatives | I support the ReRoute35 proposal of directing 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 spending time to get around that city and support local businesses that will suffer because as those local businesses you'll be forcing us to take the and for 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. | See Comment #4 |
| | | | | | Direct those people to highways that are nearby but don't cut directly through the heart of Austin. ReRoute what the streets 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. | |
| | | | | Do not widen/ho build | Multi35 Program Manager Tommy Almgren. 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 #9 |
| | | | | Public Transit/Multimodal Transportation | The proposal that TxDOT has would increase carbon emissions, ignore Inbound Demand, and leave the city with another multi-year construction project that would increase traffic even more. | See Comment #16 |
| | | | | Air Quality/Climate Change | | |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| 2321 | Max Henrich McQuarters | | | Label/Inbound Demand | The proposal that TxDOT has would increase carbon emissions, ignore Inbound Demand, and leave the city with another multi-year construction project that would increase traffic even more. | See Comment #16 |
| | | | | Community Alternatives | I support ReRoute35's proposal to stop the expansion and fund a valuable boulevard in place of the highway. | See Comment #4 |
| | | | | Resist 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 #5 |
| | | | | 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 it when we say we do NOT want an expansion. | See Comment #13 |
| 2322 | Max Hman | 3/8/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Almgren. Please, we 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 nothing to cyclists interests and ignoring the well being of people everywhere | See Comment #5 |
| 2323 | | | | Do not widen/ho build | Dear 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 to the EIS process, including the study done by Texas A&M Transportation Institute on the ReRoute35 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 ITI study purporting to show the "benefit" of cut through traffic in no way considered the physical impacts the State of Texas might experience outside beyond meaningful alternatives. Given that the scale of traffic deaths per vehicle mile 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 ReRoute35 and Reconnect Austin proposals, including various panels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the ITI study was interesting, it is only as a recommendation for thoroughly analyzing ReRoute35 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 aggregate analysis four through thousands of pages of EIS on the ReRoute35 and Reconnect Austin proposals. Thank you for 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 #18 |
| | | | | 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 EIS. 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 finalizing the Final Environmental Impact Statement: - Air Quality analysis must look at PM 2.5, PM 10, and O3, not just one-pollutant CO which is easy to study and the least toxic. - Austin is located in 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 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 PES in 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 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 |
| | | | | | 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 EIS. 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 finalizing the Final Environmental Impact Statement: - Air Quality analysis must look at PM 2.5, PM 10, and O3, not just one-pollutant CO which is easy to study and the least toxic. - Austin is located in 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 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 PES in 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 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 | Do not widen/ho build | Multi35 Program Manager Tommy Almgren. 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. TxDOT should look to actual solutions like investing in public transit and bypass highways for trucks, 10 years of construction for just a few years of congestion relief is NOT worth it. I respect TxDOT, Austin City Council, and other representatives to stand up for me. | See Comment #5 |
| 2325 | Max McDavid | 1/24/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Reisdler | | | Do not widen/ho build | Multi35 Program Manager Tommy Almgren. 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 |
| | | | | Rescue to I-30 | I-30 was built specifically to handle this traffic, and we are still paying for that backbone. Traffic flowing 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 35 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 | Do not widen/ho 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 public 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 grade crossings for pedestrians and cyclists, and would require motorists users to go out of our way to connect to crossings that are close to the "cove floor", adding significant distance, physical exertion, and travel time to our trips. | See Comment #5 |
| 2328 | Mayra Truhan | 1/13/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Mayra T. | See Comment #8 |

| 2329 | Mayra Garcia Gomez | | | Do not widen/ho build | Multi335 Program Manager Tommy Arango. I am a resident of Travis County and my address is 4207 Shuffrage Dr. Austin TX 78751. I oppose TxDOT's plans for I35 and I oppose expansion. | See Comment #5 |
|------|--------------------|---------------|-------------------------------|---|---|------------------|
| | | | | Air Quality/Noise | It's not worth the price: it's noise pollution, which will harm the environment beyond repair. | See Comment #34 |
| | | | | Public Transit/ Multinodal 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 respect TxDOT, Austin City Council and other representatives to stand up for me. | See Comment #13 |
| 2330 | McMenna Ehlwigen | | | Do not widen/ho build | I oppose the expansion of I35. | See Comment #5 |
| | | | | Public Transit/ Multinodal Transportation | Multi335 Program Manager Tommy Arango. As a resident near the 28th park area, I feel that public transit first projects are something we are far more in need of in this city. I35 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 makes potential new dwellers to enjoy the benefits of a solid infrastructure. | See Comment #13; |
| | | | | Latent/Inbound Demand | Conversely, expanding I35 would only encourage more pass-through traffic and allow Austin to become a more frustrating place through which to travel. | See Comment #18; |
| 2331 | Naughton Perry | | | Do not widen/ho build | NE TxDOT TxDOT. I am a native Austinite and I strongly oppose expanding I35. | See Comment #5 |
| | | | | Air Quality/Climate Change | One of the most wonderful things about Austin is its integration of nature. Expanding I35 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 arborist by training. I conserve the public art work at UT Austin, including the large bronze assemblage located at the Dell Medical Center, adjacent to I35 and 35th 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 fading 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 car engines, and sulfur oxides, nitrogen oxides, benzene, and formaldehydes from emissions. As much as I care about the art, I care about people and wildlife more. How could you ever consider expanding the number of cars so close to another Lake and its huge trails, to Austin's lovely downtown, to the University? | See Comment #18 |
| | | | | Public Transit/ Multinodal Transportation | As the capital city, we should be leading not only in 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 want the city to become just another series of highways. Thank you. | See Comment #13; |
| 2332 | Nag Mecklin | | | Do not widen/ho build | Multi335 Program Manager Tommy Arango. I oppose the I35 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 Austin of old. We do not need that. With buildings and roads and high rises and more residential things. Keep the soul of Austin in Austin. This is a disturbing thought of the construction and how that would change the city as well as wipe out so many residents from their homes. 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 | Nagin Anwar | | | Do not widen/ho build | NE TxDOT TxDOT To whom it may concern: Please accept this letter as my formal opposition to TxDOT's proposed expansion of I35 for the following reasons: I strongly oppose expanding I35. | 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 #35 |
| | | | | Air Quality/Noise | Expansion will almost certainly increase 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 ReThinkI35, 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 ReThinkI35, to be fully studied. Thank you for your consideration of these comments. | See Comment #4 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| 2334 | Nagin Dylan | | | Do not widen/ho build | Multi335 Program Manager Tommy Arango. 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/Inbound Demand | Traffic is a problem on US in Austin, but it has been proven that highway expansion does 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 US 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 imagine how difficult it will be after an expansion. | See Comment #30 |
| | | | | Public Transit/ Multinodal Transportation | As a resident, I would much prefer to see our bus transit go towards (1) better public transit options in Austin and (2) a highway system that routes non-local Austin traffic around the city instead of through it. I respect 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 | Nagin Dix | 3/7/2023 | Email | Do not widen/ho build | Multi335 Program Manager Tommy Arango. Hello, I'm a resident in East Austin. And I am writing to firmly and completely oppose the I35 expansion. | See Comment #5 |
| 2336 | Nagin Frey | 2/10/2023 | MyCuE's Website- Comment Form | General Support | Dear Chairman Bugge and Commissioners: Thank you for your support to address I35 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. I35 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 US Capitol Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas. | See Comment #6 |
| 2337 | Nagin Leah | 2/15/2023 | VOH | 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 H-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 on these low-affordable apartment communities, Aria Grand and The Alibi. These residents are valuable members of our community and deserve a place near the center of our city to live from 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 #6 |
| 2338 | Nagin McDonald | 3/7/2023 | Email | Do not widen/ho build | Multi335 Program Manager Tommy Arango. 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 | Nagin Raly | | | Do not widen/ho build | Multi335 Program Manager Tommy Arango. I am a resident of Westpark Park, Austin, and I oppose TxDOT's plans for I35. I oppose expansion of I35 because it will make my city less livable, 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 Inbound Demand, construction impacts, particulate matter pollution from the wear, the failure of erosion at highway expansions, the loss of tree canopy, and its traffic modeling is flawed. 20 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 I35'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 I35 seem to be going forward without robust community engagement. | See comment #520 |
| 2340 | Nagin Raly | 3/7/2023 | MyCuE's Website- Comment Form | Do not widen/ho build | Austinites do not want a bigger, dirtier I35. Expanding I35 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 I35 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 | Nagin Variabla | | | Do not widen/ho build | Multi335 Program Manager Tommy Arango. I am a resident of Austin, Texas, and I oppose TxDOT's plans for I35 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 pedestrian infrastructure, not continued expansion of an dependency. The corridor of I35 that runs through Austin divides our city, and creates safety challenges for those of us who are involved 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 |
| | | | | Multinodal Transportation | I am in favor of reimagining I35 as a boulevard with transit-oriented design, green space and SAFE, dedicated crossings for pedestrians and cyclists. | See Comment #20 |
| | | | | Route to I35 | Research shows that routing orientated through urban areas reduces the economic access of those areas. We shouldn't have to use an alternate to make local trips. There are highways that run around the outside of Austin where non-local traffic should be directed like the US 405 corridor should become Interstate, not expanded. | See Comment #3 |
| 2342 | Meghan Healey | 2/9/2023 | My city I, CA, then with | 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 Lake E 3rd connecting west to West, but the bridge across from Austin to HEB East 28th is so narrow to bike both across and don't make one big lane for bikers and pedestrians, make a bike path and sidewalk or bike lane with crosswalk pedestrian and it's better to bike to HEB for the bridge having a open space barrier for road and bike path. I like the separate pedestrian and bike path. Please make bike for MKL. | See Comment #30 |

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| | | | | Community Alternatives | I urge you to consider alternative plans, including those put forward by Reconnect Austin and Retain35. Love it or Hate it. 35 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 Retain35. Love it or Hate it. 35 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 Blair | 2/11/2023 | Email | General Support | Thank you for this comment packet. I assure the lowering of 35 will greatly reduce the noise pollution for the adjacent neighborhoods. If that this is essential and would be best, while the opportunity presents itself, noise pollution to be addressed along the entirety of the proposed plan area. Can the road be 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 Bosan | 3/7/2023 | Email | Business/residential displacement | <p>Email Copy To Whom It May Concern:</p> <p>Please see feedback on the I-35 Capital Project from All 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.</p> <p>We appreciate the modifications to Alternative 3. It is encouraging to see that:</p> <ul style="list-style-type: none"> 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 far caps at street level. Removed freeways and upper decks. Reconnected a freeway to a new affordable housing opportunity. Planned 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 above cross at termini and therefore require the more expensive (financially) measures that were mentioned? What can TxDOT do to ensure the caps and enhanced bridges get funded and built as they are central to the improvements that were presented and must happen in the 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: <ul style="list-style-type: none"> Lessen impact on private property owners. Reduce width of (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 shifting this money ROW back to improved property owners with first right of refusal or to the City of Austin with a low cost. Imagine how that could facilitate an active public use. The ability to build two and three story buildings on the caps (and atches where possible) to maintain a vibrant street, enhancing the experience of crossing over the viaduct. More intuitive pedestrian crossings. These should be something that a 20-year old could understand. Ensure caps and atches are fully funded. Removing even more non-signalized crossings. Reduce proposed boulevard / frontage road speeds to below or at 30mph, as there is the need to create a post-fundamentally environment that aligns with Vision Zero goals (see 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 engineering/transportation solutions to date. | See Comment #21 |
| 2358 | Meredith Vigil | 1/31/2023 | McCuEx Website Comment Form | Regional connectivity | I support I-35 expansion of rail lines | See comment #1 |
| 2359 | Miriam Elvass | | | Latent/Inbound Demand | <p>McCuEx35 Program Manager Tommy Abrigo,</p> <p>TxDOT process in this project is based on guess-induced demand, construction impacts, particulate matter pollution from the west, the failure of almost all highway expansion, the success of freeway removals, and its traffic modeling is flawed.</p> | See Comment #18 |
| | | | | Air Quality/Climate Change | Highway expansion 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 #18 |
| 2360 | Marcel Kose | | | Do not widen/no build | <p>McCuEx35 Program Manager Tommy Abrigo,</p> <p>I have lived in Austin since 1987 and I strongly oppose expanding I-35. This project would severely disrupt and ruin Austin, and would rip our city apart even more than the original highway construction did</p> | See Comment #5 |
| | | | | Air Quality/Noise | -The noise and pollution will be unbearable and will destroy the UT campus. | See Comment #34 |
| | | | | Revenue to I-30 | Instead, use the funds to remove the toll fees on I-30 and route through traffic - which is the bulk of commercial trucks and vehicle going through Austin on I-35 - around Austin to the east. Please do not pursue this project. It is madness. | See comment #3 |
| 2361 | Mary Rivera | | | 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 money 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 ease congestion but would be more affordable. | See Comment #13 |
| 2362 | Max Goldman | | | Do not widen/no build | <p>McCuEx35 Program Manager Tommy Abrigo,</p> <p>Dear Mr. Abrigo,</p> <p>I oppose the expansion of I-35.</p> | See Comment #5 |
| | | | | Latent/Inbound 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 Retain35 proposal. | See Comment #21 |
| 2363 | Mia K Yanto | 1/20/2023 | McCuEx Website Comment Form | Regional connectivity | <p>Please seriously consider expanding public transportation funding for alternatives 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/politics/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 weight of cars on the road down. For the benefit of TxDOT, Texas drivers & pedestrians, Texans of all backgrounds, Texans' health, Texas air quality, and so much more.</p> <p>Thank you. Other supporting links: https://engineeringandtransportation.com/news-200-person-in-177-cars-without-cars-on-business-or-holiday/ https://transportation.ucta.edu/blog/how-riding-bus-benefits-everyone</p> <p>"A developed country is not a place where the poor have cars. It's where the rich use public transportation." -Gustavo Petro</p> | See Comment #1 |
| 2364 | Mia Martinez | 1/19/2023 | McCuEx Website Comment Form | 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. Did take years to finish. Gas prices are already skyrocketing. Texas is on the top list of vehicle manufacturers, 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 | McCuEx Website Comment Form | Latent/inbound demand | The need of I-35 near the Woodland St crossing, but my lot is slated to go to almost 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 there along Blum 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 leaving a wet fault 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 freeway due to the high cost to construct and the negative impacts on a densely populated and traveled area. 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 | Committer Name | Date Received | Source | Topic | Comment | Response |
| | | | | Air Quality/Noise | <p>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 come 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 discharged 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 increase 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 undesirable 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).</p> | See Comment #34 |
| | | | | Water Quality | <p>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 come 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 discharged 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 increase 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 undesirable 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).</p> | See Comment #125; |
| 2366 | Michael Austin | | VGH | Resist justice | The historical placement of I-35 through Austin is well documented. East Austin was historically discriminated 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 prevent against the "infiltration of subterranean racial groups" (yes, this is a quote from section 936 of the FHA's Underwriting Manual). Removing the freeway would help heal this scar rather than double down on it. | See Comment #3 |

| ID | Committer Name | Date Received | Source | Topic | Comment | Responses |
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| 2380 | Michael Huatall | | | Air Quality/Climate Change | Efficiency 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 others are more important than citizens and that you would rather kill off poor Texans than stand up to big auto and log construction companies that corrupt our nation and organizations like TxDOT. | See Comment #18 |
| | | | | Do not widen/ho build | Multimodal Program Manager Tommy Alrings. TxDOT is no longer a transportation department; you don't operate transportation systems at all... you're strictly a Highway department. The location of our 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 facades 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, insure, and maintain a car. Cars represent freedom, but when auto policies have manipulated our state and country to force everyone to own one they're long dependent 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 Hurlbutson | | | Do not widen/ho build | Multimodal Program Manager Tommy Alrings. I OPPOSE all the TxDOT 135 expansion. Above ground due to the noise, air, and visual pollution that will exacerbate the degradation of our communities along 135 in Austin, Texas. Furthermore, the toll could be paid via an app using the license plates as an electronic tollplate prior to entering the tunnel, which would eliminate congestion and no need for a toll plaza. | See Comment #5 |
| | | | | Bury/tunnel | 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 oriented underground, with an optional toll transit, fare for repairs and maintenance, etc. | See Comment #25 |
| 2382 | Michael Hang | 3/6/2023 | M/Ci/e/et Website-Comment Form | General Support | Dear Chairman Bugg and Commissioners: Thank you for your support to address 135 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. 135 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 135 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas. Respectfully, Michael Hang | See Comment #8 |
| 2383 | Michael Hurewitz | | | Do not widen/ho build | Multimodal Program Manager Tommy Alrings. I OPPOSE TxDOT's plans for 135 and OPPOSE expansion. | See Comment #5 |
| | | | | Community Alternatives | I am FOR the Metro35 proposal, reconfiguring SH 130 as an interstate, a boulevard going through town and expanded public transit. | See Comment #4 |
| | | | | Lateness/Induced Demand | TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the 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 expansion 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 respect TxDOT, Austin City Council, and other representatives to stand up for me, Michael Hurewitz | See Comment #34 | | | |
| 2384 | Michael Huatall | 2/23/2023 | Email | Do not widen/ho build | Hi TxDOT TxDOT, I disagree with the strategy of alleviating traffic congestion by expanding 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 change lanes take up lanes the space and because you've abandoned driver's wit in without that's what all the states do nowadays. And the disruption? It's putting a number to that. Somebody says, "You've got to do a MCDOT better job of discouraging personal car use instead." | See Comment #5 |
| 2385 | Michael Kerns | | | Bike/ped safety | Alternatives, including a four-lane, bike 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 |
| | | | | Lateness/Induced Demand | Multimodal Program Manager Tommy Alrings. I write in support of the 135 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas. The idea that expanding 135 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/ho build | The people of Austin and Texas deserve better. The city council and the citizens here agree. Do not expand 35. | See Comment #5 |
| 2386 | Michael Levy | 2/7/2023 | Email | General Support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 35 Capital Express Central design as proposed by TxDOT. Sincerely, Michael Levy | See Comment #6 |
| 2387 | Michael Llanos | 1/12/2023 | M/Ci/e/et Website-Comment Form | Regional connectivity | I would love to see rail travel between San Antonio and Austin. | See comment #1 |
| 2388 | Michael Longchamps | | | Do not widen/ho build | Multimodal Program Manager Tommy Alrings. I am an Austin resident that lives a short distance away from 135 and I oppose the expansion of the highway. 135 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 to its placement in the center of the city. | See Comment #30 |
| | | | | Lateness/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 reduce the need for this expansion. | See Comment #13 | | | |
| 2389 | Michael McKittrick | 3/6/2023 | M/Ci/e/et Website-Comment Form | General Support | Dear Chairman Bugg and Commissioners, I write in support of the 135 Capital Express Central design as proposed by TxDOT. Thank you for your support to address 135 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 135 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 #6 |
| 2390 | Michael McGill | 3/7/2023 | M/Ci/e/et Website-Comment Form | Caps/Deck Phases | Please build the cap throughout as much of central Austin as possible - not just bridges and not some gyring chains. 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 | Reroute to 130 | Multimodal Program Manager Tommy Alrings. I have been an Austin resident for 5 years and the current plan for 135 does not serve the best interests of the city. Across the country, highways that ring their cities is the norm for good reason. Rerouting 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 135. | See comment #3 |
| 2392 | Michael McHale | | | Do not widen/ho build | Multimodal Program Manager Tommy Alrings. Hello Texas Department of Transportation, I am a long time Austin resident, and live in the Charwood neighborhood that is just parallel to 135. The interstate is dirt, loud, polluting and needlessly divides the city in two halves. You have before you the opportunity to undo the decades old mistake of 135's placement. The current plan put forth by Tx Dot is completely unsatisfactory. | See Comment #5 |
| | | | | Lateness/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 expense and is not welcome by the community, only regularly tolerated. | See Comment #34 |
| | | | | Reroute to 130 | 135 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 135 trajectory, such as walkable boulevards with an emphasis on public transportation, parks, neighborhood connections, new businesses and housing. Move 135 to SH 130. As a concerned, voting citizen of Austin, I do not want or welcome the expansion of 135. | See Comment #13 | | | |

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| | | | | | <p>In response to the plans presented at the Pub. 99-2023 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 to be efficient transportation with little regard for the experience of anyone but for vehicle or non-vehicle-related transportation. Single-lane turn lanes are intended 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. SPD's design encourages non-vehicular transportation such as bicycling, walking, and roller skating, which should be included as a cumulative impact and considered as part of future design. The current design at Airport Blvd manages to increase the pedestrian travel distance across 135 and/or Airport by twice what it currently is, not to mention the change in elevation that people on foot or bike have to navigate due to curbs and overpasses. The SPD 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 SPD) the single-point interchange could accommodate dedicated pedestrian and bicycle crossings of Airport Blvd in the center of the open directly under the north and southbound ramps. Vehicles would still pass underneath during the light phases that allow through on Airport Blvd and the vehicles onto the turn-lanes 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 a critical part of 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 negotiating alternative elevation changes not people. The tunnels underneath Airport are not a good idea as they will be unsafe and cluttered 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 an on-ramp to the frontage roads. The shared use paths proposed are dubious and non-sustainable 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 designed enough and lack crossings outside of the 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 on foot or bicycle. There also seems to be little to no consideration for the City of Austin's already existing corridor bike lanes on either side of Airport, reducing the needed 4 sidewalks with shared use paths is a good enough, they need to integrate with proper bicycle infrastructure that is already planned by the City. To save TxDOT some and money I have a further proposed alternative to the Modified Alternative 3 for the shared use paths at Airport, they need to integrate with proper bicycle infrastructure that is already planned by the City. To save TxDOT some and money I have a further proposed alternative to the Modified Alternative 3 at Airport Blvd while only adding 2 total intersections for pedestrian and bicycle crossings at the intersection of Airport Blvd and the frontage roads. The current design at Airport Blvd while only adding 2 additional paths for vehicles entering 135 at a early lane. You are welcome for this valuable feedback and for these professional design and consulting services level of change.</p> | See Comment #30 |
| 2393 | Michael McFarland | McCluett Walters Comment Form | water quality | | <p>In response to the plans presented at the Pub. 99-2023 Public Hearing for the proposed Modified Alternative 3 I am reading these plans carefully then this design has a large amount of untreated stormwater directed under Center Express and infiltrating directly into the Colorado River below downtown. The lack of consideration of the design for water quality and sensitive habitat in the river is appalling. Even not falling within a pipe in daylight 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 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. You 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? How you informed all the communities downstream that they can forever expect more pollution and lower water quality in the Colorado River? What is the responsibility to be assigned to this widespread environmental problem?</p> | See Comment #125 |
| | | | Labor/Inbound Demand | | <p>In response to the summary of Induced Growth and Cumulative Impacts presented at the Pub. 99-2023 Public Hearing for the proposed Modified Alternative 3. Claiming no cumulative impact is disingenuous. And, arguing that Austin's economic growth provides any influence this project will have on Induced Demand is a lie, as is claiming that over 85% 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 an 85% 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 5-60 years when traffic jams to a halt on 20 lanes, when the highway agent? Most cars are using lead fuels, thereby destroying the environment on our planet with toxic emissions. Our children and we move around in the city constantly in cars. The car industry is a huge concentration of power with close connections to politicians and decision makers, we 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. Mining 1000 or 200 kg of body weight using a machine that weighs 1000 kg or more is just plain stupid and must be unacceptable from an environmental point of view. Cars make serious air and noise damage throughout our cities. And in our cities, they are a threat from low domestic and more traditional cars, and that's the very nature of attempting to alleviate traffic jams and increase throughput this project makes more cars into our urban center, and we need to be headed in the other direction - away from car dependency. This project makes the program more difficult locally and regionally. People could get their daily exercise in a productive way riding a bike or other wheel-based device if it was incentivized to the same degree that driving a car is. Millions 135 proposes people reclaim the streets and use them for non-polluting, safe, light-weight, and quiet activities. This would have huge quantities of public space which could be used for urban farms, growing food, more businesses etc. While electric cars should be established to allow for a great diversity in human or semi-autonomous powered vehicles to emerge. This project only lays the groundwork for setting 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 unwarranted mitigation that could ever come close to the impacts this project has on the ground in the community. Offsetting 100 million dollars for bus maintenance is embarrassing and \$20 million for enhanced aesthetic treatments are almost always being done in the first place, not mitigation, it's off-averse.</p> | See Comment #18 |
| 2394 | Michael Montoya | 3/7/2023 Email | Do not widen/hw build | | <p>Mod35 Program Manager Tommy Alving, 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 is parking that it 135 turns into a sprawling parking lot with vehicles idling going back then 20 minutes an hour. We all agree that the current state of 135 is unacceptable, however, this should have been addressed over 30 years ago. Actually, I thought that it was the 45 and 130 freeways were to, 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 45 and 130 freeways, feeder roads and arterial roads are now congested too. 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 believe that tractor trailers should be restricted to go around downtown limits, delivering downtown and possible HOV/Express lanes could be used. I think we should rethink all alternatives to help address the congestion without affecting the city even further between East and West Austin.</p> | See Comment #5 |
| 2395 | Michael Murtz | | Do not widen/hw build | | <p>Mod35 Program Manager Tommy Alving, Dearing TxDOT, I oppose TxDOT's plans to expand 135 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.</p> | See Comment #5 |
| | | | Multimodal transportation | | <p>In an urban area like Downtown Austin, the return on investment for improved walk, bike, rail, and transit infrastructure will be significantly higher than car lanes.</p> | See Comment #20 |
| | | | Regional connectivity | | <p>Texans also crave regional rail along the 135 corridor. This project must allow for the interruption of regional rail.</p> | See comment #1 |
| | | | Community Alternatives | | <p>I support alternatives proposed by the community group Restric 35, Nighbors.</p> | See comment #4 |
| 2396 | Michael Nash | McCluett Walters Comment Form | Reverts to 130 | | <p>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 they go around.</p> | See Comment #3 |
| | | | Air Quality/Noise | | <p>As for an expanding 135, five but I would like it buried and covered. Both for continuity of the City's fabric and less noise/pollution. Ideally, the cover will probably only be near downtown, but as Austin grows and gets richer, it should be able to cover it from south of UT Austin to the river. Austin should be able to build buildings over the highway -- we need the housing.</p> | See Comment #34 |
| 2397 | Michael Richard Jobb | 2/23/2023 Email | Do not widen/hw build | | <p>Hi TxDOT TxDOT, Do we need 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 age 74, missing miles and miles of other 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 addicted to their cars.</p> | See Comment #5 |
| 2398 | Michael Ray | | Do not widen/hw build | | <p>Mod35 Program Manager Tommy Alving, Hi Austin near 135, I OPPOSE TxDOT's plans for 135 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 Ray.</p> | See Comment #5 |
| | | | Air quality | | <p>They worsen congestion as we saw with Katy Freeway, air noise and water pollution, and transportation options beyond driving. 20 years of construction for just a few years of congestion that TxDOT wants.</p> | See Comment #558 |
| 2399 | Michael Rodriguez Jarama | McCluett Walters Comment Form | Do not widen/hw build | | <p>I oppose Induced Demand, construction impacts, particulate matter pollution from the river, the failure of almost all highway expansions, the success of freeway removals, and to traffic modeling in Bower.</p> | See Comment #18 |
| | | | Public Transit / Multimodal Transportation | | <p>The plan is completely redundant. Most US traffic is local during peak times. The people of Austin already prefer expansions to corridors to reduced local traffic off of the highway, improving transit for all over the city. Now, the state wants to predominantly expand highway through the city to serve the same purpose. Instead, they will make things worse. We would have to have 2 major transportation related infrastructure projects ongoing at once, which 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 actually do not solve the traffic problem, but one more lane is a corruptive game among infrastructure enthusiasts. The people of Austin have to have a TxDOT's actions withdrawn, and have already allocated the funds to solve this problem. Therefore, it is completely redundant on TxDOT's part. For a legislator that has been here for about 20 years, I think they should look at the people's needs. The people of Austin, these plans have severely harmed my outlook on the feasibility of the city long term.</p> | See Comment #5 |
| 2400 | Michael Rowley | 2/23/2023 Email | Do not widen/hw build | | <p>Hi TxDOT TxDOT, Did you know that the Embarras 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 135. I don't enjoy traveling around Austin by interstate, and widening the highway seems likely to increase traffic and pollution.</p> | See Comment #5 |
| 2401 | Michael Sanchez | 1/30/2023 Email | General Support | | <p>Dear Chairman Bagg and Commissioners, Thank you for recognizing that 125 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously obstructs mobility, it often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and sustainable growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #9 |
| 2402 | Michael Shannon | 3/7/2023 Email | Do not widen/hw build | | <p>Dear 135 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 135 Capital Express Central 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 Metro35 and Recreant Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual EIS was inadequate. The reason behind in the TI study supporting to show the "benefits" of not doing traffic in re way considered the project requires the State of Texas might reasonably decide between meaningful alternative. Given that the EIS traffic benefits are lower in total than the TxDOT EIS traffic benefits, this study was essentially a way for those the most dangerous alternatives. Through 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 a clear community support for both the Metro35 and Recreant Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternative. While the TI study was interesting, it in no way is a replacement for thoroughly analyzing Metro35 and Recreant Austin in the EIS and TxDOT failed to provide any reasonable explanation as to why it failed to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the Metro35 and Recreant Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks across into the thriving communities of the Austin region.</p> | See Comment #5 |
| 2403 | Michael Shaw | 2/21/2023 Email | Labor/Inbound Demand | | <p>Why are we spending money and time on Frontage Road when so few people use Frontage Road, and even bike lanes in wasteful spending. It's amazing how many drivers exit Frontage Road right into a traffic jam and long drive times on 135 only on the side streets to that much easier.</p> | See Comment #18 |

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| 2404 | Michael Singer | | | Do not widen/ho 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 leaving northbound I-35 access from (a) Riverside Drive and its surrounding neighborhoods, (b) the heart of new high-rise new being constructed at the Rainey District, (c) East Austin (via 8th Street and 9th) 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 Clear Chase through 8th Street. These service roads will become unreasonably overcrowded. Clear Chase Street will also be overwhelmed, particularly during the 6 years of I-35 construction starting late 2022. During that time frame, TxDOT will routinely close or partly impede traffic at the intersection of I-35 and Clear Chase, as they close the road there while the highway will operate, build an overpass bridge and a flower bridge. To move service road traffic from the eastern side of I-35 at Hwy Street to the western side of I-35 at Clear Chase. 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 undergo a doubling in its size, undoubtedly involving the capture of Clear Chase lanes for construction staging. Project Connect, which can no longer afford tunneling through downtown, will be building rail lines on or above Clear Chase Street west of Trinity which will likewise take Clear Chase lanes out of service. As with the service roads of I-35 north of Clear Chase, Clear Chase itself will come to a standstill. For years, WHAT IS TO BE DONE? TxDOT needs add a second northbound I-35 access point in downtown, south of Clear Chase. The practical plan for this is to provide access to the I-35 main lanes via the flower bridge that is already in the plan, to be built between Holly and Clear Chase Streets. | See Comment #5 |
| | | | | Construction | TxDOT considers traffic and so both conditions only before its project starts, then after it is done. TxDOT must consider that disclosure how conditions will be during the six years of construction. How and where will construction jobs 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 restoring time to the community during the construction process? None of this has yet to be seriously addressed. | See Comment #178 |
| | | | | Public Transit / Multimodal Transportation | The multi-billion Project Connect and Convention Center expansion projects are to be built along Clear Chase right when TxDOT rebuilds Clear Chase/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 the road closures and communicate the closures clearly to citizens. | See Comment #13 |
| 2405 | Michael Snider | 1/30/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Snider | See Comment #8 |
| 2406 | Michael Watkins | 3/7/2023 | MyCuEq Website-Comment Form | Do not widen/ho build | I have lived in several states and never seen an organization that could spend 10¢ 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 charges 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 #6; |
| | | | | Do not widen/ho 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 |
| 2407 | Michael Whitney | ----- | VOT | Rescue to I-35 | AND I DO support re-routing through traffic--especially commercial traffic (truck-to-I-35 I-35) with incentives to remove towing on SR 130 and/or tolling I-35 for non-local vehicles. | See comment #3 |
| 2408 | Michael Wiggins | | | Do not widen/ho build | MultiBIS Program Funding Hinges. Dear Mr. Atregh. My family and I (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 |
| | | | | Lateness/Increased Demand | TxDOT's process in this project to Rework 8 ignores Increased Demand, construction impacts, particulate matter pollution from the 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, through, ferry, buses, trains, or consider bike through). 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 |
| | | | | Rescue to I-35 | I don't like the MultiBIS proposal, including another highway such as SR 130 with an interstate and making I-35 a toll road when anti-tolls are prohibited from driving through Austin. Additionally, a long term solution approach should 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 respect 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 Zuzanna | 2/16/2023 | MyCuEq Website-Comment Form | General Support | These latest designs look great! As a community member, I'm thrilled at the idea of finally 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 #6 |
| 2410 | Michelle Haran | ----- | VOT | Do not widen/ho build | As a longtime Austin resident, I oppose the proposed changes to I-35 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 | Michelle Nelson | 3/7/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Barnes | 1/31/2023 | MyCuEq Website-Comment Form | Regional connectivity | We need a high speed rail from major cities! | See comment #1 |
| 2413 | Michelle Broecker | | | Do not widen/ho build | No TxDOT TxDOT, I oppose expanding I-35. | See Comment #5 |
| | | | | East/west connectivity | East/west crossings should be at least every 2-4 miles. | 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 Rehub35, to be fully studied. | See Comment #30 |
| 2414 | Michelle C. | 1/31/2023 | MyCuEq Website-Comment Form | Regional connectivity | Hello, I am a San Antonian in support of building a rail network between San Antonio and Austin. | See comment #1 |
| | | | | Do not widen/ho 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 buried into a low traffic street with intersect travel divided to 183 or Mopac or it should be capped and covered by parks that encourage easy/west integration and other modes of transportation (walking, biking, buses and trains). - This is not what Austinians 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 #6; |
| | | | | 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 on cross for pedestrians, bikers, buses and street drivers. | See Comment #3 |
| | | | | Public Transit / Multimodal Transportation | Austinians support Project Connect, buying AND tapping I-35 with space for parks and local businesses (and for TxDOT), not simply putting the highway in a giant ditch that is impossible to cross. | See Comment #13 |
| | | | | Caps/Duck Phases | Austinians support Project Connect, buying AND tapping I-35 with space for parks and local businesses (and for 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 (a cap I-35 with parks was proposed by Austinians and has broad support. The plan is 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 cost of traffic deaths, retaining longstanding housing and businesses which are integral to the community, and encouraging more active transportation (walking and biking. | See Comment #42 |
| | | | | East/west connectivity | Austinians want to be able to travel easily at many points across east/west. | See Comment #20 |
| 2415 | Michelle Jansen | | MyCuEq Website-Comment Form | 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 employment and affordable clothing, furniture, and home goods). There is very important source of affordable groceries, the Austin Chronicle (invaluable news source that has served the community for decades), Star Street Cafe and Whip (a cultural center and valued local businesses), Community Care Pharmacy (a federally qualified health center (FQHC) which provides healthcare for people enrolled in Medicaid and who are uninsured), and a street view of Terry's (a beloved local neighborhood). Not only will residents and business owners be unjustly displaced, but will 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 concrete of the city. | See Comment #21 |

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| | | | | Revenue to I-35 | We have other, better options for intercity traffic. Austin in 2023 has the opportunity to utilize highway arterials 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 spending 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, relieving congested housing and businesses which are integral to the community, and encouraging more active transportation like walking and biking. | See Comment #20 |
| | | | | Lateral/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 | Topic | Comment | Response |
| | | | | 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 welfare of our planet as well as the safety and security of our city in the face of climate change. We should invest 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 | | | Do not widen/ho build | Multimodal Program Manager Tommy Abrego. Hello, I am writing to advise Texas who has lived in 161 country for 10 years and Austin for 7. I would like to state that I reject the idea of I-35 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 when it grew up with Dallas. I-35 expansion took years and was irresponsible during the time it was built, even to this day the problem, with congestion is not resolved. Our city is very communal and central 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 | Mihails Sanders | 2/11/2023 | MC/CA/E Website Comment Form | Do not widen/ho build | Please do not expand I-35 North of 45th. | See Comment #5 |
| 2418 | Mikala Lawrence | 1/12/2023 | Email | General Support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | MC/CA/E Website Comment Form | Regional connectivity | We really need a commuter train in San Antonio and a training/traveling San Antonio to Austin and other cities in Texas. | See comment #1 |
| 2420 | Mike Kennedy | 1/30/2023 | Email | General Support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Miss Osborne | | MC/CA/E Website Comment Form | Do not widen/ho build | TxDOT: I am a longtime resident of central Austin. I live and operate a business within 1 mile of I-35 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 120 (not 121) 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. Thank for consideration. Miss | 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 coastal | See Comment #4 |
| | | | | Community Alternatives | I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied. | See Comment #4 |
| 2422 | Miss Smith | 1/18/2023 | MC/CA/E Website Comment Form | 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 running the line also rail proposal to San Antonio is a good idea. | See Comment #1 |
| 2423 | Miss Strom | 3/1/2023 | MC/CA/E Website Comment Form | 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 Tolson | 2/9/2023 | My idea I do from and | Access at 14th Street | There is a lack of ability to get to Southbound I-35 from properties east of I-35 and north of 14th at that same area service road since they cannot turn left onto service road. They can't turn left off MLK at Dean Keeton. There will be a 200 foot barrier in the Deery's location. The lane and rider 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 | Miss Wainwright | 2/24/2023 | Email | Do not widen/ho 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, and the state seems intent to barrel ahead. Spending untold billions of local and state dollars unnecessarily to entice 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 Boat-sipping Big Dig disaster. These plans should be ardently scrapped, and any new I-35 expansion should happen along the I-35 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 | Miss White | 1/31/2023 | Email | General Support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Miss White | See Comment #8 |
| | | | | Do not widen/ho build | Multimodal Program Manager Tommy Abrego. Hello, 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 |
| | | | | Lateral/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 irresponsible proposal in my view. | See Comment #21; |
| | | | | Multimodal transportation | I better project would be one that utilizes the downtown transportation network as a multimodal, mixed-use urban corridor with a bus-rapid transit (with north-south through downtown) Austin. Transit-like 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 healthy and vibrant community. I look forward to the support of my elected officials and state government, and hope to see this transformational project reconsidered. Missy Garza 1308 Berkshire drive Austin, Texas | See Comment #20 |
| 2428 | Miss Thomas | | | Do not widen/ho build | Multimodal Program Manager Tommy Abrego. Hello, My name is Miss 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 renege numerous gas lines. | See Comment #5 |
| | | | | Construction | It would cause more congestion during construction and cause a risk for safety. | See Comment #17B |
| | | | | Lateral/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 near airport/businesses. They create loud, dangerous, unworkable areas and corridors. | See Comment #18 |

| 2429 | Mika Freedson | 3/2/2023 | Email | Do not widen/no build | <p>Mobility35 Program Manager Tommy Alrough</p> <p>I am writing to express my strong disapproval of 35 expansion. I am an Austin resident of 8 years and live just a few blocks from 35. As I have my entire time in this city, here are a few reasons why I oppose it in particular:</p> <ol style="list-style-type: none"> 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 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. Wasteful - 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 2050 goals while expanding 35. Money - Austin gets more and more expensive every day. At the same time, fewer than 20% 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's 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 35 is a money, time and energy drain from solutions that make economic sense. Beauty - Austin is a beautiful place. 35 is not a beautiful city or 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 be beauty take a backseat to antiquated, unsafe, ineffective solutions. <p>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.</p> <p>Mika Freedson [REDACTED] 1172 Maple Street Austin, Texas 78702</p> | See Comment #5 | | | | | | | | |
|--|-------------------|---------------|-------------------------------|--|--|------------------|--|----|----------------|---------------|--------|-------|---------|----------|
| 2430 | Mika Heavona | 1/31/2023 | M/CouP's Website Comment Form | Regional connectivity | I support a rail system for San Antonio | See comment #1 | | | | | | | | |
| <table border="1"> <thead> <tr> <th>ID</th> <th>Commenter Name</th> <th>Date Received</th> <th>Source</th> <th>Topic</th> <th>Comment</th> <th>Response</th> </tr> </thead> </table> | | | | | | | | ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response | | | | | | | | |
| 2431 | Mina T Whitson | 1/23/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Mika Zander | 3/7/2023 | VOT | Resists to 330 | A change to 335 is warranted but the plan is to close an 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 335. | See comment #3. | | | | | | | | |
| 2433 | Milton Pashier | 3/7/2023 | Email | Public Transit/Multimodal Transportation | The main throughroute 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 dominant neighborhoods, IE Rainey Street. Redirecting traffic around the city is not to create more traffic for those that live in the city or MSD 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 regional Austin-MSA daily commuters from people merely passing through the city should be the absolute focus, changes to 335 should be secondary. | See comment #1 | | | | | | | | |
| 2433 | Milton Pashier | 3/7/2023 | Email | Public Transit/Multimodal Transportation | Mobility35 Program Manager Tommy Alrough, I am recently from Bexar County and have recently been made aware of the plans to widen 35. I would like to request that these essential plans for expansion be displaced in favor of a more robust public transport option, 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 raised, and air pollution to widen the current roadways, for what would be very little to no tangible improvement to travel times. I would hope that both this proposal, and those in the future, that TxDOT, and the members of the Austin City Council will seriously consider the long term effects that they would have on residents of Texas County and surrounding areas. | See Comment #13 | | | | | | | | |
| 2434 | Mina Lawrence | 3/7/2023 | M/CouP's Website Comment Form | 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 connectors across the highway to better facilitate non-urban/industrial expansion and ease all traffic of the project as possible. The widest possible multi-lane should be added through downtown Austin but around the city via I-35. I-35 is a truck road? 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 | Community Alternatives | Hi TxDOT TxDOT, I've understood you that adding expansion lanes to each loop highway in 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 belt/ring road also creates a barrier between parts of our community. Look at Recreated Austin and Rethink35 for alternatives that will be better for our community and for those just traveling through. | See Comment #4. | | | | | | | | |
| 2436 | Mindy Halford | 2/7/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that 35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Halford - CIP senior Vice President, Residential Care Services The City Company of Austin, Inc. | See Comment #8 | | | | | | | | |
| 2436 | Mindy Halford | 2/7/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that 35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Halford - CIP senior Vice President, Residential Care Services The City Company of Austin, Inc. | See Comment #8 | | | | | | | | |
| 2437 | Miranda Sanchez | 2/1/2023 | M/CouP's Website Comment Form | Regional connectivity | As the 35 corridor becomes busier and the cities between San Antonio and Austin continue to grow a corridor rail between the two cities can only benefit the state, the cities, businesses and people! Why don't you want growth and the money that comes with it? | See comment #1 | | | | | | | | |
| 2438 | Miriam Schaeffler | 3/7/2023 | VOT | Do not widen/no build | <p>Mobility35 Program Manager Tommy Alrough</p> <p>I live in Chevy Chase and 35 is part of my life on a daily basis. I hear it all go to bed at night and when I wake up in the morning, I look to my way to work and by bike on my way to the grocery store. I drive on it too- though do everything can to avoid it because I find it terrifying.</p> <p>I was in other states when I first heard that TxDOT was planning to add more lanes to 35.</p> <p>Yes, the upper decks need to come to down, and improvements are needed. But EXPANSION? Everybody knows that urban highway expansions are ineffective at relieving traffic and detrimental to cities. What has been proposed in the 35 is clearly unworkable, and the solution that has been proposed is an entirely unworkable. I will let others, with more expertise, speak to the reasons why.</p> <p>Here I want to tell you the kind of project that I would like to see.</p> | See Comment #5 | | | | | | | | |
| 2438 | Miriam Schaeffler | 3/7/2023 | VOT | Resists to 330 | (1) A project that removes non-local traffic around town, and that does not require local people to get on an INTERSTATE to complete daily errands. | See comment #3. | | | | | | | | |
| 2438 | Miriam Schaeffler | 3/7/2023 | VOT | Labeled/Inbound 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 #3B. | | | | | | | | |
| 2438 | Miriam Schaeffler | 3/7/2023 | VOT | Air Quality/Noise | (3) A project that does not increase air pollution in the form of emissions or particulate matter. | See Comment #3A | | | | | | | | |
| 2438 | Miriam Schaeffler | 3/7/2023 | VOT | 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 | | | | | | | | |
| 2438 | Miriam Schaeffler | 3/7/2023 | VOT | Community Alternatives | (5) A project that makes an all 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 barrier as has been proposed by Rethink Austin. Clear that current and proposed 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 | | | | | | | | |
| 2438 | Miriam Schaeffler | 3/7/2023 | VOT | 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. Please all over the world corridors and now wider large cities by using TRANSIT. This is the direction we need to move in. The idea that I have expanding highways so that everybody can drive their car, and around Austin, or even across, on a daily basis, is absurd. We are working on creating those options for people on Project Connect. It will take time and we'd need 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 expansions. But adding more lanes is counterproductive to our city goals of reducing our reliance. believes 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 proposed out forward in this document involves a wider 35. We were lied to. I understand that all has 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 to help. Beg you to stop allowing highway expansion down our smothering 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 Frier | 1/27/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | M/CouP's Website Comment Form | 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 Negram | 3/7/2023 | VOT | Do not widen/no build | Mobility35 Program Manager Tommy Alrough, I am a resident of South Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. | See Comment #5 | | | | | | | | |
| 2441 | Misty Negram | 3/7/2023 | VOT | Labeled/Inbound Demand | TxDOT's process in this project is flawed. It ignores Inbound Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansion DOESN'T work. | See Comment #18; | | | | | | | | |
| 2441 | Misty Negram | 3/7/2023 | VOT | Air Quality/Noise | They worsen congestion (as we saw with the Pally Freeway), air noise and noise pollution, safety, and transportation options beyond driving. Not to mention that 20 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 | | | | | | | | |
| 2441 | Misty Negram | 3/7/2023 | VOT | Community Alternatives | I support 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 Fero | 3/7/2023 | VOT | Do not widen/no build | <p>Mobility35 Program Manager Tommy Alrough</p> <p>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 critical damage to Austin and the wider Texas community.</p> <p>An expanded 35 will deliver:</p> <ol style="list-style-type: none"> More deaths 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. Every death or severe injury on I-35 is a direct result of YOUR decisions to prioritize motor vehicles over human health. More asthma illness. People living along these highways suffer from asthma due the pollution coming from the cars and trucks that use them. A wider 355 means even more traffic (Inbound Demand) which creates still more pollution and more illness. Heavy electric cars and trucks don't solve this problem, as the the particulates and other byproducts of their travels create pollution as well. 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 looking at this as some type of congestion relief, when we all know that this is not the case? | See Comment #5 | | | | | | | | |
| 2442 | Mitch Fero | 3/7/2023 | VOT | Slow speed safety | I am a resident of Austin and don't WANT to use I-35 to get around. I want smaller/curvier 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 25 lane highway cutting through the heart of the city. | See Comment #30 | | | | | | | | |

| 2453 | Molly Beth Meckel | 1/13/2023 | McCluskey Website Comment Form | 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 the project moving forward. | See Comment #8 |
|------|-----------------------|---------------|--------------------------------|--|--|-----------------|
| 2454 | Molly Coffman | 1/11/2023 | McCluskey Website Comment Form | Climate Change | Hi, has the project regarding the expansion of I-35 considered the impacts on air quality caused by the future increase in vehicles traveling 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 Frutiger | | | VMT | 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 local objections at the very least provide burying sections of the highway, making it easier to bury sections in the future, and creating frequent pedestrian/bike crossings. | See Comment #30 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| 2456 | Molly McClurg | 3/7/2023 | Email | Do not widen/ho 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 TI study purporting to show the "benefits" of cut through traffic in no way considered the normal response the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle mile 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 TI study was interesting, it is in no way a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it related to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. 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 even into the thriving communities of the Austin region. | See Comment #5 |
| 2457 | Molly Orlanson | | | Bike/ped safety | Re: TxDOT TxDOT. Hi, I live in a new 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 with noise, pollution, and pavement to our neighborhood. We want walkable, safe, shaded streets. | See Comment #4 |
| 2458 | Molly Powers | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahng. Good afternoon, Mr. Ahng. 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. | See Comment #3 |
| 2459 | Molly Purcell | 3/6/2023 | Email | multimodal transportation | Re: TxDOT TxDOT. Hi, As a citizen who lives on the East side of Austin, creating and getting around I-35 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 parking highways are not what I want for Austin. Please consider trains as an alternative to more people within the city. Thank you for your time. | See Comment #20 |
| 2460 | Mona Mackey | 3/7/2023 | McCluskey Website Comment Form | Do not widen/ho build | Expanding I-35 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--do not the solution we need. | See Comment #5 |
| 2461 | Mona Madry | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahng. I am an Austin, TX citizen. I am writing in opposition to TxDOT's plan for expansion of I-35 through central Austin. The plan perpetuates and magnifies well known flaws identified over decades in Texas and across the country: | See Comment #5 |
| | | | | Lateness/Inbound Demand | Inbound Demand that leads to higher traffic, construction impacts, substantial demolition of housing and businesses that should be preserved as part of a compact and livable 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 acquisition brings well known impacts: greater air pollution in the immediate roadway and region from vehicular exhausts, water pollution from vehicular exhausts, the particulates, oil and gas depostions on pavements, noise pollution and negative impacts of traffic on human health. | See Comment #34 |
| | | | | Reroute to I-30 | The TxDOT I-35 plan ignores far more successful and supportive of people and the environment ways to handle transportation in the Austin central city area. I made through traffic through Highway 120 try to live with original intention, making it more attractive for users financially, and consider converting it to I-35 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 Krotzke Pature | 2/6/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical aspect of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahng. I am a native Austinite and have lived here my entire life. Please don't expand I-35. 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 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 | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahng. I'm a native Austinite and I am vehemently opposed to the plan under consideration by TX DOT for I-35. Community input has not been sufficient! | See Comment #5 |
| 2465 | Monique n35 | 1/19/2023 | McCluskey Website Comment Form | Public Transit / Multimodal Transportation | WE WANT MASS PUBLIC TRANSIT! The state can open itself 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 resources for accessible and disabled drivers? Why? | See Comment #13 |
| 2466 | Morgan Draper | | | Do not widen/ho build | Re: TxDOT TxDOT. Hi, 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 | | | Public Transit / Multimodal Transportation | Mobilize35 Program Manager Tommy Ahng. 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/ho 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 the 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 those 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 lanes, and widened sidewalks for pedestrians. We have the opportunity to make navigating through Austin as a local as a breeze, safe, quick, and easy journey. | See Comment #20 |
| 2468 | Morgan Gray | 3/6/2023 | Email | Public Transit / Multimodal Transportation | Mobilize35 Program Manager Tommy Ahng. 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 Hossler | 3/7/2023 | Email | Do not widen/ho build | Mobilize35 Program Manager Tommy Ahng. I've lived in Austin for a decade now, and the traffic, air quality, and disease 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 4 lane highways that have never helped alleviate 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 |

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|------|-------------------|---------------|-------------------------------|---------------------------|--|---|------------------|
| 2470 | Morgan Lauer | | | | Do not widen/ho build | <p>MoBility35 Program Manager Tommy Alrapp, as an Austin resident with a car, I oppose TxDOT's plans to expand I-35.</p> | See Comment #5 |
| | | | | | Lateral/Induced Demand | <p>I've seen this before and expansion of highways does nothing in the end and 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.</p> | See Comment #18; |
| | | | | | Community Alternative | <p>Let an advocate for Public Transit's proposal #8 utilize existing roadways and construction for those would have less impact on the surrounding community. To either use public transportation, too. I expect TxDOT, Austin City Council, and other representatives to stand up for me.</p> | See Comment #4 |
| 2471 | Mutafu Ethehas | | | | Do not widen/ho build | <p>MoBility35 Program Manager Tommy Alrapp, I am 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.</p> | See Comment #5 |
| | | | | | Air Quality/Climate Change | <p>In an area where Texas is a victim of a natural disaster every year it is time to rethink outdated ideas which are environmentally harmful like car dependence which will increase pollution, traffic and natural disasters.</p> | See Comment #18 |
| | | | | | Lateral/Induced Demand | <p>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 the wear, the failure of almost all highway expansions, the success of freeway alternatives, and to traffic modeling software.</p> | See Comment #18; |
| | | | | | Regional connectivity | <p>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 Metro's expansion, fund the Dallas/Houston high speed rail project, expand regional and commuter rail in the area.</p> | See comment #1 |
| | | | | | Public Transit / Multimodal Transportation | <p>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 the only I want during 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.</p> | See Comment #13 |
| 2472 | Mariweb Akam | | | | Do not widen/ho build | <p>Hi 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.</p> | See Comment #5 |
| | | | | | Lateral/Induced Demand | <p>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.</p> | See Comment #18; |
| | | | | | Public Transit / Multimodal Transportation | <p>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.</p> | See Comment #13 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response | |
| 2473 | Murali Kattagadda | 1/27/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for both and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Central Expressway Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 | |
| 2474 | My Young | 2/11/2023 | MoCofE's Website Comment Form | Do not widen/ho build | <p>Please do not expand I-35</p> | See Comment #5 | |
| 2475 | Myrtle Wilson | 2/9/2023 | Verbal Comment | CapMetro | <p>I've been concerned about Metro buses no longer leaving along I-35 feeder route from 38th and 4th to Mueller. I used to be able to stop at Home Depot, Best Buy, and several other shops there, and now the bus stop gives everyone. They stopped that route and as there are places that I no longer can shop without a vehicle.</p> | TxDOT has also had several cross-agency meetings including team members from the City of Austin, CapitalBike 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. | |
| | | | | Do not widen/ho build | <p>Hi, I wanted to share my thoughts on the expansion of I-35 through the core of Austin. The expansion plan is unacceptable - the footprint of I-35 should not be expanded. Doing so takes 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 control congestion, due to induced demand, or to serve the many people without cars.</p> | See Comment #5 | |
| | | | | Lateral/Induced Demand | <p>Induced demand, is the phenomenon whereby an increase in supply results in a decline in price and an increase in consumption (Wikipedia on Induced Demand). The highway expansion projects, this means that adding more capacity (new temporary reduce congestion. But ONLY SUCH PROJECTS traffic reduces within a matter of years, as with the Katy freeway expansion), where travel time to downtown was slower within THREE YEARS (https://www.austintexas.gov/transport/2017/8/23/what-dallas-houston-texasville-roads-are-teach-us-about-widening-freeways-dot-former-emp). People who have previously been using alternative modes, modes of transit, work location, or home location to avoid traffic not generate lessened congestion as broadened cost of driving and in response drive on US 50MRE (and worsen sprawl and vehicle-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 volumes. 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. Once a couple million could have a huge impact. For example, in late 2018, Kentucky and Indiana completed a billion dollar freeway widening project that added 65 to twelve lanes by widening 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-45 crossing has fallen by almost half. Now the new super-sized over crossing is grossly under used, even at rush hour (https://www.austintexas.gov/transport/2017/8/23/what-dallas-houston-texasville-roads-are-teach-us-about-widening-freeways-dot-former-emp). Look, Austin would LOVE to reduce congestion but we know this isn't the way forward. If you need ideas for congestion reduction or other design issues, get in touch with Charles Marston of Strong Towns. He is a civil engineer and land-use planner with a focus on designing fiscally solvent cities. Best, Neil DeFries</p> | See Comment #18 | |
| | H. Dufres | | | Lateral/Induced Demand | <p>Hi, I wanted to share my thoughts on the expansion of I-35 through the core of Austin. The expansion plan is unacceptable - the footprint of I-35 should not be expanded. Doing so takes 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 control congestion, due to induced demand, or to serve the many people without cars.</p> | See Comment #5 | |
| | | | | Do not widen/ho build | <p>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 TxDOT. That acknowledges that expansion would cause further congestion, increase car traffic, and cut wider more responsible divides in our pedestrian and bike networks. Don't assume expansion is a foregone conclusion, as you also direct to construction prices 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.</p> | See Comment #5 | |
| | Nadia Khan | | MoCofE's Website Comment Form | Racial Justice | <p>I'm writing to let you know that the west 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 extend racist policy through highway building - the same scars 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 AGAIN to our already fractured city fabric.</p> | See Comment #3 | |
| | | | | Racial Justice | <p>Don't bulldoze Austin again, at a time when other cities are finally ripping out these highway expansion projects, letting over city highways fall down and go away, and in the process revitalizing and reconstructing 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 extend racist policy through highway building - the same scars 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 EXPANDING the damage, to do this AGAIN to our already fractured city fabric.</p> | See Comment #3 | |
| | | | | Lateral/Induced Demand | <p>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 TxDOT. That acknowledges that expansion would cause further congestion, increase car traffic, and cut wider more responsible divides in our pedestrian and bike networks.</p> | See Comment #18 | |
| | | | | Multimodal transportation | <p>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.</p> | See Comment #20 | |
| | | | | Revenue to I-30 | <p>Put all options on the table, including re-routing it back to its original glory as a central boulevard, re-routing the highway, and cap and cover options that benefit current low income communities.</p> | See comment #3 | |
| | Nadia Khan | | MoCofE's Website Comment Form | CapEx/Deck Plaza | <p>Put all options on the table, including re-routing it back to its original glory as a central boulevard, re-routing 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 build, and build an inclusive roadway network that is worthy of accolades such as "TRABE repairs historical district" or "Last" support for TxDOT even after they engage in community led design for I-35 or "Third Internal Stop building". Expansion doesn't benefit Austin. Please stop the expansion. And engage in MEANINGFUL, COMMUNITY-LED REMODEL.</p> | See Comment #42 | |

| | | | | | <p>The North and South I-35 projects, as compared to the proposed central project, appear to show that TxDOT is not investing on improving connectivity in the communities that need it the most. It is great to see there is no expansion in these areas, but if this were an equitable project, and the looking at stop and cross sign projects for the area from 51st Street to Burnham, and further north, substantial investments in the St. John's and Burnham areas, and analysis of how to repair, rebuild, and not recreate the negative impacts of the highway for those continually pushed further north and south along this corridor.</p> <p>I want to see an equity financial line 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.</p> <p>It'd like to see the use of more high occupancy lanes for Central. No expansion, which leads to more congestion and traffic.</p> | See Comment #5 |
|------|----------------|---------------|------------------------------|--|---|------------------|
| | | | | <p>Reduce to I-20</p> <p>Diversion of truck traffic away from peak use times. And a spreading out of the connectivity delays and efforts to north and south.</p> | See Comment #3 | |
| | | | | <p>Lane/Inbound Demand</p> <p>The 51st street section needs massive significant improvement. There is NO room for expansion, plus studies show that will INCREASE congestion.</p> | See Comment #18 | |
| 2479 | Nabila Khan | | McQueen Memoirs Comment Form | <p>Blue pad safety</p> <p>How is the Experience of those WALKING along the access road and crossing the highway 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 if I don't stop, I'd want to see sidewalks ON THE CORNER of access roads. Children are forced to live on your roadways. Toddlers and kids don't walk in 3' lanes, or safety stay on 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 crossing to I-35 and I-83 near 51st.</p> <p>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 gap and cover Park that reconnects Windsor Park to NorthLoop. And not just the green habitat spaces there but, instead in the last project, that connects park spaces. If you look on a map that shows green spaces, that connect appears abandoned to green, and get there on 7 am park spaces there. The sidewalk, again, was placed discontinuously along the roadway and with no canopy for shade. There is a huge roadway roadway already built that could easily have been a boulevard right next to the vehicular roadway, similar to the pedestrian bridge at Lamar and Town Lake. Do better road time, additionally, people try to cross the highway in a color different way, but 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 huge pathways for pedestrians that are safe, direct, and intuitive, to get across and around this make, in ALL directions.</p> <p>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.</p> | See Comment #30 | |
| 2480 | Natali Khavine | 1/17/2023 | Email | <p>General Support</p> <p>Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-25 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Natali Khavine</p> | See Comment #8 | |
| 2481 | Nan McQueen | 1/31/2023 | Email | <p>General Support</p> <p>I have lived in Austin for 45 years and am acutely aware of our need for improvements to I-35. I am on the Board of Trustees for ACC and support the enhancements to I-35. Please act now! Thanks Dr. Nan McQueen Sent from my iPhone</p> | See Comment #8 | |
| 2482 | Natalie Dean | 3/6/2023 | Email | <p>Do Not Widen/No Build</p> <p>Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-25 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #5 | |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| 2483 | Natalie Evans | 2/9/2023 | Email | Parks | <p>I am a resident of Austin and a representative of the Festival Beach Food Forest (FBFF), which is located on CDA park land, just north of Edward Rendon Park. We are a separate entity from the Festival Beach Community Garden and would like to be considered as a community stabilizer. The TxDOT right of way borders the Food Forest on Walker Street, and we are concerned about any possible effects to the Food Forest from I-35 construction. After reviewing the CDC, our understanding is that there will be no 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 FBFF 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.</p> | See Comment #15D |
| 2484 | Natalie Evans | | | <p>Do not widen/no build</p> <p>MultiI35 Program Manager Tommy Arango. Hello, I am a resident of Austin, Texas. I oppose TxDOT's plans for I-35 and I oppose highway expansion.</p> | See Comment #5 | |
| | | | | <p>Community Alternatives</p> <p>I am in support of the Redline35 plans and a transportation model that puts public transportation FIRST. We need public transportation that is frequent, accessible and widespread.</p> | See Comment #4 | |
| | | | | <p>Lane/Inbound Demand</p> <p>TxDOT's process in this project is flawed. It ignores Inbound Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. 20 years of construction for just a few years of congestion relief is NOT worth it.</p> | See Comment #18 | |
| | | | | <p>Air Quality/Noise</p> <p>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 see 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 respect TxDOT, Austin City Council, and other representatives to stand up for me.</p> | See Comment #34 | |
| | | | | <p>Community Alternatives</p> <p>I am in support of the Redline35 plans and a transportation model that puts public transportation FIRST. We need public transportation that is frequent, accessible and widespread.</p> | See Comment #4 | |
| 2485 | Natalie Evans | 3/6/2023 | Email | <p>Do not widen/no build</p> <p>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 Inbound Demand, construction impacts, particulate matter pollution from the 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 see with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 20 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 respect TxDOT, Austin City Council, and other representatives to stand up for me. Thank for your consideration.</p> | See Comment #5 | |
| 2486 | Natalie Mulin | | | <p>Do not widen/no build</p> <p>MultiI35 Program Manager Tommy Arango. Hello, I am a resident of Austin, Texas. I oppose TxDOT's plans for I-35 and I oppose highway expansion.</p> | See Comment #5 | |
| | | | | <p>Community Alternatives</p> <p>I am in support of the Redline35 plans and a transportation model that puts public transportation FIRST. We need public transportation that is frequent, accessible and widespread.</p> | See Comment #4 | |
| | | | | <p>Lane/Inbound Demand</p> <p>TxDOT's process in this project is flawed. It ignores Inbound Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. 20 years of construction for just a few years of congestion relief is NOT worth it.</p> | See Comment #18 | |
| | | | | <p>Air Quality/Noise</p> <p>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 see 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 respect TxDOT, Austin City Council, and other representatives to stand up for me.</p> | See Comment #34 | |
| 2487 | Natalie R | | | <p>Do not widen/no build</p> <p>MultiI35 Program Manager Tommy Arango. Hello, I am a resident of Austin, Texas. I oppose TxDOT's plans for I-35 and I oppose highway expansion.</p> | See Comment #5 | |
| | | | | <p>Community Alternatives</p> <p>I am in support of the Redline35 plans and a transportation model that puts public transportation FIRST. We need public transportation that is frequent, accessible and widespread.</p> | See Comment #4 | |
| | | | | <p>Lane/Inbound Demand</p> <p>TxDOT's process in this project is flawed. It ignores Inbound Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. 20 years of construction for just a few years of congestion relief is NOT worth it.</p> | See Comment #18 | |
| | | | | <p>Air Quality/Noise</p> <p>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 see 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 respect TxDOT, Austin City Council, and other representatives to stand up for me.</p> | See Comment #34 | |

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| 2505 | Nessa Mraz | 3/7/2023 | Email | Do not widen/ho build | <p>MOBILIS35 Program Manager Tommy Aragon.</p> <p>I have been a resident of Austin, Texas for 50 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?</p> | See Comment #5 |
| 2506 | Nestor Ho | 1/11/2023 | Email | General Support | <p>Near Chairman Biagi and Commissioners I am writing today to express my complete support for the I-35 Central Express Center design as proposed by TxDOT. I-35 is vital to the Texas and the US economy. However, currently, the expansion of I-35 going through Austin is completed and outdated. I support 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</p> | See Comment #6 |
| 2507 | Nessa Smith | 1/20/2023 | M/Cat/E Website Comment Form | Regional connectivity | We need to expand the low 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 transit! | See Comment #1 |
| 2508 | Nhi Vu | 3/7/2023 | Email | Do not widen/ho build | <p>MOBILIS35 Program Manager Tommy Aragon.</p> <p>Highway expansions don't work and continue to avoid solving the real problem at hand. Please instead redirect your focus for public transit</p> | See Comment #5 |
| 2509 | No Thatcher | ----- | | Do not widen/ho build | <p>Re 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.</p> | See Comment #9 |
| | | | | Bury/tunnel | We should consider building an underground tunnel and also a gondola would be nice form of mass transit | See Comment #25 |
| | | | | Do not widen/ho build | <p>In its latest design plans, the Texas Department of Transportation (TxDOT) wants to expand I-35 to 25+ 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.</p> | See Comment #5 |
| | | | | East/West connectivity | East/West crossings should be at least every 2-4 miles. | 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 #35 |
| | | | | 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 |
| 2510 | Nicholas | ----- | | Do not widen/ho build | <p>MOBILIS35 Program Manager Tommy Aragon.</p> <p>I am a resident of North University and live less than 2 miles away from I-35. I oppose TxDOT's plan for I-35 and expansion. Highway expansion will not help with the congestion problem. Increased size will be shortly followed by increased 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 areas will only worsen that existing problem. Furthermore, the increased emissions from bringing more traffic will pollute our city. I'm writing on TxDOT and the City of Austin to stand up for me and demand a more sustainable solution.</p> | See Comment #5 |
| 2511 | Nicholas Banks | 3/7/2023 | Email | Do not widen/ho build | <p>MOBILIS35 Program Manager Tommy Aragon.</p> <p>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.</p> | See Comment #5 |
| 2512 | Nicholas Isidorov | ----- | M/Cat/E Website Comment Form | Do not widen/ho build | <p>I live 280 feet from the current I-35 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 I-35 Express NORTH portion</p> | See Comment #34 |
| 2513 | Nicholas Isidorov | ----- | | Do not widen/ho build | <p>Re TxDOT TxDOT, Hi There, The building I live in is currently about 280 feet away from the current I-35 access road. While it's technically in the "North" expansion which has been completed, I fear that expansion in the Central portion will overflow into the North (even though you'll just finished it). How is 20 additional lanes supposed to filter down at or before the 290 and 35 interchange? I walk my dog in that area all the time. I don't want the access road pushed any closer - the noise from I-35 is deafening enough. When has more lanes ever fixed traffic, looking at you Katy Freeway. Expanding I-35 is likely a selfish money making goal for politicians. Then, waiting CapMetro as using 35 as a reason to expand it. You've got to be kidding me.</p> | 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 I-35 will fix up. | See Comment #13 |
| | | | | Lateness/Induced Demand | I'm not saying don't fix the upper/lower deck (that's a mess) but 20 lanes... Honestly... Induced Demand... it's all horrible. Please, don't make this stupid mistake | See Comment #18 |
| 2514 | Nicholas Jacob | | | Do not widen/ho build | <p>Re 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.</p> | See Comment #9 |
| | | | | Route to I-30 | Trucking, and commercial traffic, should be diverted around the city of Austin - not through it. Nicholas Jacob | See Comment #3 |
| 2515 | Nicholas Oden | | | Air Quality/Climatic Change | <p>MOBILIS35 Program Manager Tommy Aragon.</p> <p>Hi Tom: My name is Nicholas Oden and I am a resident here in Boulder Creek. I urge you to rethink the expansion of I-35. Expanding the highway will only perpetuate our dependency and increase carbon emissions.</p> | See Comment #18 |
| | | | | Lateness/Induced Demand | We need 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 #16, |
| | | | | 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 other uses. This land could be reutilized as a new business -- something South Congress would love. I urge you to look at what other American cities have done to mitigate their urban sprawl, like Boston! Nicholas Oden | See Comment #25 |
| 2516 | Nicholas Rubenstein | ----- | VGH | Do not widen/ho build | <p>If I-35 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.</p> | See Comment #5 |
| | | | | Route to I-30 | 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 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| 2517 | Nicholas Harding | | | Do not widen/ho build | <p>MOBILIS35 Program Manager Tommy Aragon.</p> <p>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.</p> | 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 plan was helpful during my time as a student, and I believe that enhancing a comprehensive public transit project would promote the benefits mentioned above. | See Comment #13 |
| | | | | Lateness/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 the traffic-related issues. 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 respect TxDOT, Austin City Council, and other representatives stand up for me, my family, and citizens of Austin. | See Comment #18 |
| 2518 | Nichole Wiedemann | | | Business/residential displacement | <p>Mitigate displacement of communities of color and low-income families by minimizing the proposed ROW. The preferred approach proposes to increase the ROW to an extent which places a possible 227 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.</p> | See Comment #21 |
| | | | | Route to I-30 | <p>MOBILIS35 Program Manager Tommy Aragon.</p> <p>Please reconsider your proposals with the following in mind. TxDOT should encourage traffic to use SH-35, 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!!!!!!</p> | See comment #3 |

| | | | | | | |
|------|-----------------|-----------|-------------------------------|---|--|-------------------|
| | | | | | <p>Lateness/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 position and that does not simply assume electric vehicles will solve these issues!!!!!!!!!!!!</p> | See Comment #18 |
| | | | | | <p>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!!!!!!!!!!!!</p> | See Comment #2398 |
| | | | | | <p>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!!!!!!!!!!!!</p> | See Comment #125 |
| | | | | | <p>Caps/Deck Issues Design the project so that additional caps and sidewalks 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!!!!!!!!!!!!</p> | See Comment #42 |
| 2519 | Nick | | VGH | <p>Do not widen/ho build</p> | <p>Adding lanes, taking over city parkland, dumping raw untreated water into Lady Bird Lake, removing elevated decks (gone) just to add more south of town isn't a solution. TxDOT continues to bet "nations" through the economy while ignoring community support, health, and engagement.</p> | See Comment #5 |
| | | | | | <p>Reverts to I35</p> | See Comment #3 |
| 2520 | Nick Aemitt | 1/30/2023 | Email | <p>General Support</p> | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously substandard roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and innovative growth we are experiencing in our great State. Accordingly,</p> | See Comment #8 |
| 2521 | Nick Escue | 1/13/2023 | Email | <p>Do not widen/ho build</p> | <p>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. Routinely ensure that anyone thinking this would reduce traffic. The number of deaths that show highway expansion does not reduce traffic; in fact, makes it worse. Build E1 every inch of the state capital, 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 buses and making a city walkable. TxDOT has publicly 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 hit more Texans on Texas roads. 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 SPEND US YOUR PPOUCH!!!!!!!!!!!!</p> | See Comment #5 |
| 2522 | Nick Grady | | | <p>Do not widen/ho build</p> | <p>Multi35 Program Manager Tommy Alrigin: 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.</p> | See Comment #5 |
| | | | | | <p>Public Transit / Multimodal Transportation</p> | See Comment #13 |
| 2523 | Nick Kilian | | | <p>Do not widen/ho build</p> | <p>Well, I am concerned about the I35 project as it will displace more homes 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.</p> | See Comment #5 |
| | | | | | <p>Caps/Deck Phases</p> | See Comment #42 |
| | | | | | <p>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 bike, sidewalks to single occupant vehicles. Modified Build Alternative 3 (Preferred Alternative) is the only plan with positives for alternative: Removes the upper decks Lowers the main lanes Enhances transit connectivity to Downtown Station, Plaza Sanfilippo, and Austin Bergstrom International Airport Supports 25+ acres of caps as envisioned by Urban Land Institute and Our Future 35 Creates a land bridge at I-35 Drive to unify them Park with convenient use of I-35 includes an urban-style boulevard from Cedar Creek Drive to Dean Keeton Street Adds 25+ west-west connections for those who walk/bike, not Builds 8 pedestrian/bicycle-only bridges Adds 4 HDV lanes (two in each direction) for buses, ride share, van/carpools, and emergency services.</p> | See Comment #8 |
| 2524 | Nick Littlejohn | 2/20/2023 | VGH | <p>General Support</p> | | |
| 2525 | Nick Littlejohn | | | <p>Community Alternatives</p> | <p>Multi35 Program Manager Tommy Alrigin, Peter Torrey Alrigin, Families would like to ask you to support the Rethink35 and Reconnect Austin plans.</p> | See Comment #4 |
| | | | | | <p>Lateness/Induced Demand</p> | See Comment #18 |
| | | | | | <p>Reverts to I35</p> | See Comment #3 |
| | | | | | <p>Lower Speed Limits</p> | See Comment #305 |
| | | | | | <p>We need low speed boulevards and parks, cap and ditch 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.</p> | |
| 2526 | Nick Mays | 1/11/2023 | McCauley Website Comment Form | <p>Public Transit / Multimodal Transportation</p> | <p>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.</p> | See comment #13 |
| 2527 | Nick Overdorf | 3/7/2023 | Email | <p>Do not widen/ho build</p> | <p>Multi35 Program Manager Tommy Alrigin, Please do not expand I-35. The traffic is bad enough already. I'm 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 TRB&C.</p> | See Comment #5 |
| 2528 | Nick Vroman | | VGH | <p>Aesthetics</p> | <p>In both alternative build proposals, the Interchange #01 looks like a giant city chasm in the ground, and while widening the SR24 is helpful, it doesn't get far enough into reducing the visual and psychological impact the interchange creates by being inside.</p> | See comment #503 |
| | | | | | <p>General Support</p> | See Comment #8 |
| | | | | | <p>Caps/Deck Issues</p> | See Comment #42 |
| | | | | | <p>Lowered lanes</p> | See Topic #25 |
| | | | | | <p>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 (i.e. cars), 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 over 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.</p> | See Comment #1 |
| 2529 | Nickall | | McCauley Website Comment Form | <p>Regional connectivity</p> | <p>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 State!</p> | See Comment #1 |
| 2530 | Nickall Garcia | 3/1/2023 | Email | <p>Do not widen/ho build</p> | <p>Multi35 Program Manager Tommy Alrigin, 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.</p> | See Comment #5 |
| | | | | | <p>Public Transit / Multimodal Transportation</p> | See Comment #13 |
| 2532 | Nicola Sirozani | | | <p>Do not widen/ho build</p> | <p>Multi35 Program Manager Tommy Alrigin, I'm a resident of 3702 Manchaca Rd, Austin 78704. I live in several countries and I'm happy to call Austin home. I'm excited 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</p> | See Comment #5 |
| | | | | | <p>Lateness/Induced Demand</p> | See Comment #18 |
| | | | | | <p>Do Not Widen/ho Build</p> | See Comment #5 |
| | | | | | <p>Community Alternatives</p> | See Comment #4 |
| | | | | | <p>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.</p> | |
| | | | | | <p>I-35 is one of the deadliest highway in U.S.</p> | |
| | | | | | <p>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.</p> | |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
|------|-------------------|---------------|--------------------------------|--|--|------------------|
| | | | | Air Quality/Noise | I-35 already generates significant pollution and noise. Expanding it will only exacerbate the situation. | See Comment #34 |
| 2533 | Norleen Janssen | | McClure's Website Comment Form | Remove to I-350 | <p>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 strictly three lanes divided to I-35 or Mopac or it should be supported and covered by parks that encourage east/west integration and other modes of transportation (walking, biking, buses and transit).</p> <p>This is not what Austinians want. The community already created a vision for I-35 and the plan proposed by TxDOT disregards what the people of Austin want.</p> <p>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 283) 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.</p> <p>The current plan is bad for the city's health. The alternative plan to fully cap I-35 with parks was proposed by Austinians 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 sides of the city, reducing pollution, reducing congested freeways 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.</p> <p>The current plan is bad for local businesses. The current plan is bad because it would displace businesses. It will also negatively impact Austin's tourism business by creating a pollution creating gateway past expanded I-35, reducing the number of east/west crossings, and making it dangerous to walk near the centerline of the city.</p> <p>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 invest in and plan cities that encourage shared transportation systems and reduce the need for cars, especially those fueled by gasoline.</p> | See comment #43 |
| | | | | 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 #43 |
| | | | | 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 ebike/tourist drivers. | See Comment #40 |
| | | | | Caps/lock phases | Austinians support Project Connect, buying HOV-lane 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. Austinians want to be able to travel easily at many points across east/west. | See Comment #42 |
| | | | | Business/Residential displacement | The plan will permanently displace valuable residents and businesses. The plan would displace many Austinians from their homes. It will also displace many businesses including Texas Tech (an important and valued source of secondhand affordable clothing, furniture, and home goods), Fiesta (a very important source of affordable groceries), the Austin Chronicle (an invaluable news source that has served the community for decades), Star South Cafe and Who in Culture (important and valued local businesses), Community Care Harcock (a highly qualified health center (QHC) which provides healthcare for people enrolled in Medicaid and who are uninsured), and a brand new, very high quality local restaurant, but only our residents and business owners are equally displaced, but with equity. | See Comment #21 |
| 2534 | Nicoles Brantibus | 2/2/2023 | McClure's Website Comment Form | Public Transit / Multimodal Transportation | Continual highway expansion will not fix our problems, only through rail expansion will we be able to handle the constantly increasing transportation load of Texas. | See Comment #13 |
| 2535 | Nicoles Gutierrez | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Aragon,</p> <p>I am a resident of South Austin. I completely oppose TxDOT's plans for I-35 and I am completely against expansion. 50 years of construction for just a few years of congestion relief is NOT worth it. I don't want to see an interstate highway for local trips.</p> <p>I support TxDOT, Austin City Council, and other representatives to stand up for me.</p> <p>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.</p> | See Comment #5 |
| | | | | Lane/Induced Demand | TxDOT's process in this project is flawed. It ignores induced demand, construction impacts, particulate matter pollution from the 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 see 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 | Fair for public transit and making travel more accessible to those who can't or don't drive. | See Comment #20 |
| 2536 | Nicoles Scott | 2/24/2023 | VOH | General Support | This is a fantastic design. I am a native Austinian 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 still very actively working on everything that is in the plan. Please do not allow a small, active group to hinder progress on this project which will benefit millions of people. The most urgent need this project to be built, but are too busy working and relying that kids to organize in support. Most of us are not activists, but we know I-35 is in near constant gridlock, extremely unsafe, and it's current form was designed for a city 1/20th the size of Austin today. Let's get this done! Thank you! | See Comment #6 |
| 2537 | Nicoles Thatcher | 1/8/2023 | McClure's Website Comment Form | Regional connectivity | I would be great to see a dedicated lane through lane from I-2 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 | Nicoles Webster | 1/6/2023 | McClure's Website Comment Form | Remove to I-350 | I am strongly opposed to adding any capacity for additional traffic volumes to I-35. Per TxDOT, a majority of the traffic on I-35 is local traffic. Local traffic circulation does "not" need to be served by an Interstate Highway. The money currently being allocated to expand I-35 (which only results in increased demand and will likely "harm" throughput) should be redirected to purchasing the rights to operate and refector I-350 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 283). | See comment #3 |
| 2539 | Nicoles Webster | | | Lane/Induced Demand | <p>Multi35 Program Manager Tommy Aragon,</p> <p>I am strongly opposed to TxDOT's plans for I-35. This project does almost nothing to solve traffic problems and fails to justify its 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 deleterious to spend billions of dollars with the stated goal of reducing congestion.</p> | See Comment #18 |
| | | | | Remove to I-350 | 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-350, and return I-35's ROW back to a boulevard (see Retain35'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 | Nicoles Stewart | | My own idea | 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 25th would be much better going above I-35 via a bridge. It's also really valuable having a safe, separate crossing nearby at Mopac. Currently, those roads serve me in complete ways, depending on whether I am coming from UT or Downtown. It is so annoying that that airport-bus 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, will flow into Colorado River absolutely needs to design consideration for water treatment, detours / flash removal / filtering, either through the tunnel or at other end. I think about the water being driven on West Creek and the dramatic impact already made. I am satisfied that we believe it's acceptable to drain directly into a major waterway with no consideration of water quality or environmental impacts of the flow. | See Comment #125 |
| 2541 | Nicole Anderson | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Aragon,</p> <p>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 I-35 in Austin and Waco, and I believe the cost is not worth it. I oppose TxDOT's plan to expand I-35.</p> | See Comment #5 |
| | | | | Public Transit / Multimodal Transportation | I support expanded public transit so that less Austinians are using I-35, this opening up the highway for people driving through town. | See Comment #13 |
| 2542 | Nicole Batchelor | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Aragon,</p> <p>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.</p> | See Comment #5 |
| | | | | Community Alternatives | The Retain35 proposal, re-designating another highway such as SH 130 as an interstate, a boulevard going through town, a public transit first project, a better housing system, building more SFPD bike lanes. This increase in the already commensal 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 the budget back into your city and seriously helping out the last people who funded this. | See Comment #4 |
| 2543 | Nicole Cahalan | | McClure's Website Comment Form | 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/lock phases | 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 Evermann | 3/7/2023 | McClure's Website Comment Form | Do not widen/ho build | Please rethink the I-35 expansion. We do not want Austin's infrastructure to become more car-centric. Please improve I-35 by empowering alternatives that reduce carpool traffic. | See Comment #5 |
| 2545 | Nicole Powell | | | Do not widen/ho build | <p>Mr. TxDOT TxDOT,</p> <p>I do not support local businesses and homes being interfered with via I-35 expansion.</p> | See Comment #5 |
| | | | | Community Alternatives | There are alternative possible solutions that should be explored first. | See Comment #4 |
| 2546 | Nicole Rainey | | McClure's Website Comment Form | Do not widen/ho build | Please do not expand I-35. 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 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
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| | | | | 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 |
| | | | | Lane/Inbound Demand | Studies have shown additional lanes do not decrease traffic congestion. | See Comment #18 |
| 2547 | Nicole Rowan | 1/21/2023 | McClure Website-Comment Form | Do not widen/ho build | We prefer the Build Alternative 2, not the preferred Build Alternative 3 | See Comment #5 |
| 2548 | Nicole Star | | | Do not widen/ho build | Multi35 Program Manager Tommy Arango. Hi my name is Nicole Star and I think I-35 does need to be rebuilt 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 off-limits upon by an ugly highway that creates more runoff and homeless activity by our home's neighborhood we call home. | See Comment #5 |
| | | | | Community Alternatives | However, I do agree with groups like Path235 who think non-toll 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 get to work. | 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 along/emergency vehicles is a good idea but will they become just as congested as the HOV lanes in Dallas? | See Comment #463 |
| | | | | Lane/Inbound Demand | The lane increase is necessary as long as no neighborhood is affected. | See Comment #18 |
| | | | | Capex/Deck Phases | I think that the deletion of the overhead arches as for us traffic gives 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 sea saw 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 | | | Do not widen/ho build | Multi35 Program Manager Tommy Arango. NOT nice ones based on Austin residents who said that when she first moved to Austin she was advised by a life long Austinian never to take I-35... she would think her for it later. And indeed she did when over 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 nuisance 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 IT services where I work. Every day I ride near I-35 observing the stopped traffic, treating the pollution, witnessing the eye sore of cars and concrete, it's hardly optimistic. As I have we need to think and just a couple years ahead but generations. We can start by NOT expanding I-35 but instead turning it into a character. Build avenue that fits with the creative mindset of Austinian 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. Traffic should not come at the expense of people's lives and wellbeing. Stop the insanity. NO EXPANSION! | See Comment #5 |
| | | | | Community engagement | Do the right thing TXDOT 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 (see Refrains I-35's proposal) | See Comment #4 |
| 2550 | Nicole Weising | 3/7/2023 | Email | Do not widen/ho build | RE 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 |
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| 2551 | Nigel Britton | 3/7/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Arango. Hello Mr Arango, 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 tragedy 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 that comes many more cars. I live in Keller by 395 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 are a witness to engineering. It's not simple a case of reading 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 that 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 hope 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 don't speak as if I am more knowledgeable or more suited for your position so I kindly 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 | Niki Schramm | | | Do not widen/ho build | Multi35 Program Manager Tommy Arango. 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. Niki Schramm | 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 |
| | | | | Capex/Deck Phases | I do agree with the plan to remove the upper deck, 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/delting the segment between Dean Keeton and Airport Blvd which would be beneficial. | See Comment #42 |
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| 2553 | Niki Hy | | | Do not widen/ho build | RE TxDOT TxDOT. As a resident of the North Loop neighborhood and someone who works at a business alongside I-35, I strongly oppose the expansion of I-35. 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 | I-35 horrendously slows the city in half and causes pollution, noise and inconvenience for its citizens. If Austin is truly the progressive and "weird" city it has to bring 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 path safety | I want to keep working at the Post Office on Airport boulevard, which could be blocked 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 don't exist, rather than take it down the middle. Thank you. | See Comment #30 |
| 2554 | Nikola Tangali | | | Do not widen/ho build | Multi35 Program Manager Tommy Arango. 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 |
| | | | | Lane/Inbound 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 Colman | 3/4/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Arango. 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 | McClure Website-Comment Form | Regional connectivity | Please restore the Lone Star Rail proposal! | See comment #1 |
| 2557 | Nina Lemus | 3/7/2023 | Email | Do not widen/ho build | RE TxDOT TxDOT. Hello! I feel very passionately that expanding I-35 is the fastest way to destroy the things that make people love living in Austin. The only thing I-35 should be used for is traffic to the north and south of Austin, not as a throughway for trucking or up to Dallas from San Antonio or MK. If you care about this city, consider building a highway OUTSIDE of the city, for surrounding it, that can also be capped so when the city inevitably expands outward, don't run into this exact same problem. Please don't expand I-35. 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 Resnik | | McClure Website-Comment Form | Do not widen/ho build | I am opposed to the expansion of I-35. 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 |
| | | | | 4wd/road connectivity | However, in the case of expansion, the design should include many more on-ramps 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 | Nishi Arora | 3/7/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Arango. 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 | | 2/11/2023 | McClure Website-Comment Form | General Support | I live close to 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 | McClure Website Comment Form | Do not widen/ho build | Do not fucking expand OS. It's a waste of resources, time, and further adds to the hatred people already feel for OS. Also I saw the bike and bike trail is going to get fucked in the process. Cancel this shit. It's sketch and embarrassing that anyone thought this was a good idea. | See Comment #5 |
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| 2562 | Noah Baranish | | | Do not widen/ho build | Multi35 Program Manager Tommy Alragna. Expansion does not work and will provide years of inconvenience for a brief respite from traffic while running 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 rebid. OS 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 OS through Austin, expansion is the wrong answer! | See Comment #1 |
| 2563 | Noah Baranish | 1/20/2023 | McClure Website Comment Form | Regional connectivity | As Texas continues to grow, the last thing we need is bigger bigger highways that allow cars to run our community fabric and pollute our air. Instead, move the lone star rail proposal that would link Houston to North Austin by rail. This would encourage to reduce traffic on OS without expanding lanes. | See Comment #1 |
| 2564 | Noah Cooley | | | Do not widen/ho build | Multi35 Program Manager Tommy Alragna. I grew up in Austin, I went away to college in 2018 but still love coming back home. I do not support the widening of I-35. Mass construction means more traffic and pollution, projects 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 respect 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 Redden35 proposal, as well as an expanded public transportation system. | See Comment #4 |
| | | | | Do not widen/ho build | Multi35 Program Manager Tommy Alragna. As a resident of East Austin, I strongly oppose the expansion of I-35 through the heart of my city. | See Comment #5 |
| 2565 | Noah Devenaux | | | Do not widen/ho build | Multi35 Program Manager Tommy Alragna. As a resident of East Austin, I strongly oppose the expansion of I-35 through the heart of my city. | See Comment #5 |
| | | | | Lane/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 | McClure Website Comment Form | Do not widen/ho build | NO to OS expansion. We need rail systems, we need public transit. | See Comment #5 |
| 2567 | Noah Gomez | 1/8/2023 | McClure Website Comment Form | Do not widen/ho build | Widening highways does not fix traffic. If this was instead the case, Los Angeles and Houston would have some of the best traffic in the world. The billions of dollars that will be spent on the expansion of OS through downtown Austin are better spent on studied alternatives that actually help alleviate congestion, such as mass transit. Expanding OS 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 | 3/8/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Alragna. 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 be the continued answer. We need to spend this money on transportation options that reduce the need to drive like trains, buses and light rail. Let's transform OS into a boulevard to serve local traffic, while rendering non-local traffic around Austin. | See Comment #5 |
| 2569 | Noah Gray | | McClure Website Comment Form | Lane/Induced Demand | Widening OS 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 of truck traffic, increased vehicle throughput on OS will "reduce" demand by continuing to stimulate car-oriented 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 |
| | | | | Business/residential displacement | If TxDOT truly cared about the environment and pedestrian safety, they would not be considering widening I-35, which would demolish 200 homes and businesses in the process, further driving and further endangering our communities by encouraging driving instead of safer and cleaner modes of transportation. | See Comment #21 |
| 2570 | NoahHuaNuez | | VOH | 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 OS into a boulevard, lined with trees, protected bike lanes, and safe 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 |
| | | | | Lane/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 |
| | | | | Re-route to I-35 | Non-local traffic should be diverted around the city and not through it. Let's reconnect Austin and let's Redden OS. | See comment #3 |
| 2571 | noir mahon III | 1/31/2023 | McClure Website Comment Form | 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 | Noah Cherny | 3/7/2023 | McClure Website Comment Form | Do not widen/ho 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 isn't get clogged in our city center. Thank you. | See Comment #5 |
| 2573 | Nora Linares | 3/7/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Alragna. I oppose TX dot's OS expansion and hereby proposed 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 Redden | | | Do not widen/ho build | Multi35 Program Manager Tommy Alragna. I'm not in favor of expanding OS. Thanks. | See Comment #5 |
| | | | | Re-route to I-35 | Through traffic should be moved out of the middle of Austin, using I-35 instead. | See comment #3 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| 2575 | Nyssa Shawna | 3/7/2023 | VOH | Do not widen/ho build | Expanding a highway that runs through the heart of a major city is not only unworkable, but irresponsible. Displacing businesses and homes to do so is completely unacceptable. I don't believe that all of these road addresses are necessary to their owner the upper decks, you should be responsible for demolishing them without awarding as much land. Further, TxDOT should route through traffic around Austin through the relatively new SH 130, just because this is currently talked does not mean it is a non-starter. If you are willing to spend billions to expand OS, I'm sure you can come up with a creative way to re-pace that revenue. How about not expanding OS? These extra lanes have to be adding some cost. | See Comment #5 |
| 2576 | Olivia Quintana | 3/7/2023 | VOH | 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 cause 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 | Oliver Fontaine | 3/7/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Alragna. 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 Casper | | | Public Transit / Multimodal Transportation | Multi35 Program Manager Tommy Alragna. OPPOSE TxDOT's plans for I-35 and 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 mean congestion as we see 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 forced 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 busting city, the best of both worlds. I respect 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 |

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| 2579 | Olivia K Rhinosa | | | Do not widen/hw build | <p>Dear staff</p> <p>I'm 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.</p> <p>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 EIS, 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:</p> <ul style="list-style-type: none"> 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 conflict with 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 252R master plan. However, TxDOT continues to pursue Modified Build Alternative 3, then I urge TxDOT to work with the City of Austin to secure that the exacerbated highway includes adequate weekend coverage, as outlined by the Austin City Council Resolution on 2/23/2022, including: <ul style="list-style-type: none"> Extend that all crossings between 53rd and U.S. 290 are at grade. Work with the North Loop, Riegstad, and Windsor Park neighborhood associations to evaluate adding another full crossing (overpasses, bridges, and pedestrian lanes) between 53rd and U.S. 290. Revising the project to more closely align with the needs of Austin and its communities who live along 135 will result in better outcomes over the decades to come. <p>Thank you for your consideration.</p> | See Comment #5 |
| | | | | Public Transit / Multimodal Transportation | <p>The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect.</p> | See Comment #13 |
| 2580 | Olivia Phir | 3/1/2023 | Email | Do not widen/hw build | <p>Mobilize35 Program Manager Tommy Alrnga,</p> <p>My name is Olivia and I'm a resident of Austin. I oppose TxDOT's plans for I-35 and I oppose expansion.</p> <p>I am for the Mobilize35 proposal, redesigning another highway such as SR-120 as an urban boulevard, creating a boulevard going through town, and implementing a public transit-first project.</p> <p>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 in any 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. Edwards Campus and the noise pollution is always an annoyance being 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 lot of asthma and other respiratory problems. Expanding the highway, and not expanding public transit times, 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.</p> <p>I expect TxDOT, Austin City Council, and other representatives to stand up for me.</p> | See Comment #5 |
| 2581 | Olivia Smith | | | Do not widen/hw build | <p>Mobilize35 Program Manager Tommy Alrnga,</p> <p>Hi Mr. Alrnga,</p> <p>My name is Olivia and I'm a resident of Maple 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 smart 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.</p> | See Comment #5 |
| | | | | Community Alternatives | <p>Instead, I would like to support the Metro35 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 20 years of construction.</p> <p>Please support our neighbors and the future of Austin by instead implementing a solution such as Metro35!</p> | See Comment #4 |
| 2582 | Omair Asanda | 3/7/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As I've seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.</p> <p>Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 2583 | Omair Barnhart | 3/7/2023 | Email | Do not widen/hw build | <p>Hi TxDOT TxDOT,</p> <p>With the climate crisis at hand it is critical Texas make the right move towards a more inhabitable 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.</p> <p>I recommend we go back to the drawing board when it comes to discussing I-35 expansion.</p> | See Comment #9 |
| 2584 | Omair Garcia | 1/21/2023 | McCuE's Website Comment Form | Regional Connectivity | <p>Adding rail transit will not only solve traffic congestion but would also add economic benefit for both cities. We actively avoid traveling to Austin because of how bad traffic is to and from San Antonio.</p> | See comment #1 |
| 2585 | Omair Wright | 1/31/2023 | McCuE's Website Comment Form | Regional connectivity | <p>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!</p> | See comment #1 |
| 2586 | DM | 3/7/2023 | Email | Regional connectivity | <p>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 better.</p> <p>Owen Morgan</p> | See comment #1 |
| 2587 | Orhan Barak KIZIK | | | Do not widen/hw build | <p>Mobilize35 Program Manager Tommy Alrnga,</p> <p>One of my closest friends is from the state of Texas, and it is a place of huge potential into it is always sunny, that as long as the eye can see, filled with smart and kind people. I can see only one, and a huge one at that, problems. So often are people of the covered with endless asphalt and concrete. Instead of helping asphalt and concrete with green spaces, walkable for children, and blue spaces and trails for fast and efficient transportation would help people be healthy, more socially connected, and more economically prosperous. Most importantly, it would bring life to Texas cities. Texas has a combination of things that no other country or state has. It is vast, has great climate, a filled English speaking workforce, and a rapidly growing economy. With these advantages Texas can build whatever it sees fit to build 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 drivers. It wastes valuable real estate for little benefit. Vehicles that need to 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 this, Austin is no exception.</p> | See Comment #5 |
| | | | | Multimodal Transportation | <p>The economic updates are a big political talking point but many other countries around the world are trying and succeeding with alternatives to car dependent transportation.</p> | See Comment #20 |
| 2588 | Orlana Lopez | 3/6/2023 | Email | Multimodal transportation | <p>Hi TxDOT TxDOT,</p> <p>I do not agree with the expansion of I-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 need to travel via interstate for my daily commute, and would like to focus on rapid bus transit, rail, and subway strategies pedestrian and bicycle paths. Austin is a travel destination and should have 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!</p> | See Comment #20 |
| 2589 | Orian Reynolds | | | Do not widen/hw build | <p>Mobilize35 Program Manager Tommy Alrnga,</p> <p>My name is Orian and I'm a resident of Maple Park in Austin, TX. As an Urban Studies major at UT Austin, I can confidently say that based on past literature such as the Kelly Commission 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 causes induced demand by increasing the number of lanes. By expanding I-35, even with the possibility for a use and other projects, the highway is going to expand for more hours for Austinites. In other successful cities with high 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 of companies in either of these cities, despite the presence of fairly large companies such as Capital One in Plano, because living in either of 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 I-35 expansion plan. Instead, I 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 build to core at all. MoPar, and these cities find 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 spontaneously move "even more than" the number of people that the I-35 expansion would with "less space" required, thanks to the capacity of rail vehicles. Thus, other highways and planned transit will suffice for Austin-area residents and prove to be suitable for generations to come.</p> | See Comment #5; |
| | | | | Reverts to I-35 | <p>Therefore, I support the Metro35 plan which would remove the signs 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 point 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: SR-120. This bypass highway will see immediate relief if becomes a 4-lane and requires the I-35 designation. It has high speed limits and can provide a consistent flow of traffic by avoiding the urban core. By separating traffic passing through Austin from traffic visiting it, TxDOT can make SR-120 an efficient highway that will please drivers from outside of Austin, while making Austinites happy by not raising their beloved city. In these two simple steps (making SR-120 to SR 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, SR-120 would be a lot cheaper and easier to expand now and in the future.</p> | See Comment #3 |
| | | | | Air Quality/Climate Change | <p>Thus leading to eventually even worse traffic, the need to expand yet again numerous times in the future, feeding the addition of urban sprawl and unsustainable & environmentally 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.</p> | See Comment #18 |
| 2590 | Oscar Garcia | 1/21/2023 | McCuE's Website Comment Form | Regional connectivity | <p>San Antonio is one of the largest cities in the United States and 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 access to integration and relief in traffic on our roads, something the Texas Triangle can use, with rail networks there as well.</p> | See comment #1 |
| | | | | Do not widen/hw build | <p>Hi TxDOT TxDOT,</p> <p>Dear TxDOT,</p> <p>As a former employee of the state of Texas, I've always admired the innovative 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.</p> | See Comment #5; |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |

| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
|------|----------------------|---------------|-----------------------------|--|---|------------------|
| 2619 | Patrick McCorr | 2/8/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to 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 ALL processes your personal data, please click here. This email is for the use of the intended recipient 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 | MyCu@x Website-Comment Form | Regional connectivity | I would love a rail connection from SA to Austin. | See comment #1 |
| 2621 | Patrick Morrison | 1/18/2023 | Email | 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 Center design being proposed by TxDOT. Thank you, Patrick Morrison, P.E., LEED AP Principal Vice President of MEP Department, Enotech Engineering Consultants Austin San Antonio 8500 Bluebonnet Cove, Suite B-103 Austin, Texas 78757 www.enotechengineering.com | See Comment #8 |
| 2622 | Patrick R. Mullin | | MyCu@x Website-Comment Form | Do not widen/ho 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 |
| 2623 | Patrick Rowe | 2/8/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Patrick PATRICK M. ROSE President, Rose Construction Locations Privacy Policy Wire Fraud Policy DODDAM SAFE FILED WARNING: Corrupt file. Please verify the integrity of the file before retransmission, and advise ChainLink to communicate Wire Instructions. Please do not trust via transfer information from any other source. Secured by Passbox - HTRUST CSF certified | See Comment #8 |
| 2624 | Patrick Thomas Barry | 3/7/2023 | MyCu@x Website-Comment Form | Do not widen/ho build | As someone who commuted downtown from from south Austin 25+ years. Why not just extend what is already done to start from the area. Loading or drop-off mass transit traffic before you use the major road to reach where the elevated ones. Make a huge upper deck (4 lanes each way). You could do some onramp 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 I35 street elevated from lower to higher to add another west -make I35 leaders continuous with turn arounds every 2000 ft. -make onramps from 15th, 38th, 69th, to I35 new elevated lanes. | See Comment #5 |
| 2625 | Patry Amaya | 3/7/2023 | Email | Do not widen/ho build | I oppose any plan to delay 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 designer, Lady Bird Johnson, who help create and support the original hike & bike. Please find another location and leave the property to the people | See Comment #5 |
| 2626 | Patry Ewert | 3/7/2023 | Email | Do not widen/ho build | March 7, 2023. Re: Request for Traffic Mitigation (Interchange 41st Street and Wilshire Blvd) connection TxDOT. My request to TxDOT is to honor the residential character of the Wilshire and Schuffner neighborhoods by working with residents to avoid an increase in traffic from the proposed 41st Street - Wilshire Blvd/Schuffner Ave connection. The contractor 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 long-term traffic control of 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 Parkerson Park by walking or riding their bikes across Wilshire and Schuffner. Many children and teenagers walk to and from school at Middlewood Elementary over the same street, and many residents, including senior citizens, are daily walkers, often crossing Wilshire or Schuffner to access the trail at Parkerson Park. Parkerson Park trail is located where Wilshire and Schuffner 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 front I-35 plan that would mitigate an increase traffic and result in an important difference for our neighborhood. Thank you. Patry Ewert 4007 Crescent Drive | See Comment #9 |
| 2627 | Patton Jones | 1/11/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center 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 | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Patton Jones Vice Chairman, Multifamily Capital Markets, 4025 Maple, Tustin, CA, 92680, Austin, TX 78719. 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. Network 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 | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, | See Comment #8 |
| 2630 | Patry Amaya | 3/7/2023 | Voicecall | Do not widen/ho build | My name is Patry Amaya and I wanted to oppose the one thousand foot delay on the Ann and Roy Butler hike and bike for six years to pass at the round duty with Austinites new and old. And I'd like to by citizens, bikers, runners, et cetera. It's how the city can find another location for the reasons 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 original hike and bike - Lady Bird Johnson. I think she would oppose this as well. Again, this is Patry Amaya, and I've been an Austinite since 2003. I oppose this program. Thank you. | See Comment #5; |
| 2631 | Paul | 1/11/2023 | MyCu@x Website-Comment Form | Emergency services | Discuss this question if it's already been addressed. I have not been by 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 pipe-up, or (heaven forbid) to a fire or hazardous chemical spill? Thank you all. | See Comment #463 |
| 2632 | Paul Desprez | | MyCu@x Website-Comment Form | Do not widen/ho build | Hi!o, I am taking this opportunity to provide my input on this project. <ul style="list-style-type: none"> *I oppose expanding I-35. Many studies have suggested that increasing road capacity provide short term relief and not long term solutions. They are a barrier to well planned alternatives. *A high speed roadways in Austin should be designed for 200mph and safe for all road users. The higher road speeds do not save 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 need to travel around Austin on an interstate highway, whether in a car or by walking or biking. I believe that we need to promote safe, pleasant, and walkable and bikeable streets for everyone, not just for those who drive. *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 Reconnect35, to be fully studied. | See Comment #20 |
| 2633 | Paul Gattuso | 2/24/2023 | Email | Community Alternatives | Hi TxDOT/TDOT, 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 promote 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 Reconnect35, are fully studied and implemented. These alternatives offer a more comprehensive approach to addressing traffic congestion and promoting sustainable transportation. By investing in public transit, walking, and biking infrastructure, we can reduce the need for single-occupancy vehicles, 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 promote the health, safety, and wellbeing of our community. Thank you for your attention to this important matter. | See Comment #44 |

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| 2634 | Paul Grapier | 3/9/2023 | Email | Route to 130 | <p>Multi35 Program Manager Tommy Alving,</p> <p>As someone who literally cannot be any closer to both upper and lower decks of H-35, I watch daily the fallow of the highway, as it carries commerce and commuters through Austin. There have been a number of (open-air) 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 otherwise. Trucks should be required to take Hwy 130 and/or Hwy 45 around the city, just like any other metropolitan in the United States. Any such shift in this plan gives trucks complete 25-50% by mile weight the makeup of traffic, and more than 40% by total volume. A cessation of commercial traffic on H-35 would not only lengthen the usability of the existing road system, but lessen significantly the noise, the traffic volume and potentially increase the revenue (due to fines and fees of commercial traffic in violation of a required re-routing around the city). Saving corporate interests, rather than those of consistency in both costing money and leaving money on the table.</p> | See comment #3 |
| 2635 | Paul J. Hilsabeck | 2/7/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> <p>Paul J. Hilsabeck</p> | See Comment #8 |
| 2636 | Paul Kutava | 1/18/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> <p>Paul Kutava</p> | See Comment #8 |
| 2637 | Paul Langley | | | <p>Do not widen/ho build</p> <p>Multi35 Program Manager Tommy Alving,</p> <p>Hi,</p> <p>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.</p> <p>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.</p> | See Comment #5 | |
| | | | | <p>Labor/Inbound Demand</p> <p>I understand the need to improve traffic flow across the state, but I do not believe expanding I-35 would improve traffic outcomes. Unconscionable 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!</p> | See Comment #18 | |
| | | | | <p>Community Alternatives</p> <p>Improving and increasing the incentives for SR230, increasing public transportation (already in the works via ProjectConnect), and improving other Austin transit corridors would all improve traffic flow effectively at lower cost and less disruption</p> | See Comment #4 | |
| 2638 | Paul Mayo | 3/7/2023 | MyCapEx Website Comment Form | Community Alternatives | <p>I am a resident in the Park Park neighborhood of Austin and work downtown, and I frequently use I-35 for part of my commute. I support reducing the number of exits through the downtown area, in favor of larger 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.</p> <p>I believe that both the city's residents and commuters through traffic would be best served by a multi-lane highway bypass west of town rather than expanding I-35.</p> <p>I am very opposed to using Motor Branch Park as a staging area for other options, such as the former Sears and its adjacent parking lot on the fringe 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.</p> | See Comment #4 |
| 2639 | Paul Pearson | 2/7/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> <p>-</p> | See Comment #8 |
| 2640 | Paul Ramirez | 3/7/2023 | Email | Do not widen/ho build | <p>Re: TxDOT TxDOT</p> <p>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.</p> | See Comment #5 |
| 2641 | Paul Reice | | | <p>Do not widen/ho build</p> <p>Multi35 Program Manager Tommy Alving,</p> <p>I live in the neighborhood around 22nd Street and I-35.</p> <p>I am opposed to the expansion because it would destroy my neighborhood.</p> | See Comment #5 | |
| | | | | <p>Business/residential displacement</p> <p>The proposal would tear down the restaurants where I have eaten for decades. Hemlock, Teaporia, Lila Alta and Stars. It is unfortunate that Teaporia Lila Alta is not listed as a business that serves mostly people of color in your analysis. I request that you correct this error.</p> | See Comment #21 | |
| | | | | <p>East-west connectivity</p> <p>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.</p> | See Comment #20 | |
| 2642 | Paul Saraban | 2/9/2023 | Email | General Support | <p>Dear Chairman Bugg 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. Saraban</p> | See Comment #8 |
| 2643 | Paul Sells | 1/9/2023 | MySR230/Website Comment Form | route to 130 | <p>New toll road on 35 should make an over path for those instead of taking away roads. Look at impact ain't helping any. Over path is the greatest idea</p> | See comment #3 |
| 2644 | Paul Tough | | MyCapEx Website Comment Form | <p>Capas/Deck Plazan</p> <p>Public transit/Multimodal transportation</p> | <p>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 west side could be solved by burying the highway and expanding the vias, especially downtown. Please repeat the vias. Thank you!</p> <p>Rather than occasional walkways over the highway, we need a network of parkland, city streets, and walk/bike trails. We could have more green spaces, manageable streets, functioning bike lanes, and pedestrian trails crossing over I-35, creating a vibrant, family-friendly, walkable downtown.</p> | See Comment #42 |
| 2645 | Paul Van Hook | 1/18/2023 | MyCapEx Website Comment Form | Regional connectivity | <p>I kindly request to include in the I-35 expansion a plan to reuse the Lone Star Mall 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.</p> | See comment #1 |
| 2646 | Paul Van Hook | 1/20/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> <p>Reginae, Paul Van Hook</p> | See Comment #8 |
| 2647 | Paula Beard | 3/7/2023 | Email | Community Alternatives | <p>Dear I-35 Capital Express Central,</p> <p>Dear Governor Abbott and other Dashed Officials, TxDOT Commissioners, Staff, and Consultants,</p> <p>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 Beltway35 and Recycled Austin proposals.</p> <p>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 TI study purporting to show the "benefits" 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.</p> <p>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 Beltway35 and Recycled Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives.</p> <p>Please run the rigorous analysis found throughout thousands of pages of EIS on the Beltway35 and Recycled Austin proposals.</p> <p>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.</p> | See Comment #4 |
| 2648 | Paula Duke | 3/6/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> <p>Best Regards, Paula Duke</p> | See Comment #8 |
| 2649 | Paula Smith | | | <p>Do not widen/ho build</p> <p>Multi35 Program Manager Tommy Alving,</p> <p>I understand that it's necessary to get rid of the upper deck going through downtown Austin. What doesn't make sense is to have a new highway through downtown. Reattach this city. Bury the highway if possible. Paula Smith</p> | See Comment #5 | |
| | | | | <p>Labor/Inbound Demand</p> <p>We've seen over and over again in other cities that more lanes doesn't actually absorb traffic.</p> | See Comment #18 | |
| | | | | <p>Community Alternatives</p> <p>ANY of the community based plans are better than the 18 new highways TxDOT is currently planning.</p> | See Comment #4 | |
| 2650 | pawen dravathi | 1/28/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> <p>Sent from my phone.</p> | See Comment #8 |
| 2651 | PO | | MyCapEx Website Comment Form | <p>Do not widen/ho build</p> <p>Functional</p> <p>East-west connectivity</p> | <p>The current plan for expansion of I-35 as it stands today, will NOT help ease traffic in downtown Austin.</p> <p>Burying I-35 through downtown Austin is much better than WIDENING the lanes.</p> <p>We need to utilize East and West Austin, not take away predominantly minority owned businesses.</p> | See Comment #5 |
| | | | | <p>East-west connectivity</p> <p>We need to utilize East and West Austin, not take away predominantly minority owned businesses.</p> | See Comment #25 | |
| | | | | <p>East-west connectivity</p> <p>We need to utilize East and West Austin, not take away predominantly minority owned businesses.</p> | See Comment #20 | |
| 2652 | Pedro Ruiz | 1/21/2023 | MyCapEx Website Comment Form | Regional connectivity | <p>I want a direct rail connection between San Antonio and Austin</p> | See comment #1 |

| 2653 | Pedro Weber Jr. | 1/31/2023 | McCluskey Website Comment Form | Regional connectivity | A rail would benefit both cities economically and would alleviate traffic on 135. | See comment #1 |
|-------------------------------|-------------------|---------------|--------------------------------|--|---|-----------------|
| 2654 | Pegg Dutton | 3/7/2023 | Email | Inter/Inbound Demand | Are there any plans/discussions to fix the mess of traffic north of 45 on 357 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 wellings going south is always creating a wedge-down. The access roads are full and 35 is full and the lane changes are problematic as cars are trying to enter while cars wait to exit and then the lane disappears? Fortunately, from Round Rock I have SOME alternatives, but first 35 being the most logical way to get road projects to start. The traffic issues and cost of housing is absolutely why other people ask me do I live long in the Austin area - my answer is "not so much." | See Comment #18 |
| 2655 | Penelope Achling | | | Inter/Inbound Demand | Multi335 Program Manager Tommy Alving. 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 I35, Texans should be given more high speed public transit services. I support connected public transit infrastructure. Please Austin! | See Comment #13 |
| 2656 | Pete Winstead | 1/18/2023 | Email | General Support | Dear Chairman Bragg: 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 have been involved in leading the Austin Chamber, the YMCA, Capital Area Council of the Boy Scouts, 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 General Austin Regionwide Airport. I was selected Auditor of the Year in 2004 and received the 403, 3rd International Award. I have created 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 as its inception in 1997 through 2003, which led to SR 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 then we'll cover it" attitude caused Central Texas to fall far behind the rest of Texas. The result has been intolerable traffic congestion on 135 and other road ways. The Highway Commission contribution to the 135 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 | | | Do not widen/ho build | Mr. TxDOT TxDOT, I am writing to share my opinion on the proposed I-35 expansion. One of the biggest things about Houston (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 |
| | | | | Blue just safety | Just enough that we, as a city, should be encouraging walking and bicycles and, as a cyclist and motorist myself, the thought of a 20 lane highway downing Austin is close to intolerable is absurd. There has to be a better way to accommodate Austin's expansion without compromising what makes Austin a great place to live in the e.g. safe, walkable and bikeable streets into and out of downtown in all directions. | See Comment #30 |
| 2658 | Peter Rock | 2/29/2023 | Email | Reroute to I30 | 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 | Topic | Comment | Response |
| 2659 | Peter Varlaresian | | | Inter/Inbound Demand | As a resident of Austin since 1979, I know something must be done with 135. Here are my thoughts: +HOV lanes are necessary Thanks for listening. Peter Varlaresian | See Comment #18 |
| | | | | Reroute to I30 | I want large trucks to use I30 by removing the tolls for them during the construction project. Ban large trucks from I35 during the construction period. | See Comment #3 |
| | | | | Inter/Inbound Demand | Tower as much of the highway as possible in the downtown area to create a continuous "tand 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 "tand bridge" areas. | See Comment #21 |
| 2660 | Pyton McFarlan | | | Do not widen/ho build | Multi335 Program Manager Tommy Alving. I am a resident of Fort Worth TX and believe that the expansion would harm communities. | See Comment #5 |
| | | | | Inter/Inbound 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. 20 years of construction wouldn't be worth it anyway. During my at the University of North Texas in Denton, I took a 120W regularly to go home to Fort Worth. The construction on 120W has caused no thing but congestion and headaches 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 intolerable 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 | General Support | Make it bigger and wider than necessary today! I live near 1431/135 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 top or mid level west flow corridor like other (saner) cities have. Build baby build! | See Comment #6 |
| 2662 | PHILIP ALLEN | 2/8/2023 | Email | General Support | Dear Chairman Bragg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act to build and declare action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. Philip Allen Sent from my iPhone | See Comment #8 |
| 2663 | Philip Bechva | 1/30/2023 | Email | General Support | Dear Chairman Bragg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act to build and declare action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone | See Comment #8 |
| 2664 | Philip Neasom | 3/5/2023 | Email | Do not widen/ho build | Email Copy: Hello Mr. Alving, 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, reasons for the modifications, and other critiques. I hope that these suggestions involving, and that these suggestions have led to a good outcome. The complete PDF is located in the public hearing summary, appendix F. I propose that the Interstate's mainline be entirely below grade from Airport Blvd to Lambie St, with on and off ramps only occurring at Airport Blvd, MKX 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 broken at Lambie St, 3rd St, 5th St, 7th St, 15th St, 14th St, 20th St, Concordia Ave, and 424 St/Riviera Blvd. The Waterloo Divergency Project will realign the existing Palm Park. The gap designed adjacent to this park between 5th and 7th and between Chase and Lambie St, would be the largest gaps within the project limits. As stated earlier, to consider the remaining highway design between Chase and Riverside is not continued throughout the project. To reduce Inbound Demand and promote carpooling, at 2 HOV lanes and 3 maintenance per direction. Or, do 3 HOV lane and 4 maintenance per direction. Do not create a 6 lane highway per direction. Unlike any HOV lanes have dedicated entrances/exits/overpasses if the lane is intended for through traffic. These entrances/exits/overpasses create clearance issues and hinder the construction of future deck plates. | See Comment #5 |
| 2665 | Philip Neasey | | | Do not widen/ho build | Multi335 Program Manager Tommy Alving. In 2023 to take real estate in the center of one of the poorest 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 more like the Texas state government wanting to punish Austin, 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 cars can speed through? | See Comment #21 |
| | | | | Reroute to I30 | Someone suggested to me an alternative as simple. Just reroute 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 just pass through. | See Comment #3 |
| Phongant Phonwathanyapha n | | | | Do not widen/ho build | Multi335 Program Manager Tommy Alving. I'm a person from outside the US, who lives close to working cities like, and would like to see traffic, health, and safety. I also studied in a university that has right next to a massive highway in my country. Upon seeing an Instagram post by Blue_Aur_america which made a mock-up video of how Austin would look like without I-35 & promoted the Multi335 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. It is 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 |
| | | | | Inter/Inbound Demand | Also, seeing Katy Freeway in Houston and Inbound Demand as an example, more cars would eventually come to use it, causing possibly endless congestion & expansions. | See Comment #18 |
| | | | | Do not widen/ho Build | First, 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 |
| 2666 | | | | Community Alternatives | Fourth, I support the Multi335 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 change like this. | See Comment #4 |

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| | | | | Public transit/Multimodal transportation | And healthy, 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 |
| | | | | reverts to I-30 | 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 #43 |
| 2667 | Phyllis Snodgrass | 2/8/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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, Phyllis Snodgrass | See Comment #6 |
| 2668 | PI Rowl | | | Cups/Deck Plazes | Mobilize35 Program Manager Tommy Alrnga As a resident of Redburn Ave. in Chermantoy / Upper Biggy 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 flyovers. Please support asking and engaging the locals. 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 |
| | | | | reverts to I-30 | I-35 needs to be transformed into a boulevard and the city needs to redesign another highway such as SR 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 | Reese Mahanwick | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Alrnga. 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 |
| | | | | later's/Inbound Demand | The M/Fac 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 | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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.insurance.com/insurance-products/offered-through-our-affiliate, American Insurance Partners, are not depositors 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. CONFIDENTIAL 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 recipient 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 #6 |
| 2671 | Praveen Chandola | 1/27/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 2672 | Pravin | 1/31/2023 | McCuife Website-Comment Form | 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 anyway for the jobs aren't super similar in terms of a "career." If rail existed between our two cities, it'd be walking downtown Austin another wayward, but the current traffic situation is the biggest road block stopping me from wanting 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 | Priscila | 1/20/2023 | McCuife Website-Comment Form | Regional connectivity | Reverse lane star rail if you want to redo I-35 | See comment #1 |
| 2674 | Priscilla Eberavue | 2/9/2023 | My site I-35 | Widow | My neighbors and I are opposed to the bridge (alt 3) that 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 Eberavue | | VOH | Widow | I appreciate that the upper decks are proposed to be removed, and that the freeway will be below grade. I am very concerned about the impacts to surrounding neighborhoods. Adding a road at grade from 43rd street to Wilshire Blvd will completely change the nature of the historical Wilshire (Windsor) and 2nd and Schaeffer Wilshire area neighborhoods. If TxDOT moves forward with that part of the plan, we insist that long-term lead the ones at the Wilshire and Schaeffer Bldvs as they intersect with Airport Blvd be constructed to prevent cut through traffic. | See Comment #9 |
| | | | | reverts to I-30 | All of this disruption could be prevented by doing the common sense solution of future and I-84 wheel traffic to SR 130. | See Comment #3 |
| 2676 | Priscilla Powers | 3/7/2023 | Email | Business/residential displacement | Mobilize35 Program Manager Tommy Alrnga. I have lived in Texas my whole life. Our state motto is "Friendship". This will ruin businesses affecting many families and homeowning 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 | Do not widen/ho build | Mobilize35 Program Manager Tommy Alrnga. This is not the Austin any of us want. Austin shouldn't become LA or NY anymore. | See Comment #5 |
| ID | Committer Name | Date Received | Source | Topic | Comment | Responses |
| 2678 | Priga Patel | 3/7/2023 | Email | Air Quality/Climate Change | Dear 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 DES. 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 finalizing the Final Environmental Impact Statement: - Air Quality analysis must look at P.M. 2.5, P.M. 10, and TSP, and TxDOT only analyzed CO which is not to study and find how this would cause. - Austin is located in 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 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 FES 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 if somewhat incomplete. Thank you for all that TxDOT is doing to improve the health of all of the people of the Austin region and reduce the heavy negative health impacts of our transportation system. | See Comment #18 |
| 2679 | | | | Do Not Widen/No Build | Email Copy: TxDOT I-35 Cap Ex Central Team. Hi, I'm 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. Here's a link to a sample of good and recent visual representation of the project. GREAT! Squares. You will find millions of examples and inspiration for rendering and technical drawing if you search on google. PLEASE LOOK AT THE ATTACHED FILE FOR YOUR REFERENCE OF HOW FORMER TxDOT TECHNICAL DRAWINGS ARE MADE! The complete PDF is located in the public hearing summary, appendix E. There to be the plan with as much of information as just one plan. I would 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 materials produced during the Austin Urban Design Committee's "Trackside Center & TxDOT Roadside - Urban Design Charrette." (The complete PDF is located in the public hearing summary, appendix E.) It is a great example, and positive for TxDOT to solicit and learn from collaborating on these 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 hasn't make any effort to provide decent visuals to understand this billion-dollar project. This allows local professional designers and planners to be treated more as the project's engineering, funding and consulting with a giant project set against 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 Hutch | 3/4/2023 | Email | Do not widen/ho build | I am very much opposed to TxDOT's current plans 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 |

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| 2681 | Rachel Sporing | 3/7/2023 | Email | Public transit/Multimodal transportation | Hi TxDOT! 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 it is due to the traffic or trying to find safe, pleasant and reliable and bikeable street. One of the main attractions for Austin is our green spaces, 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 | General Support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Brown (450) 774-4320 | See Comment #8 | |
| 2683 | Rachel Castagnoli | 3/7/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Alrapp, 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 by the winter storm DSI & the storm rains 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 | General Support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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, Post Closing Policy Administrator Heritage Title Company of Austin, Inc. (902) 546-1000 Email: rcorbett@heritagetitle.com Twitter: @RachelCorbett LinkedIn: rcorbett Facebook: Rachel Corbett [REDACTED] 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 to choose 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. If you know you have been exposed to anyone exhibiting COVID-19 symptoms, if you are unable to attend closing, please contact your account team to arrange a remote closing option. Costs associated with a remote closing option will be assessed 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 modification or printing is not warranted or intended 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 to the phone [REDACTED] receive this email, and destroy all copies and any attachments. Thank you for your consideration. | See Comment #8 | |
| 2685 | Rachel Coulter | 1/23/2023 | Email | General Support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 [REDACTED] [REDACTED] | See Comment #8 | |
| 2686 | Rachel Corvino | | | Do not widen/ho build | Multi35 Program Manager Tommy Alrapp, 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 problem of pollution, air quality, and noise. Investing now in a greater 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 | |
| 2687 | Rachel Foster | | | Do not widen/ho build | Instead of taking the assessed and cheaped 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, undermining neighborhoods and people. Just should be rerouted around them for the safety of all. I oppose the proposed Capital Express Central project as it adopts an outdated approach to transportation based on outdated models and outdated 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 wellness. It distorts 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 need designs across the state do not recognize this problem. The suburban 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 | |
| 2688 | Rachel Freese | | | 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 Freese | | | Public transit/Multimodal transportation | Expanding I-35 for more single person, personal-use cars is not what we want better and preferential access for public transportation (incorporate plans for rail in the I-35 plans, make bus only lanes and express/lane ways). | See Comment #13 | |
| 2688 | Rachel Freese | | | Public transit/Multimodal transportation | Bus/tunnel | We need to bury more of the highway underground so that it doesn't act as a wall/road divider of our city. | See Comment #25 |
| 2688 | Rachel Freese | | | Public transit/Multimodal transportation | air quality/noise | We also need greater measurements of air quality during this "environment" review and engineers should study ways to treat the water runoff | See Comment #34 |
| 2689 | Rachel Kolar | 3/7/2023 | Email | Do not widen/ho build | Hi TxDOT! Expanding I-35 will just make traffic worse, the highway needs to not go through the middle of the city anymore. There are better ideas out there, do not make things even worse by expanding the highway. | See Comment #5 | |
| 2690 | Rachel Makis | 1/18/2023 | Email | General Support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Rebecca Makis, P.E. Senior Services Project Manager - Eminent Engineering Consultants, Austin Oak Antero 8000 Burnhamwood, Suite 8103 Austin, Texas 78759 Email: rmakis@eminentengineering.com | See Comment #8 | |
| 2691 | Rachel May | 3/6/2023 | Email | Public transit/Multimodal transportation | Multi35 Program Manager Tommy Alrapp, I oppose the I-35 expansion because it is a solution to a public transit I moved to center outside of Austin and because of cap metro I can use an express bus to get to Austin. If many express bus lanes are made available it takes the need of a highway expansion easily | See Comment #13 | |
| 2692 | Rachel Roth | 1/13/2023 | Email | General Support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Rachelle Lock | 2/6/2023 | Email | General Support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Rachelle Lock | See Comment #8 | |
| 2694 | Rachelle Lock | 3/6/2023 | | 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 remain for 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 | Rachelle Merila | | | Public transit/Multimodal transportation | Hi, My name is Rachelle 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. I refuse stress for anyone who uses it, which can even cause health problems over the years. I don't need to spend my time on congested highways filled with cars. I need to be able to work, enjoy exercise/lake time for Austin, both, or spending time with 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. I strongly oppose expanding I-35. Thank you so much for your time. I really appreciate it. All my best, Rachelle Merila | See Comment #13 | |
| 2695 | Rachelle Merila | | | Public transit/Multimodal transportation | Intercity/Inland Demand | Expanding I-35 runs counter to these goals. It would increase congestion and worsen pollution of every kind. There should be health and environmental impacts. This is not the life I want for Austin's people. | See Comment #18 |
| 2695 | Rachelle Merila | | | Public transit/Multimodal transportation | Community Alternatives | Fastest 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 need community alternatives to expansion to the full I-35 stretch, including Research Austin and Multi35. I have been following lots 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 | Rachael French | | | Do not widen/ho 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 | |
| 2697 | Rachael Fox | 3/1/2023 | Email | Public transit/Multimodal transportation | Resolve to I-35 Plans should unify the city and resolve through traffic around downtown. I am ashamed that this is the current proposal. | See Comment #3 | |
| 2697 | Rachael Fox | 3/1/2023 | Email | Public transit/Multimodal transportation | Multi35 Program Manager Tommy Alrapp, Propose 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 #11 | |

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|------|---------------------|---------------|----------------------------|--|--|------------------|
| 2698 | Refaat Silva | 3/7/2023 | Email | Community Alternatives | Mr. TODD TODD: 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 | Ruth Gomez | 3/7/2023 | Email | Do not widen/ho build | Mobilize35 Program Manager Tommy Almagu. I am a resident of Travis county living, working and utilizing within the I35 corridor everyday. While I know we have a horrific traffic problem, TODD's proposal of expansion of 05 is not this answer. I oppose this proposal. | See Comment #5; |
| 2700 | Ruth Kishinurthy | 1/29/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 phone. | See Comment #8 |
| 2701 | Renee Kelly Winkler | 1/27/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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. -Renee Kelly (Sent from my Snapdragon powered Smartphone) | See Comment #8 |
| 2702 | Renee Foster | 2/23/2023 | Email | Do not widen/ho build | Mr TODD TODD, Don't turn Austin into a congested highway city by expanding I-35. More lanes, rest areas and bus lanes, increasing highway lane count result in more congestion and more pollution. | See Comment #5 |
| 2703 | Renee Gullory | | | Bike/ped safety | Mr TODD TODD, More parking 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 Metro35, 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 | Renee Lusk | 2/23/2023 | Email | Lane/Inbound Demand | Mr TODD TODD, 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 having cut and raising the Clearwood neighborhood while closing 35 for a year 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 to this corridor 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 phases. | See Comment #18 |
| 2705 | Randellino P | 1/30/2023 | Email | Emergency services | Dear Chairman Bugg and Commissioners: Please also consider that this (I-35 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 delay, and 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 | MCu36 Website Comment Form | 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. Soper | 2/8/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our 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. Soper Thank you for your consideration of this request. Sent from Mail for Windows | See Comment #8 |
| 2708 | Randy Washington | 1/30/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Esteban | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Almagu. I am a resident of Austin I OPPOSE TODD'S plans for I-35. I don't want to see a giant store highway (to get to my stores faster or to be able to take my kids to visit their grandparents, I-35 is already enough as it is, keep the promise you already made the Texans, get the trucks out of Down town, help build a SUSTAINABLE infrastructure, not just one that please the problem for a few years, and help keep our kids and community health and safe! | See Comment #5 |
| | | | | Lane/Inbound Demand | Time and time again across our nation cities have proven that adding more lanes to highways DOES INCREASE TRAFFIC (I am thinking of Houston here). | See Comment #16 |
| | | | | 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 |
| | | | | Route to I-30 | I thought Texas lanes went to building out SR-130 with the promise that it would get I-8 wherever that where passing through out of the heart of our city! | See Comment #3 |
| 2710 | Raquel Heazard | 3/7/2023 | Email | Public transit/Multimodal transportation | Mobilize35 Program Manager Tommy Almagu. 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 | | MCu36 Website Comment Form | Do not widen/ho 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 |
| | | | | Wild/wood connectivity | Please do not run more parkland or create additional barriers between the wild side and downtown communities. | See Comment #20 |
| | | | | Route to I-30 | Please don't pass-through vehicles around the perimeter of the city. | See Comment # 3 |
| 2712 | Raquel Islem | 1/27/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. -Raquel Islem | See Comment #8 |
| 2713 | Rakman George | 3/7/2023 | Email | Business/residential displacement | Mr TODD TODD, Austin has lost so much character over the years wiping out the businesses in the path of this distraction is just more concrete to get hot in the summer and make this city bleak. | See Comment #21 |
| 2714 | Ray Arngren | 2/8/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Corgan | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Almagu. The proposed expansion will solve Austin's traffic problems. 10 years of massive 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 |
| | | | | Route to I-30 | Intendable traffic should be looped away from downtown area in Dallas and Houston. | See Comment #3 |
| | | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Almagu. TxDOT is 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 plan that would ACTUALLY remove cars from the road so our trucks could run smoother. | See Comment #5 |
| 2716 | Ray McElroy | | | Lane/Inbound 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 Texas is trying to Europe to visit our solar 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 sit 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 | Topic | Comment | Response |
| | | | | Public transit/Multimodal transportation | Our distribution company needs more businesses and less traffic and the only way to do that is by getting people out of cars via rail, bus, bend use changes, zoning changes. So that the road network can be for us distribution and others forced to work in their car. | See Comment #13 |
| 2717 | Ray Sanchez Linares | | | Do not widen/ho build | Mobilize35 Program Manager Tommy Almagu. TxDOT's project (and department as a whole) is flawed. As a resident of East Austin (12th/Walker), the proposed plan would be detrimental to my community. TxDOT's proposal seems to be prioritizing commuters and through traffic in the expense of Austin Residents, respect city council to represent residents of Austin, who overwhelmingly oppose TxDOT's plan. | See Comment #5 |

| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
|------|-------------------|---------------|--------------------------------|--|--|-----------------------------------|
| | | | | 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 | VGH | General Support | I AM INTERESTED IN THIS PROJECT | See Comment #5 |
| 2735 | Renee Sims | | | Do not widen/ho build | Hi TADOT, To whom it may concern, I believe that expanding I-35 is the wrong direction for transit in Austin. Highway expansion has been proven here 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 #6 |
| | | | | Lower Speed Limits | This would both allow for safer streets with lower car speeds. | See Comment #3D5 |
| | | | | Air quality/noise | New pollution from cars | See Comment #3D4 |
| | | | | Community alternatives | I support projects like the Metrolink Austin and MetroRapid. Thank you for reading, and please you reconsider your plans. Renee Sims, concerned resident Renee Sims | 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 | McClure's Website-Comment Form | Regional connectivity | Let's get a rail system from San Antonio to Austin riding. Anything would always that traffic! | See comment #1 |
| 2737 | Rhett B | 3/7/2023 | Email | Do not widen/ho build | Metrolink Program Manager Tommy Arango, I OPPOSE TADOT'S plans for I-35 and I-OPPOSE expansion. | See Comment #5 |
| 2738 | Rianne Bohann | 2/8/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for both and decide action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TADOT. Thank you for your consideration of this request. Rianne Bohann Senior Residential Estimator Assistant Heritage Title Company of Austin, Inc. 15000 Ben Crane Road Building 1, Suite 100 Austin, TX 78748 PHILIP@HERITAGE-TITLE.COM PHILIP@HERITAGE-TITLE.COM Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions to 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 requests your continuing vigilance 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. [REDACTED] delete this email, and destroy all copies and any attachments. Thank you for your cooperation. | See Comment #8 |
| 2739 | Ricardo Gonzalez | | | Business/residential displacement | Metrolink Program Manager Tommy Arango. Dear TADOT, 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. 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 #5 See Comment #21 |
| | | | | Public transit/Multimodal transportation | 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 Reyes | 3/8/2023 | Email | Lateral/Inbound Demand | Metrolink Program Manager Tommy Arango. 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 | Rick Bertram | 1/12/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for both and decide action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TADOT. Thank you for your consideration of this request. Rick Bertram Millennium County Market President 423 West 38th St, Suite 100 Austin, TX 78703 | See Comment #8 |
| 2742 | Rich Heyman | 3/7/2023 | Email | Do not widen/ho build | Comments on I-35 Capital Express Central Project Draft Environmental Impact Statement TADOT needs to provide a "no-expansion" alternative, separated from a no-build alternative. A "no-expansion" alternative should show the costs and benefits of a non-constructed, modernized I-35 without adding new lanes in each direction. Historical traffic data in the DES show a nearly flat historic trend line over the last twenty years of data reporting by contrast, TADOT'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 travel time (VMT) from chart below, which also depicts data from the DES). This unreasonable and requires TADOT 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 weighing cost and value of these options. TADOT needs to provide reasonable climate and GHG estimates for its alternative scenarios and include a "no-expansion" alternative. TADOT's conclusion of minimal climate and GHG impacts of the project is fundamentally flawed, as it relies on biased traffic projections rather than historical trends. Absorbing TADOT 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 TADOT's preferred alternative, with its induced demand of a 50% increase in VMT. 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 weighing cost and value of these options. | See Comment #5 |
| 2743 | Richard Davis | 2/21/2023 | VGH | General Support | I support Modified Build Alternative 2 Austin is a rapidly growing city with undervalued infrastructure. As legions of new citizens flock to Austin for its "food scene", it is imperative that city planners consider more than automobile roadways. Other leading cities such as Dallas have had much success reconstructing its neighborhoods and adding greenways. This is a critical juncture for Austin to "step up" and repair diverse policies of the path. This project is so much more than roadwork. It is about community, linking downtown and adding greenways has been proven to just to increase quality of life but to bring positive economic growth. Please consider my support for modified build alternative 2. | See Comment #8 |
| 2744 | Richard DeJonge | 2/23/2023 | Email | East/West connectivity | Hi TADOT TADOT, Cut and cap to reconnect East and West Austin. Period. If you can't lead them get out of the way. | See Comment #20 |
| 2745 | Richard DeJonge | | | Do not widen/ho build | Hi TADOT TADOT, I oppose widening I35. We want buildings and not 30 lanes. It is now apparent you can't lead or get out of the way. | See Comment #5 |
| | | | | Blue just safety | We want bike and pedestrian options. | See Comment #3D |
| | | | | Capex/back prices | 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 | McClure's Website-Comment Form | Climate change | Comments on I-35 Capital Express Central Project Draft Environmental Impact Statement TADOT needs to provide a "no-expansion" alternative, separated from a no-build alternative. A "no-expansion" alternative should show the costs and benefits of a non-constructed, modernized I-35 without adding new lanes in each direction. Traffic data provided in the DES does not justify an increase in highway capacity or additional lanes. Historical traffic data in the DES show a nearly flat historic trend line over the last twenty years of data reporting by contrast, TADOT'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 travel time (VMT) from chart below, which also depicts data from the DES). This unreasonable and requires TADOT 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 weighing cost and value of these options. TADOT needs to provide reasonable climate and GHG estimates for its alternative scenarios and include a "no-expansion" alternative. TADOT's conclusion of minimal climate and GHG impacts of the project is fundamentally flawed, as it relies on biased traffic projections rather than historical trends. Absorbing TADOT 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 TADOT's preferred alternative, with its induced demand of a 50% increase in VMT. 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 weighing cost and value of these options. | See Comment #51 |
| 2747 | Richard Kissinger | 1/31/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should act for both and decide action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TADOT. Thank you for your consideration of this request. Sent from my iPhone | See Comment #8 |
| 2748 | Richard Knopf | 2/8/2023 | Email | General Support | Dear Chairman Bugg and Commissioners, I love living in Austin. Driving on I-35 Between Ben White and 2 of Texas is the only thing I hate doing in this city. Please support the I-35 Capital Express Central design proposed by TADOT. Thank you very much for considering this request. Sincerely, Richard Knopf | See Comment #8 |

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|---|-------------------|-----------|-----------------------------|--|---|---|
| 2749 | Richard Kozak | 1/4/2023 | VGH | Business/residential displacement | I am the owner of the building at 502 North 135. 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" driveway for bicycles and pedestrians. The removal of the driveway will create considerable hardship for our business and that of the tenants in the building. It does not seem to be necessary for the success of the overall plan. Disrupting the many small businesses and property owners on the east side of 135 of street and vehicle access seems to be arbitrary and somewhat thoughtless. I believe this design "detour" should be re-examined. | See Comment #21 |
| | | | | Curb/lock piles | 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 retained 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 "bikes" under 135 between 8th and 8 1/2th Streets. These three concrete structures paid for by the COA, can be re-processed elsewhere. | See Comment #42 |
| 2750 | | 1/4/2023 | MC/CAE Website Comment Form | Rebuse to 130 | We increase Traffic Flow On 135 Through Austin Without Any Road Construction Work. Two steps proposed. 1. Set all toll readers on 135 to assess 4 - adjacent toll on all commercial trucks of six wheels or greater. All other vehicles pay no toll on 135. 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 (averaged from 134 to 130) congestion on 135 will be greatly reduced with NO construction required. Acknowledge a quick, easy, fair, and responsive 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 may not get as in Austin what TxDOT likes to best, i.e., build expensive new roads. (Sorry TxDOT). | See comment #3 |
| 2751 | Richard Peterson | | | Do not widen/ho build | Mobility35 Program Manager Tommy Aragon. Please stop wasting millions of dollars on highway expansions that don't improve long term traffic conditions. | See Comment #9 |
| | | | | Climate change | and result in enormous climate damage. Richard Peterson | See Comment #51 |
| 2752 | Richard Puseet | 3/8/2023 | VGH | Blue pad 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 25 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 | | 3/2/2023 | Email | 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 135 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, CapitalBike 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 | | 3/7/2023 | Email | 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 135 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, CapitalBike 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 | | | Do not widen/ho build | Mobility35 Program Manager Tommy Aragon. Expanding the road will further divide Austin. I believe there are studies that show that expanding roadways don't actually decrease traffic and lead to better 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 lame 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 Topic Comment Response | | | | | | |
| 2756 | Rick Hume | 3/7/2023 | Email | Do not widen/ho build | Mobility35 Program Manager Tommy Aragon. I do not support the current plans for 135 expansion, there is too much waste. Like expanding 32nd street and adding entrances and exits when infrastructure already exists at 135 and Airport. The plan is not well thought out and needs to be rethought. | See Comment #5 |
| 2757 | Rick Winsley | 2/7/2023 | Email | General Support | Dear Chairman Bragg and Commissioners, Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 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 | Do not widen/ho build | Mobility35 Program Manager Tommy Aragon. Two years of construction is NOT WORTH \$800M! In two years we will have finished all my schooling and want to have jobs -w/bring against traffic to take my kids to and from school will actually be my last drive 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 residents left? Because you'll keep prioritizing "the economy" over the people and the culture. This will be my main reason for moving out. | See Comment #9 |
| 2759 | Riley Hamilton | 3/7/2023 | Email | Do not widen/ho build | Mobility35 Program Manager Tommy Aragon. I am a lifelong resident of Austin writing to convey my extreme opposition to the expansion of 135. 135 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 cannot, be justified by any issues related to traffic. 135 should be closed to traffic from Austin, in fact, it should not be a part of our city. As we lean further into careful public transit alternatives in the future, residents will have less and less need for 135 anyway. Pedestrian-focused alternatives should be prioritized. In 20 years, when construction is finished, the city will have no desire or need for this horrible highway. We will emerge victorious in prioritizing a timeless, equitable, accessible city, and 135 will not be a part of it. I am deeply, irrationally opposed to the expansion of 135. | See Comment #5 |
| 2760 | Riley Rubio | | MC/CAE Website Comment Form | Regional connectivity | I am all for a commuter rail system. Expanding 135 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 | Rita Tomlin | 1/18/2023 | MC/CAE Website Comment Form | Do not widen/ho build | Please do not widen 135 through Austin. Minimize the impact and gain 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 Adams Paez n | 3/6/2023 | Email | General Support | Dear Chairman Bragg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 |
| 2763 | Rita Schar | 3/6/2023 | Email | Do not widen/ho build | A key fault in TxDOT's preferred plan for 135 is that they eliminate all northbound access to 135 from south of Riverside Drive up through 8th Street. All drivers seeking northbound 135 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 3rd lanes of one-way 135 service roads between Clear Creek and 8th Street. These service roads will become chronically overwhelmed. Clear Creek Street will also be overwhelmed, particularly during the 6 years of 135 construction starting late 2023. During that time frame, TxDOT will routinely close or partly impede traffic at the intersection of 135 and Clear Creek, as they push the road there with the highest toll charges, build an east-west bridge, and a River Bridge. To move service road traffic from the western side of 135 at Holly Street to the western side of 135 at Clear Creek. 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 undergo a doubling in its size, undoubtedly involving the capture of Clear Creek lanes for construction staging. Project Connect, which can no longer afford tolling through downtown, will be required to fill lanes on or above Clear Creek Street west of Holly Street with the service roads of 135 north of Clear Creek. Clear Creek itself will come to a standstill. For more, WHAT IS TO BE DONE? A TxDOT must add a second northbound 135 access point in downtown, south of Clear Creek. The practical plan for this is to provide access to the 135 main lanes via the Flower Bridge that is already in the plan, to be built between Holly and Clear Creek Streets. B. TxDOT's environmental impact statement studies traffic almost entirely on 135 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 the project on surrounding areas and from growth in surrounding areas on its project. C. TxDOT considers traffic and its built conditions only before its project starts, then after it is done. TxDOT should consider the diachronic how conditions will be during the six years of construction. How and where will construction gains staged, how will they be managed, and how will past issues be closed, and how will past issues 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 Clear Creek right when TxDOT rebuilds Clear Creek/135. 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 #46 |
| 2764 | Rita Snyder | | | Do not widen/ho build | Mobility35 Program Manager Tommy Aragon. 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 affecting the environment. We've developed Austin and the surrounding areas with your planning. TxDOT plans forever to construct a highway and by the time they are done, it's already functionally obsolete. Please do something now, this is ridiculous. Don't spending tax money on logos and other junk, just do something that makes sense. Expand SH 130 NOW!!!! | See Comment #5 |
| | | | | Rebuse to 130 | SH 130 should be expanded, all trucks should be required to use SH 130 to keep them off I35. 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 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 damage. | See Comment #13 |
| 2765 | Rear Blahm | | | Do not widen/ho build | Mobility35 Program Manager Tommy Aragon. I live in Plano, and I regularly visit family in San Antonio, taking I-35 to work. I firmly believe that expanding 135 is the wrong move, and other ways of reducing traffic are necessary. | See Comment #5 |
| | | | | Water/Inbound 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 | Rub Gandy | 2/8/2023 | MC/CAE Website Comment Form | General Support | This project needs to be funded and done to remove 135 congestion. | See Comment #8 |

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| 2785 | Robert Law | 2/7/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas all Texans should care for and desire action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and ongoing growth we are experiencing in our great State. Accordingly, I am writing today to 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, Robert Law | See Comment #8 | |
| 2786 | Robert Martin | 2/24/2023 | VGH | Copy/clock places | While anything is better than what we have today, the preferred alternative does not go enough to blunt the impact of I-35 in downtown Austin. The state, not city, should cover the entire freeway through downtown UT. We have this one opportunity to do this right, so it is right to opposing the entire freeway through downtown. | See Comment #42 | |
| 2787 | Robert Andrews | 3/1/2023 | McCuik Website-Comment Form | 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 improve the space that the current highway takes a better decision for people. There are many examples around the country and the world where highways have been removed from downtown 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 Messer | 1/20/2023 | McCuik Website-Comment Form | 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 wish 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 Nussbaum | 3/6/2023 | Email | 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 Orsatt | 2/7/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should care for and desire action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and ongoing growth we are experiencing in our great State. Accordingly, I am writing today to 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 to support Robert Orsatt [REDACTED] one of the 2022 World's Most Ethical Companies and LongLife4Life. For more information about how to process your personal data, please click here. This email is for the use of the intended recipient 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 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 | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should care for and desire action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and ongoing growth we are experiencing in our great State. Accordingly, I am writing today to 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 | | McCuik Website-Comment Form | Do not widen/ho build Easiest connectivity Business/residential displacement | First, I-35 runs through the heart of the city and we need less traffic and fewer roadways there, not more. I oppose the TxDOT plan. Second, our city is finally coming together, east & west, and the expansion of the interstate would destroy this unity. Third, my grandchildren attend Escuelita Del Alma, a unique and valuable bilingual preschool which could not afford to relocate. | See Comment #9 See Comment #20 See Comment #21 | |
| 2793 | Roberto Flores | | | Do not widen/ho build Multimodal transportation | Multi35 Program Manager Tommy Almag. Hello my name is Roberto Flores I am a resident of Round Rock Texas and I personally oppose the expansion of I-35 through the community and cause MORE CAR WRECKS. If you don't want to support plaintiffs lawyers like me we need a public transportation first system in Austin. We need rail and buses 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 #5 See Comment #20 | |
| 2794 | Robin Chapman | 2/12/2023 | McCuik Website-Comment Form | Business/residential displacement | You can't fix this happen and close down my family's business and potentially my apartment too. | See Comment #21 | |
| 2795 | Robin Medina | | | Do not widen/ho build Bike/ped safety Labor/industrial demand Public transit/Multimodal transportation | Multi35 Program Manager Tommy Almag. I am a resident of Travis County and I am adamantly opposed to the planned expansion. I would prefer if TxDOT listened to the people and looked towards implementing pedestrian, cyclist, expanding highway and adding additional lanes does nothing for reducing traffic and it is disingenuous for TxDOT to continue with this project insisting that it does. Additional lanes simply add additional congestion to the job-existing congestion you claim to be trying to remedy. 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 resources into expanding the heavily underfunded public transportation system instead of wasting millions of taxpayer dollars on non-solutions. | See Comment #9 See Comment #30 See Comment #18 See Comment #13 | |
| 2796 | Robyn Ross | | | Do not widen/ho build Air Quality/Climate Change Copy/clock places | 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 west side. 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. I support a rebalancing 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 MacCork 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 Ryde Warren Park and that 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-Austin's 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 #9 See Comment #18 See Comment #42 | |
| | ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| | | | | | 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 in-grade crossing or, if absolutely necessary, an elevated pedestrian crossing. Thank you, Robyn Ross she/her | See Comment #30 |
| | | | | | 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 in 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 end it will be beneficial. It most likely will not be finished in my time, but to know that I can have better commutes is why I say YES | See Comment #6 |
| | | | | | Do not widen/ho build Labor/industrial demand Air Quality/Climate Change Public transit/Multimodal transportation | Please do not move forward with the expansion. Not only would the expansion of I-35 have severe environmental impacts, but it would compound traffic issues in the future. 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 more more vehicles, I think the city should seriously consider funding a better rail system as well as making public transportation free. Personally spend ~\$6000/yr 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 Leavenworth, Olympia, and many other cities that have without the need for public transportation. This would also eliminate the workforce and create more jobs for the citizens of Austin. Expanding I-35 will cause irreparable environmental effects. Our city is already experiencing the effects of temperature inversions due to the increasing amount of concrete. Multi35 Program Manager Tommy Almag. 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 #9 See Comment #18 See Comment #13 |

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| 2796 | Rod French | 2/7/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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, 15000 Hill Park Drive, Suite 500 WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted email 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 requests your continuing efforts 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. Delete this email, and destroy all copies and any attachments. Thank you for your consideration. | See Comment #8 |
| 2800 | Rodolfo Yanez | 1/31/2023 | MCi/ea/Website-Comment Form | 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 Malia | 2/15/2023 | VGH | Do not widen/ho build | Please provide extensive caps over the highway through downtown. I'dy try to airport. | See Comment #5 |
| 2802 | Rodrigo Sanchez | 2/6/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Rodrigo Dainis | 1/23/2023 | Email | 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-plan/ | Unrelated comment |
| 2804 | Roger Burgin | 1/27/2023 | MCi/ea/Website-Comment Form | 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 improvement 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 Burgin | See Comment #8 |
| 2805 | Roger Burgin | 2/8/2023 | MCi/ea/Website-Comment Form | 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 improvement 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 Burgin | See Comment #8 |
| 2806 | Roger Burgin | 3/9/2023 | MCi/ea/Website-Comment Form | 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 Casvin | | | Do not widen/ho build | Multi35 Program Manager Tommy Ahlrigs. 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 |
| | | | | Lane/shoulder demand | and it would fail to address mobility challenges due to Induced Demand. Roger Casvin | See Comment #18 |
| | | | | Community alternatives | Instead, develop options based on the community-proposed vision at ReLink35.com. | See Comment #4 |
| | | | | Rebuild to I-35 | which calls for transforming the stretch of I-35 into a boulevard, and removing through-traffic to SH-130. | See Comment #3 |
| 2808 | Rohan Jasemina | 3/9/2023 | Email | Do not widen/ho build | Multi35 Program Manager Tommy Ahlrigs. | See Comment #5 |
| 2809 | Rohan Jasemina | 3/9/2023 | MCi/ea/Website-Comment Form | Do not widen/ho build | Expansion of I-35 is fushing stupid | See Comment #5 |
| 2810 | Rohan Thapar | 1/18/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Rohan Thapar | See Comment #8 |
| 2811 | Rohit Upadhye | 1/24/2023 | MCi/ea/Website-Comment Form | 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 metro-rail/light rail. Let us stop being myopic 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 | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 |
| 2814 | Román Cortés | | | Do not widen/ho build | Multi35 Program Manager Tommy Ahlrigs. 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 ReLink35 proposal. Best, Román Cortés | See Comment #4 |
| 2815 | Romo Ismael Gutierrez | | MCi/ea/Website-Comment Form | Lane/shoulder Demand | I-35 expansion plans need to be re-evaluated as they will create more demands for traffic. Traffic will return to previous levels and pollution will increase. Current plans for pedestrian walkways and bike lanes are inefficient and overbalance 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 commencing on a viable method of public transport that is not subject to peak traffic during the business. | 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 with pressure roads. We are over-reliant on roads as a state. | See Comment #1 |
| 2816 | Ron Baker | | | Do not widen/ho 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 | Ron Baker | | | Do not widen/ho build | Multi35 Program Manager Tommy Ahlrigs. Data shows that expanding a highway is not going to make traffic move 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 respect TxDOT, Austin City Council, and other representatives to stand up for me. | See Comment #5 |
| | | | | Rebuild to I-30 | Strongly I-30? | See Comment #3 |
| | | | | Community alternatives | I support the ReLink35 proposal Ron Baker | 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 Garcia | 1/31/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Garcia, SHPR, SHRM-SOP Chief Human Resources Officer Kerley Lane Cafe Sent from Mail for Windows | See Comment #8 |
| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
| 2819 | Resurren Thornhill | | | Do not widen/ho 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 respect TxDOT, Austin City Council, and other representatives to stand up for me. Resurren Thornhill | See Comment #5 |
| | | | | Air quality/road | Multi35 Program Manager Tommy Ahlrigs. I am not interested and never interested in going to be adversely impacted more than any other area will more traffic, pollution, noise. Expanding a highway brings more cars. Traffic needs to be reduced, not increased! Highway expansions DON'T work. This worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 20 years of construction for just a few years of congestion relief is NOT worth it. | See Comment #34 |

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|------|------------------|-----------|--|-----------------------------------|--|--|--|
| | | | | Letter/Inbound demand | TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway networks, and to traffic modeling software. | See Comment #18 | |
| | | | | Route to 130 | I am FOR redesigning another highway such as 91-130 as an interstate, a boulevard going through town, a public transit first project. | See Comment #3 | |
| 2820 | Reemery Delacruz | | | Do not widen/no build | Multi35 Program Manager Tommy Kling. I am a resident of Cedar Park, Texas. I enjoy traveling to Austin but object to using US as an interstate. The intensive traffic causes traffic slowdowns, accidents and inappropriate as one enters the city of Austin. The 24 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 | |
| | | | | Route to 130 | To alleviate the unhealthy effects of pollution, please add metro alternatives like mass transit trains and buses and parcel 130 to be an interstate that will circumvent the city of Austin. US needs to be a beautiful and inviting boulevard for its citizens to use to travel by foot, bike, and car with an intracity bus system. | See comment #3 | |
| 2821 | Roshan Chavak | 1/30/2023 | | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Rosa Lybrand | 2/8/2023 | | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Rosa Lybrand | See Comment #8 |
| 2823 | Rosa Selsbach | 2/10/2023 | | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Rosa Wilson | 2/7/2023 | | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 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 | Rosam Youngs | | | Do not widen/no build | Multi35 Program Manager Tommy Kling. I OPOUSE TxDOT's plans for I-35 expansion. | See Comment #5 | |
| | | | | Blow past safety | I have lived in our beautiful city for 20 years, and I know case studies expansion is not the answer. We should instead invest our money into better public transportation, more walkable neighborhoods, and affordable communities. | See Comment #30 | |
| | | | | Community alternatives | I am FOR The Return35 proposal and believe we should invest our time and money into large scale, transformative solutions. | See Comment #4 | |
| 2826 | Rubli Prigat | | | Do not widen/no build | Please put this project on hold and consider the Return35 plan. | See Comment #5 | |
| | | | | Community alternatives | Multi35 Program Manager Tommy Kling. 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 vehemently shames. I was disappointed to learn that TxDOT is pushing through a highway expansion instead of working to find a better solution that reduces our dependency instead of increasing it. I hope to continue visiting Austin for a massive highway expansion project makes the city much less appealing. | See Comment #4 | |
| 2827 | Rusa | 1/31/2023 | | MC/CEU Website Comment Form | Rail is needed between Austin and San Antonio. Please add a railroad. Thanks | See comment #1 | |
| 2828 | Russell Coleman | | | 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 social conditions of the highway must be dealt with. Widening the highway will not get on 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 reconstructed. No taxpayer money should go to adding a single lane on that road. We need fewer lanes, not more. | See Comment #5 | |
| | | | | Route to 130 | Any traffic passing through the city should be restricted to SR 130. Traffic within the city can proceed on the surface streets. What we need is a way to redirect this traffic away from an expansion of Project Connect; there should be a train line, bike path, and walking path along the present alignment of 35. We can cut 35 turn into another 400 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 please and genuinely consider the debate your constituents have for this plan as opposed to just tossing the concerns aside and continuing as usual. Russel Coleman | See Comment #4 | |
| 2829 | Russell Zar | 1/31/2023 | | MC/CEU Website Comment Form | 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 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 DMV. SAA :) | See comment #1 | |
| 2830 | Ruby Edgar | 2/7/2023 | | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Burnick | | | VGH | Do not widen/no build | Service trucks are the main traffic slowdowns, we should not do the expansion. | See Comment #5 |
| | | | | Route to 130 | and should instead give trucks a pass on the toll roads to keep them off I-35. | See Comment #3 | |
| 2832 | Ruth Casauer | 2/18/2023 | | VGH | Do not widen/no build | I listened to Virtual presentation on 2/9/23 & learned that 80.3 is being favored. That alternative will close Woodland Dr & expand Riverada Dr. I oppose that option. One reason given for that option is to generate jobs between East & West Austin. Realistically it 20 yrs to build. Construction has done areas of the park the plan, recently there has been formal bid. Many residential lots who live in central city depend on Woodland Dr for easy access to schools, parks, hospitals, shopping, etc. This do not shut off that access. It also provides input fire & police service to areas west of I-35 that will be demolished or delayed if forced to take busier arterials, e.g. GHF. The proposed 8 & 2nd 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 | | VGH | Business/residential displacement | No to removing neighborhoods for I-35. Thank again | See Comment #21 |
| 2834 | Ruth Lewis | | | My email ID, not my cell | General information request | Where will the construction workers park, especially not our neighborhood streets. Will Duvall St, Red River etc, become major bypass during construction? Where will all the construction material from 2nd street be put in landfill? What landfills. The noise and pollution from more cars on I-35? | General information request - information will be provided to stakeholder as these details are worked on the project |
| | | | | Water Quality | Various tunnels that need to drain at Lady Bird Lake and Balcones Lough to Colorado need to make sure water is "clean". Need more pedestrian and bike bridges over I-35 at Mueller area. | See Comment #125 | |
| 2835 | Ryan Blake | | | VGH | Do not widen/no build | Hi 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 audible from anywhere in our yard and sometimes in our house, through traffic on SRs 1-2-35, including numerous large trucks passing just feet from our door and the local elementary school to get from Airport Blvd to 35, and the difficulty and unpleasantness of traveling 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 |
| | | | | Blow past 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 understand the proposed alternatives that will not only enable the local residents affected by this enormous project to bike and walk their neighborhood without making 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 3801 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 small business owner in the area, I do not see the opportunity to use the I-35 project to improve life for the citizens. It is supposed to be earning and bringing in, 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 30 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 | | | VGH | Do not widen/no build | Multi35 Program Manager Tommy Kling. I'm writing to say that I OPOUSE 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 connectivity 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 return35's recommendations on what that alternative, human-centric transportation can be realized. ryan brooks | See Comment #4 | |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 2850 | Ryan Puckett | | M/CiUE Website-Comment Form | Do not widen/ho build | The expansion of I35 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 proposes further on-street parking. The expansion of I35 addresses the historical injustice. I35 is already a highway to segregation and economic oppression. It has built on land stolen from homeowners and commercial property owners, an act that dispossessed 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 highest-growth cities, with only further exacerbating economic misery. 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 play here. Expanding I35 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 highway toll roads—and price them properly. The only thing driving us to the way of this wrong, low-cost solution is negligence at the destination. The expansion of I35 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 reappropriated for a generational investment in Austin's future. TxDOT should instead invest these funds in buying I35 through eminent domain, closing the downtown loop, removing the surface parking, and adding tolls to the tolled road. This plan would remove the link between downtown and East Austin that I35 destroyed. It would create a huge amount of deadweight, taxable land in the city's core, and it would represent an investment in safety, walkability, and livability 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 Corridor | I 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/Funnel | And instead of being a dead-end center, a new underground tolled I35 would generate income and reduce congestion through the beauty of market pricing. | See Comment #26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2851 | Ryan Sonnenberg | | M/CiUE Website-Comment Form | Do not widen/ho build | Metrolink Program Manager Tommie Arango. I am a resident of Austin, TX. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. | See Comment #9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Community alternatives | Plan F01... The Metrolink 35 proposal... redesigning 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! | See Comment #4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Lateral/Inbound Demand | I ignore Inbound Demand, construction impacts, particular matter pollution from the west, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansion DON'T work. This worsen congestion (as we saw with the Katy Freeway). | See Comment #18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>ID</th> <th>Commenter Name</th> <th>Date Received</th> <th>Source</th> <th>Topic</th> <th>Comment</th> <th>Response</th> </tr> </thead> <tbody> <tr> <td rowspan="2">2852</td> <td rowspan="2">Ryan English</td> <td rowspan="2">2/14/2023</td> <td rowspan="2">VOH</td> <td>Business/residential displacement</td> <td>Please depress the road as much as possible and cap and leave room for future capes to be added. Minimize right of way takings through the central area. Consider using straighten onramps to improve charging that have been successful in other highways.</td> <td>See Comment #21</td> </tr> <tr> <td>Do not widen/ho build</td> <td>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. 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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 economies can continue to thrive. I write in support of the I-35 Capital Express Corridor design as proposed by TxDOT. This is a public transportation project that is MUCH MUCH overdue. Thank you for your dedication to saving the citizens of Texas.</td> <td>See Comment #8</td> </tr> <tr> <td rowspan="3">2854</td> <td rowspan="3">Ryan Watson</td> <td rowspan="3">1/26/2023</td> <td rowspan="3">M/CiUE Website-Comment Form</td> <td>Do not widen/ho build</td> <td>Hi TxDOT TxDOT, The proposed project to expand I-35 will not make traffic flow better or quicker.</td> <td>See Comment #9</td> </tr> <tr> <td>Lateral/Inbound demand</td> <td>The theory of Inbound Demand states that for every increase in capacity, there is an increase in demand. In Transportation, we call this induced traffic. 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| | | | | Do not widen/ho 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 highway like I35 as a short-sighted 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 those 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 #9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2859 | Sabrina Heath | 1/31/2023 | M/CiUE Website-Comment Form | 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 toll 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 perpetual construction on I-35. | See comment #1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Do not widen/ho build | Metrolink Program Manager Tommie Arango. It is EXTREMELY proven that each additional lane on a highway or street only causes more traffic more accidents and worse of all more deaths. In supporting the expansion of the already congested I35 highway with another lane you will be helping the environment death with tolls of significant numbers of lives and more deaths. As well you will only create more damage, less productivity substituted 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 accessible for many constituents and negatively influence the health of so many by costing them sleep, important family time, and increasing time getting to work which has over and over been studied and peer reviewed more times than pi now to cause physiological and mental harm to any and every human subjected to it. People will lose their jobs for a few minutes. Furthermore so many days struggle for the next few years of construction and the increased long term traffic from the additional lane. I personally do not want the irritation 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 work to avoid the stress of increased traffic and construction. As well thousands of 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 #9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2860 | Sabrina Rizzo | | M/CiUE Website-Comment Form | Community alternatives | Please consider the Metrolink 35 Plan, I and 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 metrolink35 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 us of us commuters. | See Comment #4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Do not widen/ho build | Hi 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2861 | Saba Evans | | M/CiUE Website-Comment Form | Do not widen/ho build | Because of this, I believe public transportation should be removed. | See Comment #13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Public transit/Multimodal transportation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | Bike/ped safety | Furthermore, I believe there are more community-centric, eco-friendly alternatives to address the influx of pedestrians and bicyclists to the city. Bike lanes should be enhanced, and side walks should be safer and more accessible. All of these items 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 | Suffren Bowen | 3/7/2023 | Email | 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 Powers | 1/24/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Hataie | 1/18/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Berez | 3/7/2023 | Email | Do not widen/ho build | Hi 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 dig, chasing a tail. When will we ever learn that interstate highway expansion is not the solution to traffic congestion? | See Comment #5 |
| 2866 | Sam Caswood | 1/30/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 phone | See Comment #8 |
| 2867 | Sam Henderson | 2/8/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 phone | See Comment #8 |
| | | | | Do not widen/ho build | Hi My name is Sam Law and I am a resident of E 28th 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 do up to date on transportation research. I think I saw an article from 2021 that was published in the transportation research board, which is a journal of the National Academy, called Closing the Inland-Vehicle Travel Gap Between Research and Practice. I think that would be a much better plan for congestion, for urban growth, and it would also with the current evidence-based research in transportation design. I have some other problems. I think the article should continue for further north than they are right now including about to the 28th st street bridge. There is no reason that an interstate highway should not touch 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 expansion of remaining I-35 traffic and leaving the current I-35 into a boulevard. | See Comment #5 |
| 2868 | Sam Law | | Web site | Rebuttal to I-35 | Hi, my personal feeling is that this whole process should be rethought, and instead of expanding the highway which has known from extensive research will actually not solve the problem and in further worsen the situation between East Austin and the rest of Austin as not increasing traffic and traffic congestion. I think that Texas Department of Transportation should remove 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 lanes 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 |
| | | | | An equity issue | I'm concerned that by 28th street there is no sound barrier, but currently there is a lot of noise. I also am concerned about other fine particulate matter being put out, 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 air of noise, noise generative problems, I think that the highway should be relocated around. | See Comment #34 |
| | | | | Label/Inbound Demand | And so what this article does is it provides an overview of problems around Inbound Demand and shows that adding highway lanes has clearly always to always increase demand - such that it's a vicious cycle, and it's a vicious cycle that is well documented in case studies as the New York Times recently about this. And I think that the idea of the environmental impact statement can be seen in context. It is in which we see from 1984 a plan that looks very similar to the current proposed alternative. | See Comment #18 |
| 2869 | Sam Mayer | | | Do not widen/ho build | Metrolinx Program Manager Tommy Aragon. I am an Austin resident that opposes expansion of I-35 because it relies upon a flawed process that has demoralized staff time and again in major highway expansion projects. As a local, I do not want to experience construction delays associated with a highway reheader which would impact the city and the region in length. I expect local representatives and the members of TxDOT to start up for long term solutions to traffic problems that do not simply kick the can down the road while making residents suffer through a needless long construction period. | See Comment #5 |
| | | | | Community Alternatives | Alternative proposals like public transit, transit options or the proposed just turn to Metrolinx are better options to the naive approach of expanding I-35. | See Comment #4 |
| | | | | Rebuttal to I-35 | Designating SR-130 as an interstate | See Comment #3 |
| | | | | Label/Inbound Demand | Austin has the diversity to benefit from a greater focus on public light rail and other transit plans that will not lead to the same Inbound Demand that a highway expansion causes. | See Comment #18 |
| 2870 | Sam Owen | 1/26/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Seiwank | 3/8/2023 | MyCause Website-Comment Form | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 |
| 2872 | Samantha | 1/24/2023 | MyCause Website-Comment Form | Regional connectivity | Very interested in rail that runs down I-350 has 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 Jones | | MyCause Website-Comment Form | Recur Austin | 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/ho 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 alleviation, it only makes MORE traffic. | See Comment #5 |
| 2874 | Samantha Foster | | | Do not widen/ho build | Metrolinx Program Manager Tommy Aragon. I oppose the TxDOT plans for I-35 and I oppose expansion. | See Comment #5 |
| | | | | Rebuttal to I-35 | I am for redesignating another highway such as SR-130 as an interstate. | See Comment #3 |
| 2875 | Samantha Hepner | | MyCause Website-Comment Form | Capex/lock please | Please provide COA funding to pursue cap and which 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 |
| | | | | Label/Inbound Demand | Inbound Demand will see however many lanes you add it'll go. | See Comment #18 |
| 2876 | Samantha Krouse | | | Do not widen/ho build | Metrolinx Program Manager Tommy Aragon. My name is Sam Krouse and I hold a PhD in geography from UT Austin. I live here in Austin Texas, and I oppose the I-35 expansion. I know that TxDOT is doing quite a bit to build safe access and reliable options with traditional 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 I-35, please consider other opportunities. | See Comment #5 |
| | | | | Community Alternatives | I do support the Metrolinx proposal and I support another highway such as SR-130 as an interstate. Please consider the rigorous analysis found throughout thousands of pages of EIS on the Metrolinx and Reconnect Austin proposals. These are valuable documents that suggest alternatives to the current I-35 expansion plan, which is wrong for the city and will do nothing to help Austin with our current traffic woes. | See Comment #4 |
| 2877 | Samantha Meyer | | | Do not widen/ho build | Metrolinx Program Manager Tommy Aragon. I am a former 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 Metrolinx proposal. I support a plan that gives first thought to public transit, pedestrians, and reducing environmental impact. | See Comment #4 |
| | | | | Label/Inbound Demand | TxDOT's plan for this project has ignored factors such as Inbound Demand. | See Comment #18 |

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| | | | | | <p>Air Quality/Noise construction impacts, particulate matter pollution from the 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 increase congestion (e.g., wider freeways) 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.).</p> | See Comment #34 |
| | | | | | <p>Racial Justice This project will worsen conditions during construction and worsen conditions AFTER construction as well. It will more deeply fracture divisions in Austin and will displace an untold number of people and local businesses (note: historically racial divisions and displacement). I expect TxDOT, Austin City Council, and other representatives to stand up their constituents and listen to what their constituents want.</p> | See Comment #3 |
| 2878 | Samantha Smith | 2/8/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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</p> | See Comment #8 |
| 2879 | Samantha Smith | 3/9/2023 | Email | General Support | <p>Hi TxDOT TxDOT, I support the expansion of I35 in the longrun 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 watch 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 those less communitly 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 reconstruct Austin to be seriously considered. Thank you for your time. Sara, Sam</p> | See Comment #8 |
| 2880 | Samuel Baker | | | | <p>Rethink35 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 A-40 Freeway, the famously massive portion of I-20 outside of Houston, and I don't doubt that Austin's I-35 will see a similar fate of neglect. As a resident of Texas, I demand that TxDOT draw bigger, instead of skimping on 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 been the biggest "worshiper" in Texas for too long. So when, then, should be bigger in Texas? Finally, our hearts. This project opposes this notion because it is harmful to mitigate generations of Texans to a life of constant commuting from far away, stuck in traffic. This is not inevitable yet. TxDOT proposed encourage this need to encourage to give a green light to California's urban sprawl? The stated action plan of urban sprawl has been expanding the quality of life for urban Texas and destroying the prairie, 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.</p> | See Comment #5 |
| | | | | | <p>Community alternatives I implore TxDOT to reconsider this proposal, and, instead, consider the Rethink 35 proposal or the proposal to redesignate highway 130 as I35. In the longrun, 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!</p> | See Comment #4 |
| 2881 | Samuel Corner | | | | <p>Do not widen/ho build Hi TxDOT TxDOT, I am writing to express my opposition to the expansion of I35 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 there 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, foot, bike or on foot and the plans to expand I35 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 use, not a polluted desolate.</p> | See Comment #5 |
| | | | | | <p>Community alternatives I ask that the alternatives to the expansion of the highway through forward by Rethink 35 and Reconnect Austin be fully studied and implemented as an alternative to this backwards expansion of I35.</p> | See Comment #4 |
| 2882 | Samuel Fenech | 2/23/2023 | Email | Caps/lock prisms | <p>Hi TxDOT TxDOT, Please stop and ditch like Hyde Wamers in Dallas!</p> | See Comment #42 |
| 2883 | Samuel Fenech | 3/3/2023 | Email | Caps/lock prisms | <p>Hi TxDOT TxDOT, Please stop I-35!</p> | See Comment #42 |
| 2884 | Samuel Haak | 1/20/2023 | MyCUE Web- Comment Form | Regional connectivity | <p>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.</p> | See Comment #1 |
| 2885 | Samuel Hariz | 1/31/2023 | MyCUE Web- Comment Form | Regional connectivity | <p>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.</p> | See comment #1 |
| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
| 2886 | Samuel Lynagh | 3/7/2023 | Email | Community Alternatives | <p>Dear 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 ITJ study purporting to show the "benefit" of not 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 words of elected officials urging TxDOT to seriously consider meaningful alternatives. While the ITJ study was interesting, it is no way 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.</p> | See Comment #4 |
| 2887 | Sary Raza | | | | <p>Do not widen/ho build Hi TxDOT TxDOT, Expanding and adding 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 doing there every day. Making this freeway bigger will only further the destruction of Austin. Save lives.</p> | See Comment #5 |
| | | | | | <p>Bike/ped safety The people don't want bigger freeways! We want bike lanes. We want safety.</p> | See Comment #30 |
| | | | | | <p>Public transit/Multimodal transportation We want public transportation.</p> | See Comment #13 |
| | | | | | <p>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 RUNNING OUR LIVES WITH YOUR TERRIBLE DECISIONS.</p> | See Comment #34 |
| | | | | | <p>Community alternatives Consider other options like rethink 35 and reconnect austin.</p> | See Comment #42 |
| 2888 | | 2/8/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 2889 | Sandra Blackard | | | | <p>Do not widen/ho build A number of other far better, less disruptive solutions have been 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.</p> | See Comment #5 |
| | | | | | <p>Label/Inbound Demand Expanding I35 would take Austin in 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!</p> | See Comment #18 |
| | | | | | <p>Reroute to 130 I'm already afraid to drive on I35 due to the number of semi trucks that use it for interstate traffic since highway 30 130 is less expensive to drive there away. Additional lanes will just attract more through traffic and big trucks, making it even more dangerous for local use in Austin. I would split the city even more than it already is.</p> | See Comment #3 |
| | | | | | <p>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 efficient route may need to be added. EXPANDING I35 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.</p> | See Comment #42 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
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| | | | | Air quality/noise | Multi335 Program Manager Tommy Ahlrig. Hi Tommy Ahlrig Multi335 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 mobile, not less. | See Comment #34 |
| 2890 | Sandra McCallum | 3/3/2023 | Email | Bury/humal | I wish someone would look back at the best choice of plans to formal in this area.....we have already paid hundreds of thousands of dollars on these past studies.....everyone that suggest burring 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 Dochow | 3/2/2023 | VOH | General Support | As chair of the Austin Area Research Organization, I urge and appreciate your strong and continued support of the I-35 improvements through Austin. Projects of this intensity will of course be controversial, and not all can be done at once. It is so important that we get through a neighborhood in the first place, but we can't change it, and our entire state needs these improvements and upgrades. Appreciate TxDOT for working with local interests on capping and siting, 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 Herggas Guzman | 3/1/2023 | VOH | 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 Herggas Guzman | See Comment #8 |
| 2893 | Sania Shifford | 3/6/2023 | McCluEx WebSite-Comment Form | General Support | Dear Chairman Bugg and Commissioners: Thank you for your support to address I35 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. I35 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 I35 Central Expressway Corridor design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas. | See Comment #8 |
| 2894 | Santita Cruz | 3/7/2023 | Email | Do not widen/ho build | Multi335 Program Manager Tommy Ahlrig. Write 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 I35 and expansion. My reasons being that every time I go, I always see road constructions that are not close to being done and now just increased traffic which is exactly what this project will just add. I think it would be a better investment to put this time and resources towards bettering public transportation. | See Comment #5 |
| 2895 | Sara Barga | 3/7/2023 | VOH | Do not widen/ho 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 Orsico | 1/31/2023 | McCluEx WebSite-Comment Form | Regional connectivity | A commuter rail system between Austin and San Antonio would ease traffic and have second and third order economic benefits. I strongly support this initiative. | See comment #1 |
| 2897 | Sara Ibarra | 2/7/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Central Expressway Corridor design as proposed by TxDOT. Thank you for your consideration of this request. | See Comment #8 |
| 2898 | Sara Maxwell | 1/4/2023 | Email | Do not widen/ho build | I feel extremely strongly that eliminating that widening to 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 millions of commuters 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 higher cost. 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. In fact, it's a cruel deal in the face to the people of Austin and any politician who supports this will be seen for what they are - wanting against the people of Austin. You will not get out support. The best solution is to put the highway underground, as proposed previously, or to just leave it alone. Since you need a good idea, then I can only support option 3, no change at all. Again, widening the highway is a very idea that will only hurt people with too little gain to justify the expense. It will ultimately have. Please, please, don't waste money!!!! | See Comment #5 |
| 2899 | Sara Roman | 1/31/2023 | McCluEx WebSite-Comment Form | 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 | Sarahbeth Lewis | | | Do not widen/ho build | Multi335 Program Manager Tommy Ahlrig. Hi Tom is Sarahbeth Lewis, a resident of the Westmore neighborhood of Southwest Austin. I am writing to say I OPPOSE TxDOT's plans for I35 and I don't support expansion. I don't want us to become Houston. Please all been there? Solid concrete. I TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the road, 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 see with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 20 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 respect TxDOT, Austin City Council, and other representatives to stand up for me. | See Comment #5 |
| | | | | Community Alternatives | I am FOR the Redesign proposal | See Comment #4 |
| | | | | Reverts to I-30 | Reimagining another highway such as SR 130 as an interstate, a boulevard going through town, or a public transit-first project. | See Comment #3 |
| 2901 | Sarah Anderson | 2/10/2023 | Email | Do not widen/ho 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 I was expanding. The traffic would be worse at the highway and around the city. The 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 throughfare and a way to bypass the city. | See Comment #5 |
| 2902 | Sarah Arvey | 2/9/2023 | My Area I Live In | Do not widen/ho build | I do not want this project to happen. We do not need to invest in more lanes on I35. 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 | | | Do not widen/ho build | Multi335 Program Manager Tommy Ahlrig. 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 expanse 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 |
| | | | | Lateness/Induced Demand | It encourages more driving and worsens congestion. | See Comment #18 |
| | | | | Public transit/Multimodal/dedicated transportation | Public transit systems are a much more worthwhile investment. My social circles and I do not use I-35 for local travel. 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 |
| 2904 | Sarah Beck | | McCluEx WebSite-Comment Form | Do not widen/ho 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 expanse and expanding highways doesn't work, all of which disproportionately impact low income communities and people of color. | See Comment #5 |
| | | | | Lateness/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/dedicated transportation | Public transit systems are a much more worthwhile investment. My social circles and I do not use I-35 for local travel. 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 | 2/22/2023 | VOH | Do not widen/ho build | I oppose expanding I-35. | See Comment #5 |
| | | | | Lateness/Induced Demand | No 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/dedicated 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 |
| 2908 | Sarah Brooks | | McCluEx WebSite-Comment Form | 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) increased carpool carpool (3) increasing traffic flow for buses (4) getting out of our ridiculous but toll road contracts (5) taking feedback from the public and doing something about it I know you may think I'm some snobby 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 designed to drive us, and I actively avoid taking it because of all the crazy drives, short entrance ramps and ridiculous amount of I-35 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 I-35 wheelers to take tollroads for a reduced fee, and clear them off the main highway. | See Comment #18 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Responses |
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| | | | | Multimodal transportation | Great 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 bad you could make the transportation in our city. Have you been to Europe? It is 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 | 1/18/2023 | MyCUEx Website-Comment Form | Regional connectivity | We need high speed rail, not more lanes of traffic. Expanding I35 without better infrastructure for car-pool lanes 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 weeks. | See comment #1 |
| 2908 | Sarah Chermila | 3/7/2023 | Email | Air Quality/Climate Change | <p>Mobile35 Program Manager Tommy Almag. Hello,</p> <p>I have been a resident of Austin for 8 years and I feel strongly that plans to expand I35 are taking Austin in the wrong direction. This is a rapidly growing city with an astronomically thriving downtown area and it is totally backwards to have an interstate highway splitting the heart of the city. I spent \$8 Billion to expand that highway is a poor investment that will do nothing 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 I-82, that avoid the downtown area.</p> <p>In particular, I was disappointed to see the very limited evaluation of air pollution impacts of the I35 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 I35 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 road miles around a higher volume of traffic these elevated concentrations directly with residents of lower socioeconomic status and is also near many schools and daycare facilities, exposing children to particularly vulnerable populations 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 air quality evaluation in the environmental assessment was carbon monoxide. The evaluation did not consider exposure of vulnerable or marginalized communities. That is simply insufficient, in the request of the city council to include ongoing monitoring of air pollutants, including PM2.5, near I35 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.</p> | See Comment #18 |
| 2909 | Sarah Clewath | | | Easy/Wheel Connectivity | <p>Mobile35 Program Manager Tommy Almag. Hello,</p> <p>Thank you for your letter regarding this issue.</p> <p>I live less than a mile from 35. My home and neighborhood will be greatly impacted by this expansion.</p> <p>I35 has historically divide the east side and the west side. I would love to see it replaced with something and we could join west Austin and become part of central.</p> <p>I35 offers more growth, and more traffic snarling around the city instead of traveling 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 still need to cross a 20 lane hwy. This project hit our downtown square and destroy our neighborhood.</p> | See Comment #20 |
| | | | | Community alternatives | Please consider lifting the toll on I 35, making 25 a boulevard and connecting back to 35 south of town. Thank you for your consideration | See Comment #4 |
| 2910 | Sarah Dearing | | | Do not widen/ho build out | <p>Mobile35 Program Manager Tommy Almag. Hello,</p> <p>I am a resident of the Austin area and work in south Austin. I OPPOSE TxDOT's plans for I35 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.</p> <p>I don't want to use an interstates highway for my local trips.</p> <p>I respect TxDOT, Austin City Council, and other representatives to stand up for me.</p> | See Comment #5 |
| | | | | Community Alternatives | I am FOR: The Better35 proposal. | See Comment #4 |
| | | | | Route to I30 | reintegrating another highway such as SR 130 as an interstate, a boulevard going through town | See Comment #3 |
| | | | | Lane/Induced Demand | I also believe that the toll needs if made public would help relieve the congestion along the 35 corridor. Once the toll is paid off just makes it a public road. TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway networks, 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 | Route to I30 | 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 SR 130? The tolls would have to be implemented and by TxDOT or others. But, such a trial might show that I35 doesn't need all the expansion currently planned for it. If SR 130 were to become the SR 35 bypass or main corridor, leaving the current I35 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 SR 130. It seems like unreasonable planning to not do this. Can you explain? Thank you. S.S. Please email: Woodford.Aust1 | See comment #3 |
| 2912 | Sarah Eastman | 1/18/2023 | MyCUEx Website-Comment Form | Regional connectivity | Highway expansion can only accommodate so much. TxDOT should consider rail options connecting TX major cities including reusing 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 | My site I, Cu, nm, etc | Do not widen/ho build out | I am a Helving audiophile who has less than a block from the 26 Bridge between 512 and airport. I have never driven a car I used to have a motorcycle and I really walk and ride the bus to get around. I have been impacted by traffic because I have seen it get worse and worse and more people drive, less motorcycles. I live less than 2.8 mi from my store and sometimes at the Mueller shopping center but it takes 20+ minutes to walk there :(, of the irony that is I35. 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 know running here, and without any walkable alternatives that don't involve driving. I don't see how any additional lanes, even HOV lanes, will improve how long it takes to drive. Please don't spend \$5 B to make traffic worse. | See Comment #5 |
| 2914 | Sarah Galloway | | | Do not widen/ho build out | <p>Mobile35 Program Manager Tommy Almag. Hello,</p> <p>The expansion of I-35 would not benefit our community in any way. I am very opposed to the expansion of I-35.</p> | 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) for water in Austin. | See Comment #34 |
| 2915 | Sarah Gerson | | | Do not widen/ho build out | 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 | | | Do not widen/ho build out | <p>Mobile35 Program Manager Tommy Almag. Hello,</p> <p>Please work to make a safer and more equitable Austin by not expanding 35.</p> | See Comment #5 |
| | | | | Bike/ped safety | I am a resident of Austin, 35 runs like train 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 | | | Lane/Induced Demand | <p>Mobile35 Program Manager Tommy Almag. Hello,</p> <p>My name is Sarah and I'm 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.</p> | See Comment #18 |
| | | | | Air Quality/noise | pollution from the wear, and the failure of almost all highway expansions. | See Comment #34 |
| 2918 | Sarah Jo Wagner | 1/20/2023 | MyCUEx Website-Comment Form | Regional connectivity | I'm writing to ask that TxDOT not expand I35 and instead reuse 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 return. 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. Warkins | 1/21/2023 | Email | General Support | Dear Chairman Sugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Spine of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 2920 | Sarah Lavecca | | | Easy/Wheel Connectivity | Mr. TxDOT TxDOT, You all already are doing so much damage on Oak Hill I oppose expanding I35. 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 #305 |
| | | | | 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 #24 |
| | | | | Community Alternatives | I want community alternatives to expansion, including Reconnect Austin and Better35, 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 Landon | 3/7/2023 | Email | Do not widen/ho build out | <p>Mobile35 Program Manager Tommy Almag. Hello,</p> <p>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 10% of GDP INSTEAD MONEY to government contractors and builders. This is only about money--not logic, or common sense because of research that is not logical or helpful. I don't want to use an interstate highway for my local trips. I need I-610, and even better I-610 know does as well. Expanding I-610 only going to cause 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.</p> <p>I respect TxDOT, Austin City Council, and other representatives to stand up for me.</p> | See Comment #5 |

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| 2922 | Sarah Luck | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahlrig. I am a resident of Champness in Austin, TX I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am tired of using this highway for road 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 suburbs. Expanding I-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.</p> | See Comment #5 |
| | | | | Air Quality/Noise | bringing with it all kinds of pollution, unsafe conditions, energy expenses, and worst of all, dividing our city. | See Comment #34 |
| | | | | Route to I-30 | 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 alive 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 Mig | 1/18/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | McCOMB Website Comment Form | 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 limits. 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 attract Travis Heights Elementary. This school is an important part of our community. Every time the connection to Travis Heights, we lead to us coming 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 signify 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 appreciate you looking out for the welfare of Austin residents. | See Comment #298 |
| 2925 | Sarah Noelen | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahlrig. I live in east Austin and oppose to date expansion plan for I-35. Obviously it's going to be a nightmare of construction for many years, and will decimate neighborhoods and businesses in the process. Further dividing the city and adding more congestion is clearly not the answer. Let's find another way!</p> | See Comment #5 |
| | | | | Route to I-30 | I recommend lifting the tolls on an I-30 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 |
| | | | | Community Alternatives | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 |
| 2926 | Sarah Palley | 3/6/2023 | Email | General Support | | |
| 2927 | Sarah Simmons | 1/8/2023 | McCOMB Website Comment Form | Public transit/Multimodal transportation | What is the plan for mitigating traffic issues during construction? There is a lot of us that live off of 35 are worried about road congestion, especially south since the area has been built up significantly but the roadways (at least) have not caught up. I would prefer to see a significant investment in public transportation. Further, I-35 shippers should no longer be allowed on 35 through Austin. They should be forced to exit to the highway 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 | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahlrig. The I-35 expansion plan is based in greed, excessive traffic design and should be discarded. This is a fraudulent use of tax payer dollars.</p> | See Comment #5 |
| | | | | Labor/Inbound Demand | New / more lanes will only generate more traffic. | See Comment #18 |
| | | | | Public transit/Multimodal transportation | Texas 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 | 3/8/2023 | Email | Shop and safety | <p>Multi35 Program Manager Tommy Ahlrig. 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 I-35 plan. This will have an impact on our economy and the health and happiness of our current and future citizens.</p> | See Comment #30 |
| 2930 | Sarah Spofford | | | Do not widen/ho build | <p>No 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 alternate highway to get around the city is horrible for the city.</p> | See Comment #5 |
| | | | | Community alternatives | I want community alternatives to be fully studied (including rethru35). At the very least, don't make it worse by expanding. I know that these emails don't mean anything and I'd still do what I want, but making my voice heard is the least I can do. Stop running our city with highways, give us a nice place to live instead. | See Comment #4 |
| 2931 | Sarah Stockton | | | Community alternatives | <p>No 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.</p> | 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 | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahlrig. I am a resident of Austin, TX, and live a few blocks from I-35. I don't understand why you're trying to expand the highway. There is a great deal of green space in the neighborhoods around I-35 and expanding it is not best for the air and water in those areas.</p> | See Comment #5 |
| | | | | Public transit/Multimodal transportation | There's traffic in Austin, but there are so many other ways of solving the issue, and this city is already on its way to addressing these other ways by expanding public transportation. | See Comment #13 |
| | | | | Labor/Inbound 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 Wessell | 1/12/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform 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 | Saraham Egelbarbam | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahlrig. 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 spent by a commuter in traffic. I OPPOSE this I-35 expansion plan. And 10 years of construction for a "trough" relief for few drivers is not worth the hassle.</p> | See Comment #5 |
| | | | | Route to I-30 | And may be some of this money can be used to reduce some of the traffic congestion, by making I-30 toll free for 18-wheelers to bypass Austin without extra cost. We are late and need to invest focus on equipping a complete public transit solution for Austin. | See Comment #3 |
| | | | | Public transit/Multimodal transportation | We should be focusing on policy changes that would help funds to not have to come so far - dependable public transit, allow multi-family homes, | See Comment #13 |
| | | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Ahlrig. I am a former and resident of Austin. I do not support expanding I-35 and contributing to additional highway use. The widening of I-35 in downtown east Austin to begin with, under no pretense, did not solve the problem of traffic. It only shifted 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. Indisputably, this plan has more in public and safety concerns, where the big players in the construction project have influence over decision makers in some capacity. I will be interested to see who else the work of this project once it is set 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 concerns. Please don't do this.</p> | See Comment #5 |
| 2935 | Sarah Burgess | | | Public transit/Multimodal transportation | Money would be better spent supporting public transit, trails, fixing current streets, | See Comment #13 |

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| | | | | Revenue to I-35 | renovating current streets, etc. | See Comment #3 |
| 2938 | Sasha West | | VGH | Do not widen/ho 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 gases. 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 by the part of climate change effects on coastal areas. | See Comment #34 |
| | | | | Business/residential displacement | I do not want north to use eminent domain to move families and businesses, to send 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 | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | | 3/7/2023 | McCauley Website-Comment Form | Do not widen/ho build | I'm begging you, do not add lanes to I-35. It will NOT improve traffic and we know this for a fact: https://www.researchgate.net/publication/335348229_Changing_the_Intended_Vehicle_Travel_Dist_Between_Research_and_Practice https://www.researchgate.net/publication/351232717_car_105_8_2616 . Please, we have to reduce car dependence. Choose evidence-based methods, not this. | See Comment #5 |
| 2939 | Sayon Kamali | 1/31/2023 | McCauley Website-Comment Form | 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 tourist 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 | Do not widen/ho build | TxDOT's plan for the expansion of I-35 in Central 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 |
| 2941 | Schuyler Costello | | | Do not widen/ho build | No 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/Inbound 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 | | VGH | Do not widen/ho 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/Inbound 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 | Scott Friedman | 3/7/2023 | McCauley Website-Comment Form | Wildfire | 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 | Scott Krieger | 3/6/2023 | McCauley Website-Comment Form | 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 notoriously ranked as the 25th 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 | McCauley Website-Comment Form | 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 | General Support | Please proceed with the improvements as planned. The current I-35 is a congested right-of-way that is inadequate for today's vehicle load. Sent from my iPhone | See Comment #8 |
| 2947 | Scott Chapman | 2/12/2023 | McCauley Website-Comment Form | Do not widen/ho 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 Elder | 3/7/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Elder | 3/7/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | | | Do not widen/ho build | Mid635 Program Manager Tommy Altrapp. I oppose expanding I-35 using TxDOT's current plan. Since it seems the TxDOT has already made up its 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, the Gov't won't the State just claim overriding us with this proposal that I doubt many residents want. Empower downtown and East Austin back together again. Live a beautiful European walkable city. Public transport walking its way along boulevards and parks. People out cycling and walking. Encouraging 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 two 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 |
| | | | | Revenue to I-35 | Renovating I-35 along I-35 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 | McCauley Website-Comment Form | Do not widen/ho build | I am against TxDOT's plans to expand I-35, 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 | McCauley Website-Comment Form | General Support | This project would be a step forward in connecting the 2 major cities as increasing population grows in the "Austinian" area. | See Comment #8 |
| 2954 | Scott Hendrix | 2/24/2023 | VGH | General Support | Top priority for redesign of I-35 should be better accommodation of north-south vehicular traffic through and across 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 those such as "cap and close" should be secondary to the redesign. | See Comment #8 |

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| 2055 | Scott White | | | Do Not Withdraw Yet | <p>Near 135 Capital Express Center. Re: 135 Capital Express Center. Draft Environmental Impact Statement Thank you for the opportunity to comment on the proposed 135 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 finalizing 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 located in non-attainment for PM 2.5 and we 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 FES 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 case in regional data. The non-attainment real impacts of the project we need meaningful air quality monitoring all along the 135 corridor in Austin to collect data beginning now, during construction, and after. And if 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.</p> | See Comment #5 |
| | | | | | <p>Near 135 Capital Express Center. Re: 135 Capital Express Center. Draft Environmental Impact Statement Thank you for the transformation work over the last several years at the Texas Department of Transportation to adopt a safety 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 necessarily 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 AAM Transportation Institute congestion methodology. The Texas Transportation Commission Minute Order 115483 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 programs 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 the 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 cost/benefit analysis 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 umbrella, 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.</p> | See Comment #5 |
| 2068 | Sean | 1/31/2023 | M/C&E Website-Comment Form | Public transit/Multimodal transportation | <p>Near 135 Capital Express Center. Re: 135 Capital Express Center. Draft Environmental Impact Statement Dear Governor Abbott and other District Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed 135 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 AAM Transportation Institute on the MetroR35 and Reopened 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 ITI study purporting to show the "gridiron" of cut through traffic in no way considered the actual reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle mile traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. Through the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears to have been done in this draft EIS. There is clear community support for both the MetroR35 and Reopened Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the ITI study was interesting, it is no way a replacement for thoroughly analyzing MetroR35 and Reopened Austin in the EIS and TxDOT failed to provide any reasonable argument for why to fail to meaningfully consider these alternatives. Please use the ignore analysis found throughout thousands of pages of EIS on the MetroR35 and Reopened 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.</p> | See Comment #13 |
| 2067 | Sean Clark | 2/12/2023 | VGH | Do not widen/hoist | <p>Do not expand the freeway. We don't need more roads. We need more public transportation and bike lanes.</p> | See Comment #5 |
| 2066 | Sean Hutchins | | | <p>MetroR35 Program Manager Tommy Horgan. 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 stress or worse. The same TxDOT tactics of this phenomenon of induced demand, and yet to still be burning ahead with a project that will not provide any of the suggested solutions, but will add years of construction delays and inconveniences.</p> <p>Air quality/climate change Add more pollution and car traffic through downtown Austin, and encourage more car-centric urban sprawl. The one effective means of reducing traffic congestion is an urban setting one those of other modes of transit. The billions spent on this induced 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 135 through downtown Austin, since it will not solve traffic and will increase noise and pollution.</p> | See Comment #18 | |
| 2069 | Sean Griffin | 3/7/2023 | VGH | East/west connectivity | <p>The preferred design and its draft environmental impact statement are excellent and poorly executed. Specifically, the impact to the north central region is particularly negative, while the preferred alternative would not improve traffic and mobility for those of us who live and work here. Equivocal mobility is severely hindered, with pedestrian, bicycle, and vehicular crossings rendered inaccessible by agents. What's more, the overall width of the project needlessly gutters up valuable property with buffer cars and displaced storefront residents and businesses in ways that are not fully accounted for in the EIS. As just one example, Equinox at Arroyo, 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 the 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 S. 20th and Wilson Blvd/42nd St, the creation 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.</p> | See Comment #20 |
| 2070 | Sean Haney | | | Do not widen/hoist | <p>MetroR35 Program Manager Tommy Horgan. I am writing to OPPOSE the current plans out forward by TxDOT to expand 135 in Austin. I am FOR a revamp of 135 that prioritizes the following: 1. Removal of road lanes on 135 in Austin. 2. Increasing the number of gaps, or removal of road surface along the current 135 right-of-way. The first and foremost priority should be diverting traffic away from 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 283. The current footprint of 135 should prioritize local trips - not just by car, but also by bus, bike, walking, and possibly train. This should involve surface boulevard (whether removing the highway altogether, or burying the highway underneath) with interchanges with cross streets containing crosswalks that encourage the speed 15 MPH or lower. If an interstate highway lanes MUST be present in their current footprint, then the biggest priority should be to move interstates through traffic to/out of Austin as efficiently as possible, while prioritizing the frontage roads locally in an at-grade boulevard form for local trips. This means removing road ends from the viaducts at Central Austin. Keep the ends at Riverside Drive, Cesar Chavez St, M.K. & Blue, and Airport Boulevard, and remove every other entrance to the interstate main lanes. The "managed lanes" should either be removed, OR have no exits between Ben White Blvd. and JCCO200 (so that they can be used as free express lanes). By removing the number of exit/entrance ramps, AND not expanding the number of lanes, this would have several benefits: 1. Smaller right-of-way footprint, allowing the State to off very valuable parcels to development. 2. The reduced number of ramps would require fewer tunnels and overpasses, which would bring down the project cost significantly. 3. The reduced footprint would allow for more substantial gaps. For example, a gap running from Cesar Chavez to M.K. and another running from Manor Road to 28th Street. **This would greatly improve public opinion toward the project** 4. 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 ends, and provide alternate modes of transportation other than car travel.</p> | See Comment #5 |
| | | | | Refuse to 130 | <p>1. A study to make SH-130 toll-free so that through-traffic can be rerouted along that route.</p> | See Comment #3 |
| | | | | Business/residential displacement | <p>1. Smaller project footprint, reducing the need to use eminent domain & displace homes and businesses</p> | See Comment #21 |
| | | | | Public transit/Multimodal transportation | <p>4. An increased emphasis on public transit and alternate transit modes along the 135 right-of-way, including light rail, rapid bus lanes, and bike lanes. The current plan to expand 135 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 driver panic. The proposed expansion plan introduces MORE areas where lanes increase/decrease in length, as well as keep the same number of exits/obstacles, 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.</p> | See Comment #13 |
| 2071 | Sean Holcomb | 1/13/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 2072 | Sean Hutchins | 1/31/2023 | M/C&E Website-Comment Form | Regional connectivity | <p>We are open a 3000 section either before or after and it will give us to HOV3, HOV4, slow a backdraft. 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 to "pave"</p> | See comment #1 |
| 2073 | Sean Jimenez | 1/31/2023 | M/C&E Website-Comment Form | Regional connectivity | <p>This transit opportunity is long overdue</p> | See comment #1 |

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| 2974 | Sean McManis | 1/18/2023 | MyCityOf Austin Comment Form | Regional connectivity | Please more 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 wish the bus from San Antonio to Austin for years until Texas State and CTRTS shut down that service, and would 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 | Smith Shivers | 3/7/2023 | MyCityOf Austin Comment Form | 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 | Do not widen/no build | Mobile35 Program Manager Tommy Aragon. 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. 125 hours of construction, it is not only expensive to increase amounts of pavement, 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 | MyCityOf Austin Comment Form | 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 value in Boston and Dallas Metropolitan District. Make it a transit park and open to Austin's existing greenbelt. This will lower traffic costs and set us 100% on developing housing or parks of it. We need to give folks a reason to come to Austin 15 years from now, when Austin will be just like the every other city in America with tall buildings. Thank you. | See Comment #25 |
| 2978 | Seth Lake | 2/9/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Lebow | 3/7/2023 | Email | Do not Widen/No Build | Mobile35 Program Manager Tommy Aragon. Hello, I work in our field, and I am impressed by TxDOT's thoughtfulness here. If there are any engineers at this public agency who take around the scientific method and rational thinking that 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 asking along the highway road flanking the I-35 right-of-way the only thing you know how to build is a highway you're not a good engineer. Showing what it's all we doing: either knowingly corrupt or ignorantly incompetent. I just want someone to know that they can be better by putting a stop to this. Or, if you have a concern, that's fine as well who doesn't care what is ruined. | See Comment #9 |
| 2980 | Seth Seth | | | Do not widen/no build | Mobile35 Program Manager Tommy Aragon. 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 those cities - Paris, Tokyo, New York, London, Boston, Mexico, etc. - none of them have ever had a highway running straight through the heart of the city. The failure of 20th century American planners has weighed heavily on our cities, and we cannot change the past. I urge the city council and the planners to not continue the harmful legacy of these plans. | See Comment #9 |
| | | | | Community Alternatives | Rather than expansion, let us use this time to build a far more sustainable, flexible, and dynamic transit corridor. Mobile35 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 designing local commuters to ignore 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 Straley | | | 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 increase 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 purchase 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 I-35 and U.S. 290 are at-grade. • Work with the North Loop, Redlight, and Windsor Park neighborhood associations to evaluate adding another full crossing sustainable, bike, and pedestrian lanes between I-35 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 | Public transit/Multimodal transportation | Mobile35 Program Manager Tommy Aragon. Less highway. More trains, and better use of funds. | See Comment #13 |
| 2983 | Shawn Davis | | | Lane/Induced Demand | Mobile35 Program Manager Tommy Aragon. 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 don't 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 one over people that need to use 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, which I don't share in the approach, which would 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 |
| | | | | Reverts to I-30 | 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 | Shane Martin | | | Do not widen/no build | No TxDOT TxDOT. I oppose expanding I-35 without also including biking, walking, and other options to connect the people of Austin. The I-35 has been 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 Mobile35, to be fully studied. Please find a better solution. | See Comment #4 |
| 2985 | Shandale Brown | 2/7/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Shandale Brown | See Comment #8 |
| 2988 | Shane | | MyCityOf Austin Comment Form | Racial justice | Several of the proposals from TxDOT shows a complete lack of understanding history and lasting lessons on how destructive interstate expansion is to the urban fabric of a city, its surrounding communities, its environment, and an understanding of modern urban design. Most of these proposals are concerning ROBERT HOODSON! You are being an open wound that was built to displace and disorient the historically majority minority neighborhoods of Austin and you are only asking that you, further disconnecting the city and its people. The only proposal I would consider as not despoiling backwards would be the cap and burning of I-35, ideally. | See Comment #3 |
| | | | | Reverts to I-30 | I would remain I-30 outside of the city center, perhaps along I-30 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 fill this neighborhood land with housing and mixed-use projects that can address the housing crisis in the Austin area. Also, you can turn the existing roadway into two lane boulevard with light rail and or rapid bus transit. Look at the freeway rebar being done in Rochester, NY as a prime example of WHAT to do with a freeway. | See comment #3 |
| 2987 | Shane Atkney | 1/30/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Atkney | See Comment #8 |
| 2988 | Shane Baabang | 3/7/2023 | MyCityOf Austin Comment Form | Do not Widen/No Build | Agree to I-35 expansion. | See Comment #5 |
| 2989 | Shannon Dalton | 3/7/2023 | MyCityOf Austin Comment Form | 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" I-35 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 get forward with the current I-35 plan. | See Comment #5 |
| | | | | Do not widen/no build | No 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 #9 |
| | | | | 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 propose you 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 Mobile35, to be fully studied and invested in. | See Comment #4 |

| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
|------|--------------------|---------------|-----------------------------|--|--|------------------|
| 2991 | Shannon May | 3/7/2023 | Email | Do not widen/hw build | <p>To the Staff of the Texas Department of Transportation:</p> <p>In writing to strongly support TxDOT's proposed "No Build" option for the I-35 expansion for the following reasons:</p> <ul style="list-style-type: none"> 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 highway would not eliminate congestion due to induced demand. TxDOT can improve highway safely 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 other sprawl, and hinder programs toward restricted goals of the Austin Climate and Equity Plan. In order to expand the highway, the project would confiscate land from business and residents near the right of way, disproportionately impacting small business and minority communities. Widening the highway with the limited connectivity, currently in Modified Build Alternative 2, would perpetuate sprawl, and worsen the demographic divide that lingers with the city's 9226 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. Ceasing the highway downtown does offer a monumental opportunity to reconnect our urban fabric and to substantially unite the widespread east-west barriers that I-35 represents today. In fact, the planned expansion across new barriers outside the downtown core. For example, 51st Street currently the only crossing in our area between Airport Blvd. and US-290, a distance of 2.5 miles. Although adequate when I-35 was originally planned, it is no longer sufficient due to the development of Austin's commercial and anticipated growth along the Report and Common Road corridors. These neighborhoods and communities—North Loop, Riegels, Steves, Highland, Mauller, 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 access to reach essential, such as employment, education, healthcare, and food. We rely on these corridors to connect with our families, friends, and neighbors. Our choices will need to be made not only for the benefit of those in our city who are the most vulnerable, those who have been jostled out and forgotten. This would be an unfortunate repeat of mistakes of the past that make the 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 to call for a substantial increase in east-west connections while allowing for even more significant efforts in the future as the means and methods of our city are strong with our population. We feel strongly that these connections be at grade, include ample space for pedestrians and bicycles, and connect streets that are designed in their own right, and access to transit facilities with our neighborhood goals. The addition of these crossings will also address the multiple fatalities which have happened along our stretch of US, further the goal of Vision Zero – the City of Austin's program to eliminate pedestrian fatalities on our roadways. For better or worse, the 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 writing 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, more 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 see 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 | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the US Capitol Express Center design as proposed by TxDOT. Thank you for your consideration of this request. Shannon Peterson Maxwell Locke & Rittor 403 Congress Avenue, Suite 2100, Austin, TX 78701 (Maxwell Locke & Rittor Tax Audit Transaction Advisory SOC MLAR Wealth Management SOC MLAR Wealth Management Corporate Network & 450a) Institutional #1 Best Mid-Size Accounting Firm Best Accounting Firm by Accounting.com</p> | See Comment #9 |
| 2993 | Shannon Vaughan | 2/7/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the US Capitol Express Center design as proposed by TxDOT. Thank you for your consideration of this request. Shannon Vaughan Residential Encore Assessor Heritage Title Company of Austin, Inc. 1900 W 9th Street Suite 1400 Austin, TX 78703 HeritageTitleAustin.com WIRE FRAUD WARNING: Due to increased use of email in wire fraud, Heritage Title Company must require wire instructions to be encrypted in a .doc file. COVID-19: Heritage Title Company respects your continuing right 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 USE OFFICES if you are testing it or 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. COVID-19: TxDOT will email and attach a package of information of Heritage Title Company of Austin, Inc. and 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 copies, disclosures, 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 [REDACTED] inside this email, and destroy all copies and any attachments. Thank you for your consideration.</p> | See Comment #8 |
| 2994 | Shania Tyson | 1/30/2023 | McAusE Website Comment Form | Regional connectivity | I would like to see more train service and light rail services to help with congestion of our highways instead of expanding them. | See comment #1 |
| 2995 | Sharon Baker | 3/7/2023 | Email | Do not widen/hw build | <p>I-35 running through Austin is a disgrace to the vibrancy of the city. There is a track 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 a 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</p> | See Comment #5 |
| 2996 | Sharon Lynch | | | Do not widen/hw build | <p>MultiModal Program Manager Tommy Alrapp,</p> <p>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 equidates that opportunity. I want to Houston frequently and use the Katy Freeway. A replica of that roadway is exactly what TxDOT proposes for Austin. Bringing the Katy Freeway to Austin will increase traffic congestion and all of its environmental and quality of life mitigating byproducts.</p> | See Comment #6; |
| | | | | Reroute to I-30 | <p>What would improve quality of life in Austin? Reroute a major interstate from the center of the city. Reroute into local traffic to the currently underused but already built I-30. Through the center of Austin, better than an expanded highway, building a backbone for local traffic with multiple transportation modes, green spaces and multi-modal transit. This would save many of the negative external costs affecting Austin and make our community safer and more vibrant. This would attract talent and business to Austin, an expanded highway will simply attract more traffic. We have a once opportunity to make a high impact in our city. If we allow the TxDOT plan to move forward that impact will be highly negative. TxDOT, Austin City Council, and other representatives: do the right thing for our capital city.</p> | See Comment #3 |
| 2997 | Sharon Mackenzie | 2/6/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the US Capitol Express Center design as proposed by TxDOT. Thank you for your consideration of this request. Sharon Mackenzie. Sent from my iPhone</p> | See Comment #8 |
| 2998 | Sharon Tai | 3/7/2023 | Email | Do not widen/hw build | <p>MultiModal Program Manager Tommy Alrapp,</p> <p>Hi, my name is Sharon Tai, a resident of Austin for 15+ years, and I live in 78725. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion.</p> | See Comment #5 |
| 2999 | Shawntel Brown | | | Do not widen/hw build | <p>MultiModal Program Manager Tommy Alrapp,</p> <p>The expansion of I-35 should not happen.</p> | 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 allow 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 | Shelia Morris | 2/8/2023 | My site Co | Business/residential displacement | Concerns over access to business for customers. *Questions regarding access temps, proposed HOV lane and noise* Discourse to end reference temps | See Comment #21. |
| 3001 | Shelia Morris | 2/8/2023 | Verbal Comment | Business/residential displacement | Questions and concerns. Just to access of the property and my business, 2403 South W 38. Questions regarding access temps, closures to rest, entrance, for business purposes. And also concerns about the proposed HOV lane and noises that will not actually be raised and level to the access road where the business is located. | See Comment #21 |
| 3002 | Shelia Pharis | | | Do not widen/hw build | <p>MultiModal Program Manager Tommy Alrapp,</p> <p>I am a resident of Austin.</p> <p>I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion.</p> <p>Highway expansion DOES NOT work. The recent 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.</p> <p>I don't want to use an interstate highway for my local trips.</p> <p>I expect TxDOT, Austin City Council, and other representatives to stand up for me.</p> <p>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.</p> | See Comment #5 |
| | | | | Label/Induced Demand | TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway networks, and its traffic modeling & flawed. | See Comment #18 |
| | | | | Public transit/Multimodal transportation | I am FOR a public transit/first project, etc. | See Comment #13 |
| 3003 | Shelby A. Shackley | 2/8/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the US Capitol Express Center design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 3004 | Shelby Faye | | | Do not widen/hw build | <p>Hi TxDOT TxDOT,</p> <p>Expanding I-35 is not a good idea for our community.</p> | See Comment #5 |
| | | | | Air Quality/climate change | Feasibility is consistently shown to be important for the residents of our community, and this will not only discourage walking and biking, but air 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 | McAusE Website Comment Form | General Support | I support and would like to see a rail system in San Antonio. | See Comment #9 |

| 3006 | Shelly M | | | Do not widen/ho build | Hi 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 #3 |
|------|---------------------------|---------------|-----------------------------|--|--|-------------------|
| | | | | Lateral/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 alternative | PLEASE invest in a strategic future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and MetroR35, 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 | | 3/7/2023 | Email | Do not widen/ho build | Hi, As 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 through downtown. Do not move forward with this, please. Shelly | See Comment #5 |
| 3008 | Shelly Orey | | | Do not widen/ho build | Hi, Thank you for your consideration preserving the uniqueness that these businesses, such as West China Tea, bring our city. | See Comment #5 |
| | | | | Business/relocation/dispacement | 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 | Shelly Orme | | My voice is our best asset | Mitigation | As 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 regulatory monarchs. Sand barriers can be dense vegetation. | See Comment #2358 |
| | | | | Do not widen/ho build | Diversify 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 spend in 10 years due to unanticipated population growth. Austin has several climate commitments to meet by 2030 and 2050 so 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 #9 |
| | | | | Air Quality/Noise | Please provide dashboards. Environmental justice concerns should weigh more heavily in this decision. Displacing families and increasing it is acceptable under the assumption gentrification would happen anyway is negligent on the city's part. The climate analysis is also lacking. By not considering the GHG to produce 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 unrealistic 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 responses to our city and should not be an afterthought. | See Comment #34 |
| 3010 | Sheldon J Sandbakhaus | 1/25/2023 | MyCuEq Website-Comment Form | Do not widen/ho build | I oppose I-35 expansion. More lanes will just cause more traffic and separate downtown from east austin. | See Comment #5 |
| 3011 | Shelly Dock | 1/12/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | | MyCuEq Website-Comment Form | East/west connectivity | This is regarding the planned changes for I-35 between 2900 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 |
| | | | | Blue/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 | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 |
| 3014 | Shikhar Shah | | | Do not widen/ho build | Moist35 Program Manager Tommy Aragon, 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 experiences and lessons from history that prove this. Expansion is a WASTE of money. Spend that money a better way. | See Comment #5 |
| | | | | Public transit/Multimodal transportation | Focus on public transportation. THROU 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 buses. We can use trains. We don't need more lanes. Hope my representatives do their damn job and REPRESENT ME as well as to be represented. That's why you were voted in. The people don't want this. We want public transport. DON'T EXPAND I35. | See Comment #13 |
| 3015 | Shon Shaban | 3/1/2023 | Email | Do not widen/ho build | Moist35 Program Manager Tommy Aragon, We've seen what happens to cities that give up 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 health. We should be discussing forward thinking solutions to get 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 save the least our roads are already stressed under. For both such a forward thinking city, we have an opportunity to not fall in the same downward spiral 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've already dealt with horrendous traffic. Expanding highways will assure our future to be adding in traffic for decades to come. Do we really want to go down that road? | See Comment #5 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| 3016 | | 1/25/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Austin Group | 1/4/2023 | Email | Rebutal to I30 | It will be good to reduce road during and after construction to designing SR 45 Toll BE to SR 120 as I35 through traffic. The widening I30 through Austin should be redesigned as I295 for local traffic. Redesigning of I29 was done during the rebuilding of I35 through central San Antonio in the 80s. Back then I29 was not constructed with I20 lanes to reduce through traffic in construction zone. Sincerely, Sid The San Austin Group Sent via the Samsung Galaxy S20 FE 5G, an AT&T 5G smartphone Get Outlook for Android | See comment #3 |
| 3018 | Siera Miranda | | | Do not widen/ho build | Moist35 Program Manager Tommy Aragon, 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 a benefit non-local drivers that live 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 |
| | | | | Lateral/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 | Siem Cornelius | 1/20/2023 | MyCuEq Website-Comment Form | Lateral/Induced Demand | Why are we not pushing for solutions that decrease the number of cars on the road? Why is TxDOT so set in an adding lanes to I35 when it is known 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 funding light rail, trains, and other forms of public transportation. | See Comment #18 |
| | | | | Do not widen/ho build | Widening I35 seems to be a solution from a stakeholder 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 I35's congestion. If this is indeed where things are heading though, it's imperative that the city not let further sprawl occur. CapMetro SR 45 and other alternatives to create newly road help solve 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.dot.state.tx.us/projects/45_north_moving.aspx) | See Comment #25 |
| 3020 | Siem Hamanick | 3/7/2023 | VGH | Buy/rental | | |
| 3021 | Sivan Valencia | | VGH | Do not widen/ho 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 widening our taxpayers money in outdated solutions. | See Comment #5 |
| | | | | Community alternative | Instead the only options that really benefit the community and have proven benefits for quality of life around the world are those proposed by MetroR35 and reconnected 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 |
| | | | | Do not widen/ho build | Hi 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 engulfs 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 properly sited, developed highways. People don't want highways as neighbors because living with a highway is awful. We all know it. Yet TxDOT insists on honoring 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://enr.com/story/2022/02/21/ranking-list. | See Comment #5 |

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| 3022 | Steven Wassman | | | | <p>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 collisions and fatalities, a problem that gets worse and worse every day in the children's driving behavior by phone seat belt use, even buckle-free, which has a protective impact, most pedestrians and cyclists are over by trucks so but 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. We're not at a TxDOT stand-up for what is obviously in the public interest?</p> <p>Land Use/Industrial 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.</p> <p>Business/residential displacement But there are better ways to move people around it that do not involve cutting a huge and highly 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'd almost be worried about the roads, and</p> <p>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 grow, and it is important to plan for the local transit needs. I support that strongly.</p> | See Comment #34 |
| 3023 | Shirone Saitoh | | MyCUE's Website Comment Form | <p>Do not widen/ho build I live in Cherrywood, a neighborhood that is just east of I35 and my child attends Escuela 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.</p> <p>Business/residential displacement The proposed plan will force Escuela to close or relocate. Escuela has been an institution in Austin for years and a special part of Austin's community. Daycare networks have been hit hard by covid and now a workforce crisis. Escuela has had high teacher turnover for the past several years 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 daycare may have to shut its doors permanently.</p> <p>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 makes it easier for many people to commute to work and reduce traffic. I hope personally that a cap would allow my family to take to good places we go without needing to drive. Please reconsider the design as they impact Cherrywood and Escuelita. Please consider a cap to better serve the Eastside of Austin.</p> | See Comment #5 See Comment #21 See Comment #42 | |
| 3024 | Stian Djupagrum | | | <p>Do not widen/ho build Mobility35 Program Funding Allocation. 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.</p> <p>Air quality/climate change do not contribute to the destruction of the planet and the degradation of our city.</p> <p>Community alternatives Please listen to the proposal from the Northlink organization.</p> | See Comment #5 See Comment #18 See Comment #4 | |
| | | | | <p>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. While in reality, metrics of a community should be based on enhancing the quality of life. For instance, metrics could consider how NOT to increase 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 widening and barrel highway, and road maintenance, not even in a lifetime chance to do our part for global climate change in NOT lost. Land Use Compact, Connected, and Rubbed 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 linking the freeway and capping it through downtown, the Medical District, and the University of Texas, and by combining access roads into a cobbled 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 low recurrent tax. That bond would be easily paid off in less than 20 years, and the investments would flow from the bank forever. The tax base could provide for all forms of community enhancement: parks, playgrounds, schools, and Street 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.</p> <p>Do not widen/ho build</p> | See Comment #5 | |
| | | | | <p>Meaning The Rest #1 THE US Report contained a number of good ideas, already recommended by RECONNECT AUSTIN. First, is to tax increased financing mechanism (IF). Second, is to expand the zone beyond the existing ROW where values range from \$0 dollars currently to billions in the future. Third, use an expanded IF zone over the existing Water Creek IF to pay off the original bond used to create the Water Creek tunnel. However, there are a number of issues missing with the TxDOT/USL proposal. There is NO information of all regarding the structural status configuration of the two remaining proposed "alternatives" despite their claims to have "fully balanced plans." RECONNECT AUSTIN offers a clear simple solution to ALL structural conditions. Meaning The Rest #2 TxDOT/USL's proposals make no mention of 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 rebuilt process. RECONNECT AUSTIN economic balancing an earlier TxDOT proposal which was to utilize designations between I-35 and SR130 and make SR130 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 for service to pedestrian and bicycle facilities as well as emergency services planning with no details offered. "Community Created Alternatives" 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 solution is:</p> | See Comment #4 | |
| | | | | <p>Parks...Really? TxDOT shows us photos of Kyle 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 taxes. One of the most important travel parks in the US is being completely 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".</p> | See Comment #150 | |
| 3025 | Stellar Black | | | | Responses | |
| | | | | <p>Ernst Copy Chair Mayor and Council. As TxDOT pushes hard to open 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 intractable 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 have TxDOT's plan to push their unacceptable proposal forward, we the citizens will then be faced with another 10 year disaster that prevents I-35, and it will be under, faster, and a more dangerous barrier. On the other hand, we are offered the "no-build option" when 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 construction cheerleaders, again. Imagine the wasted potential, time, energy, and money that follows... Several great middle-ground proposals that save the city's current I-35 dilemma without destroying the city have been put forth by concerned citizens, but TxDOT simply will not listen or 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 Stellar's Black File Folder Summary, appendix F) is a compilation of a few of the most egregious failures.Regrets.</p> | See Comment #5 | |
| | | | | <p>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.</p> <p>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 establish 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 \$4.6 billion. 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.</p> <p>2. AFFORDABLE HOUSING AND MARKET RATE HOUSING. Affordable housing has emerged as a significant priority for the City of Austin. Reconnect Austin will create 4,000 more housing units in the downtown stretch of I-35. Up to 1,000 of these units could be affordable. These units would be located adjacent 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.</p> | See Comment #5 | |

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| 3026 | Stictor Black | | | Reverts to I-35 | There was a previous proposal by TxDOT itself to switch the designation between I-35 and SH 135. This would require the bus lanes to travel around Austin rather than through it. The rest of 18-wheelers that we saw 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 \$2.4 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 reconnect Austin concept includes keeping the floodwaters generated by I-35 within the freeway corridor underground vaults. 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, light rail and 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/route of way for buses which could easily be converted to a more efficient rail system in the future. That path through the central city from Airport Blvd to Lakeland Lake could be underground on the centerline of the urban freeway using stations previously created for commuter buses. | See Comment #4 |
| | | | | Do not widen/ho build | Seven Steps to a Prosperous Future for Austin & Central Texas Proposed by Stictor Black F&A Followed is a list of the elements that would improve the overall design of a reconnected 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 Malby St. to the north of Airport Blvd. in a narrow ROW of 204 ft. 2. Combine the frontage roads into one 2-way boulevard and place it directly above the main lanes below. Remove all truck traffic from the urban core to SH135. 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 partial ramps to and from all major east/west existing roads. 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 sets to the existing east/west street about one-half a block away from the boulevard much the better with the 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 2 counties of Central Texas can only be solved by a reconnection to | See Comment #5 |
| | | | | Do not widen/ho build | The numerous failures of the U.S. urban freeway are by now clearly documented. From the socially motivated location decisions of the 1950s to the very present-day mega-rebuilding projects. The obvious contrast 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 promote 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. 13. Fully understand "THE BARRIERS EFFECT" - one only needs to look at the existing highway system and notice the number of signs 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 |

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| 3027 | Stictor Black | | | Do not widen/ho 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 |
| | | | | Reverts to I-35 | Moving the trucks to SH 135, since it is obvious that they will need to move somewhere during 10 years of construction. | See comment #3 |
| | | | | Capex/Deck Plaza | 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 |

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| 3028 | Stictor Black | 2/14/2023 | Email | 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 |
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| | | | | 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 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 | Stictor Black | 2/20/2023 | Email | Construction | WHAT IS TO BE DONE? A. TxDOT must address a minimum northbound 25 access points in downtown, south of Cedar 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 Cedar Chavez Streets. B. TxDOT's environmental impact statement studies traffic almost entirely on I-35 itself, with scant consideration to traffic changes and impacts to side, on roads in surrounding areas. TxDOT must consider traffic externalities, which are the impacts to traffic from its project on surrounding areas and their growth in surrounding areas on its project. C. TxDOT considers traffic and so built conditions only before its project starts. How after it is done. TxDOT must consider then disclose how conditions will be during the six years of construction. How and where will construction get staged, how often, for how long and how it will be staged, and how all road closures be communicated with the local communities and the City of Austin? What is the TxDOT plan for minimizing harm to the community during the reconstruction 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 Cedar Chavez right when TxDOT rebuilds Cedar 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. E. Planning must recognize that the Rainey District is undergoing unprecedented growth right across in the middle of all three mega projects. 5.5K vehicle, doubling of Convention Center, Project Connect on Cedar Chavez. Most Rainey District traffic enters and leaves at the intersection of Red River and Cedar Chavez Streets. Almost all the remainder of the Rainey traffic enters/leaves at River Street/I-35, which will undergo years of extensive road work and bridge building by TxDOT. Many thousands of Rainey Street residents are likely to be entangled even under the best of circumstances. | See Comment #178 |
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| 3030 | Stictor Black | 2/27/2023 | Email | Reverts to I-35 | TRUCKS OUT OF THE WAY TxDOT itself as 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 "designated switch". Since the onerous federal regulations apply to I-35 and not apply to SH 135. This change in designation to allow the trucks which are currently labeled on SH 135 to get to use the new I-35 (and SH 280) for flow and could be labeled on SH 135 (the old I-35). This immediate solution to a huge problem was given as soon as it was announced. Now with the I-35 corridor threatened by 8 to 10 years of massive widening makes it abundantly clear that the trucks must go. There would be no reason to bring them back the next day after construction is completed. TxDOT should be required to manufacture their climate regarding safety, speed, geometry, and that of their proposed with trucks versus without trucks. In the council work session last week in which Resolution #44 plus amendments was proposed and approved 15-1, we heard many public opinions regarding the many failures and inadequacies of current TxDOT plans. One stand-out issue highlighted 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 developed lot lengths. The FHWA disagrees on the basis of facts. The car requirement of a truck depends on many factors. Length, weight, horsepower, speed, and grade of the roadway. Worst case scenario the development 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 |
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| 3031 | Sincilar Black | | | | <p>How Much of Your Tax Money Can TxDOT Waste with Their Bad Ideas? Written by Sincilar Black F&A</p> <p>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 practices for the corridor. Many great things came out of that effort, including a recommendation by ULI to implement a TIF zone over the ROW and adjacent land.</p> <p>In 2021, The Texas Transportation Institute (TTI) studied other cases in Texas to calculate the actual cost of constructing a cap, finding that current cases in Texas cost \$375.00/lin. ft.</p> <p>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 sub-questions:</p> <ol style="list-style-type: none"> 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, 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/lin. ft. (the value of recent land transactions nearby). 3. Why would any entity choose to buy developable land at a value of \$1,000/lin. 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/lin. ft.? <p>Traffic During I-35 Construction - Seven Slips Proposed by Sincilar Black F&A</p> <p>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.</p> <ol style="list-style-type: none"> 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 urban solution for the inevitable disruption as follows: 2. Widen the frontage roads to 4 or 6 lanes with no connection to the elevated, only a few turnarounds to access the other side. | 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/overpasses | 8. Construct the align 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 exit. | See Comment #20 | | | | | | | |
| | | | | Revoke to I-30 | 1. Follow through on TxDOT's promise made years ago to switch the designation on I-35 and SH130 requiring trucks to use SH130 all drive. | See Comment #3 | | | | | | | |
| 3032 | Sincilar Black | 3/1/2023 | Email | | As the community has previously expressed on many occasions, the I-35 rebuild needs to be "No Widens, No Highways". 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. Regrants, Sincilar | See Comment #5 | | | | | | | |
| 3033 | Sincilar Black | | | | <p>ISSUING A COMMUNITY-CREATED ALTERNATIVE</p> <p>Short paragraphs to describe the problem & opportunity to reinvent I-35 Proposed by Sincilar Black</p> <p>Failed Public Policy</p> <p>Proposed in need a formal statement backed into the federal policy of the Department of Transportation (DOT). The statement is used to justify every highway project placed into the project mix. 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 Eads Parkway in Houston. Now TxDOT Austin wants to repeat that disaster in the I-35 corridor. The project mix has become a project treadmill... rebuild and widen again and again. Remember the Fermian paradox, "there is no problem any city in the world has that is not the direct result of failed public policy."</p> <p>Citizen Purpose and Need</p> <p>PURPOSE: remove the physical, social, economic, and racial barrier that has been the tragic legacy of I-35 since its construction.</p> <p>NEED: to integrate the I-35 corridor into the city fabric, reconnect Austin and create billions in tax base.</p> <p>MEANS: Depress the main lanes, narrow the ROW, and reconnect the city grid with EAST AVENUE PARKWAY. All of this can be achieved with the creation of a tax increment finance zone and a new special purpose Development Commission.</p> | See Comment #4 | | | | | | | |
| | | | | Do not widen/ho 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 analyses. Regrants, Sincilar Black F&A | See Comment #5 | | | | | | | |
| | | | | Do not widen/ho build | Email copy: This is a compilation of information (The PDFs are located in the public hearing summary, appendix F) regarding the barrier that was constructed in the 1950s in 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 | | | | | | | |
| <table border="1"> <thead> <tr> <th>ID</th> <th>Commenter Name</th> <th>Date Received</th> <th>Source</th> <th>Topic</th> <th>Comment</th> <th>Response</th> </tr> </thead> </table> | ID | Commenter Name | Date Received | Source | Topic | Comment | Response | | | | | | |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response | | | | | | | |
| 3034 | Sincilar Black | 3/9/2023 | Email | | 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. Regrants, Sincilar | See Comment #4 | | | | | | | |
| | | | | Do not widen/ho build | TxDOT relies even today on 50-year old designs, lack of information and misinformation. Regrants | 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. Regrants | See Comment #28 | | | | | | | |
| | | | | Do not widen/ho build | Since TxDOT is determined to claim 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: <ul style="list-style-type: none"> 1. A team of citizen groups be appointed with no involvement whatsoever by TxDOT or the City's corridor office. 2. The world class consultant team formed 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 proceed 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. Regrants, Sincilar Black F&A | See Comment #4 | | | | | | | |

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|------|---------------------|----------|------------------------------|--|---|---|-----------------|
| 3035 | Sincier Black | | | 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. Why's sections are they playing in any way? Are the taxpayers expected to sit back and accept the negligence of the future/both agency? Have you ever heard the phrase, "adding insult to injury"? | See Comment #5; | |
| | | | | | Public transit/Multimodal transportation | The 135 corridor represents an incredible opportunity to invest in Austin's future. Very few TIF/IRZ zones start with over 130 acres of undeveloped land valued at zero as the starting point. The amount of value, therefore, is exponential. The first order of business would be to pay for the full cap, including the reconstruction of the UT campus and the Cherrywood neighborhood. The implementation of a TIF district over the entire corridor and beyond was additionally recommended by SAC on behalf of the Downtown Austin Alliance. | See Comment #13 |
| | | | | | Community alternatives | I've attached several interesting and informational resources (The POPs I 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 TIF/IRZ zone be a great source of economic development for the city but also the capping of the 135 corridor would enhance the quality of life for Austinites for years to come. | See Comment #4 |
| | | | | | Do not widen/no build | Is to whom it may concern, The location of the urban boulevard directly above and in the same ROW as the surface 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. | See Comment #5 |
| | | | | | Public transit/Multimodal transportation | Only building on the land presently owned 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 | Sis | | | Bike/ped safety | TxDOT Commissioners, Staff, and Consultants: I am an SF Area 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. Sis Nguyen SF Area, 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 motor and human powered wheels, walking, and fixed transit. Thus far, 135 planning has followed the previous century's roadbuilding model instead of creating a new model. | See Comment #20 | |
| 3037 | Sky Costello | | | 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 35 through our city is a terrible legacy to leave our kids. | See Comment #5 | |
| | | | | Community Alternatives | Alternatives that reduce 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 encouraging 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 | Stian McLain | 3/7/2023 | Email | Widening | I respectfully request that TxDOT must mitigate traffic for the proposed 43rd Street Station to Wilshire Blvd, which will increase traffic through the neighborhood significantly, being used as a cut-through to Airport Blvd in a 2020s residential area. I request a neighborhood at that intersection that would require a left hand turn and route people directly to Airport Blvd, within seconds. Thank you, Stian McLain Susan Abigail Stian McLain "Always mix your colors." - Grammy | See Comment #9 | |
| | | | | Multimodal transportation | Mobilize35 Program Manager Tommy Alragna, The 135 expansion would be devastating for the future of our city and it won't actually reduce traffic. Please help us create a plan that actually would help increase public transportation, walkability, and livability of our city and don't make the mistake of other highway expansion projects. | See Comment #20 | |
| 3039 | Sula Shaper | 3/7/2023 | Email | Do not widen/no build | Mobilize35 Program Manager Tommy Alragna, 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 the road, the failure of almost all highway expansions, the success of freeway removals, and the traffic modeling it forced. 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 imagine 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 | | McClure Website Comment Form | 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 H35 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 Howell | 2/8/2023 | Email | General Support | Dear Chairman Budge and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and innovative growth we are experiencing in our great State. Accordingly, I am writing today to 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 | Suzanne Stronau | | McClure Website Comment Form | 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 decker of I-35 near 38 1/2 street, close enough to hear the constant hum of traffic on the interstates. I appreciate that TxDOT has incorporated community feedback in proposing the lanes be below grade so this will help to reduce noise and air pollution. | See Comment #6 | |
| | | | | Caps/block plazas | In order to further provide support towards a less car-dependent metro, it is essential that TxDOT provide for caps/block 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. There's a tunnel for pedestrian crossings. | See Comment #42 | |
| 3044 | Benner Doran | | | Do not widen/no build | Mobilize35 Program Manager Tommy Alragna, I am a resident of Austin and oppose any expansion of I-35 as an 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 | | 3/7/2023 | Email | Do not widen/no build | Mobilize35 Program Manager Tommy Alragna, Please do not expand I-35. The 35 expansion through an urban center like a good idea, would only attract 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 | |
| 3046 | St. George's Church | 2/9/2023 | Phisica 1 Ed. | Admission | Request - closing Acknowledgment removing traffic through neighborhood North bound traffic from church will go south to 38 1/2 or turn left on airport to traffic light. There are 171 students plus staff coming to St George each morning and evening. Sunday 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. | |

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| | | | | | <p>Multi35 Program Manager Tommy Aragon.</p> <p>My name is Stephanie Maddeira and I am a resident of City Council District 5 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. Some, you might view some congestion from those 20 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! It will be leading that many more individual vehicles into the city where parking is already stretched to a maximum with the current population (which continues to grow).</p> | See Comment #5 |
| 3065 | Stephanie Maddeira | | | <p>Do not widen/ho build</p> <p>Racial justice</p> <p>Community alternatives</p> <p>Public transportation</p> | <p>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 BDDUCTEX do not agree that it is in any way a solution to the racial disparities caused by the highway in this city. Next, and what I find to be the most 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 west 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 terrible this construction was to highway communities and how highway segregation is a national barrier of expansion today. Texas, immediately after saying 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.</p> <p>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.</p> | See Comment #3 |
| | | | | | <p>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 Pathway 35 proposal)</p> | See Comment #4 |
| | | | | | <p>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 redistribute people to take the bus however, our system needs improvements and they 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).</p> | See Comment #13 |
| 3068 | | 1/22/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 |
| 3067 | | 2/7/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 refer, as appropriate, 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</p> | See Comment #6 |
| 3068 | Stephanie Sautron | | My Day 64 | Multi-modal transportation | <p>This project is harmful to Austin. The city needs to find a solution that discourages car use, encourages public transportation, and doesn't take away homes and businesses.</p> | See Comment #20 |
| 3069 | Stephanie Thomas | 2/11/2023 | MyOurWebsite Comment Form | East/West Connectivity | <p>Bring together the east and west parts of town:</p> | See Comment #20 |
| 3070 | Stephen Beckel | 2/7/2023 | Email | Do not widen/ho build | <p>Please do not expand north of 45th street.</p> | See Comment #5 |
| 3070 | Stephen Beckel | 2/7/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Beckel</p> | See Comment #6 |
| 3071 | Stephen Beckel | 3/7/2023 | MyOurWebsite Comment Form | General Support | <p>I write in your support of 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.</p> | See Comment #6 |
| 3072 | Stephen Birch | 3/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 |
| 3073 | Stephen Duke | | | <p>Multi35 Program Manager Tommy Aragon.</p> <p>I am a resident and homeowner in Austin, and I live right off I-35 at E 54th 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.</p> <p>Having previously lived in Houston, I have firsthand knowledge of the expansion of I-10. I have had to travel longer commutes, more lane changes, and/or construction—all without abandoning traffic in any meaningful way. The proposal 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 18-20 years to come). I'm concerned that TxDOT has ignored the wishes of I-35 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.</p> <p>Texas has the opportunity to lead the nation if not the world in building a community that provides alternative modes of transportation for everyone from long-haul trucks, to commuters, to families riding bicycles or walking in their own neighborhoods, but I-35 expansion is not the best solution.</p> <p>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 onto two HOV lanes to make a short trip just a few miles down the road. In Dallas, Houston, Denver, and across the country, there are more traffic jams at high speeds, more traffic as tolls merge in and out of the area 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 repaired morning, noon, and night just to know that this suffraging and inconvenience will make virtually no difference in the amount of traffic flying by my home on a daily basis. For me, 20 years of construction for almost nothing is a waste of my life, my time, and my life, and it's a waste of TxDOT's time and resources as well.</p> <p>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 green space, 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 backward by trying the same approach that's failed time and time again.</p> | See Comment #5 | |
| | | | | | <p>Reverts to I-30</p> <p>I believe we should designate SR-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.</p> | See Comment #3 |
| 3074 | Stephen Fisher | 2/17/2023 | Email | Business/residential displacement | <p>Hi,</p> <p>My name is Stephen Fisher and I am an avid proponent of West China Tea house and their community services.</p> <p>The expansion of I-35 through Austin is a very normal drive produced by the city and is not considered of the wellbeing of the city's integral business owners and residents alike. I plan to refrain from expanding the freeway and risking businesses like West China Tea from being forced to relocate.</p> <p>I-35 expansion is essential to most provide complete suitable relocation of those affected by the expansion. West China Tea house is a sanctuary and a place of grace for our community. It is quite essential.</p> | See Comment #21 |
| 3075 | Stephen Gonzalez | ----- | VOH | Do not widen/ho build | <p>This contemplated expansion is BEYOND REDUCULOUS! There's a perfectly good highway that sits well below capacity. At the very least reroute seems over the top.</p> <p>I will be contacting the Department of Transportation and Public Buildings office with these concerns as well.</p> | See Comment #5 |
| | | | | | <p>Racial justice</p> <p>Further, the burden of this 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.</p> | See Comment #3 |
| | | | | | <p>Reverts to I-30</p> <p>The highway should be REROUTED outside of Austin to take the path of I-30.</p> | See Comment |
| 3076 | Stephen Graham | ----- | | Do not widen/ho build | <p>Hi TxDOT/TxDOT,</p> <p>We, our family has lived in Austin since 1970 and we've seen the degrading impact of encouraging too many cars and jambo SUVs to take over our streets.</p> <p>There are our tax dollars being spent, and we would like them spent on things that improve Austin not damage it.</p> | See Comment #9 |
| | | | | | <p>Latent/Inchoad Demand</p> <p>It seems well established that widening highways in the right 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 every where.</p> | See Comment #18 |
| | | | | | <p>Community Alternatives</p> <p>Please abandon plans to widen I-35 and review the community proposed alternatives instead, such as Reconnect Austin and RedRiv35.</p> | See Comment #4 |
| | | | | | <p>Lower Speed Limits</p> <p>The idea can't even ride that idea any more for all the speeding heavy vehicles. We also need strictly 25 mph speed limits on surface streets.</p> | See Comment #365 |
| 3077 | Stephen Jeffrey | 2/6/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 [REDACTED] Sent from my iPhone, please excuse any typos.</p> | See Comment #6 |
| 3078 | Stephen Pylar | 2/6/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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.</p> | See Comment #6 |
| 3079 | Stephen Rusa | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Aragon.</p> <p>Our family already opposed I-35 expansion in Austin.</p> <p>We have lived here for 25 years. Repeat our children here. We care deeply about the safety and livability of our community.</p> | See Comment #5 |
| | | | | | <p>Business/residential displacement</p> <p>It is evident across the current plans for expansion will only increase crime, transient population, jobless, displacement of long time residents, and cause more congestion and traffic. Funding 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.</p> | See Comment #21 |

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| 3089 | Steve Hall | 1/27/2023 | Email | General Support | Dear Chairman Rugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Hammett | 2/3/2023 | Email | Rebute to I-30 | No, I do NOT favor the I-30 project as currently proposed. Find a way to connect I-30 to the 'new' I-35. Convert the current I-35 to a business route. Regards, Steve Hammett Sent from my iPhone | See comment #3 |
| 3091 | Steve Harvigen | | | Do not widen/hw build | Multi35 Program Manager Tommy Alvin. Hey Y'all Please, stop the I-35 expansion. | See Comment #5 |
| | | | | Rebute to I-30 | Far too many will be displaced and the city will be divided. | 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 Team of 30 years, I'm all but begging you to stop it. | See Comment #558 |
| 3092 | Steve Klavick | | | Do not widen/hw build | Multi35 Program Manager Tommy Alvin. 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 |
| | | | | Rebute to I-30 | Highways should not go through cities. It would be better for everyone, residents, drivers, pedestrians, if the highway was rerouted around the city, and I-35 was formed 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 | Topic | Comment | Response |
| 3093 | Steve Lucas | 2/23/2023 | Email | Do not widen/hw build | Hi TxDOT TxDOT, Stop the madness, this has never worked, just look at Houston or LA | See Comment #5 |
| 3094 | Steve Lucas | | | Do not widen/hw build | Hi 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 Rebuild35, to be fully studied | See Comment #4 |
| 3095 | Steve Olson | 2/7/2023 | Email | General Support | Dear Chairman Rugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | 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. We must look forward to seeing this impressive project get completed. | See Comment #6 |
| 3097 | Steve T. Matthews | 2/9/2023 | Multi35 Website Comment Form | General Support | I-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 I-35 for transportation, but it has increasingly become more dangerous to travel due to the population explosion in Austin and for too many times has been shut down because of traffic accidents and hazards. We need some relief and this project is designed to overcome these issues. | See Comment #8 |
| 3098 | Steve W | 3/3/2023 | Email | Do not widen/hw 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 EIS, I urge TxDOT to choose the No Build Alternative because the benefits of Modified Build Alternative 3 would not justify the risks and impacts on the community. As noted by many well-informed members of our community: <ul style="list-style-type: none"> 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 considerably 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 kind of single-use, sprawl, and long projects based on 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 kind of single-use, sprawl, and long projects based on 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 west-side coverage, as outlined by the Austin City Council Resolution on 2/23/2023, including: <ul style="list-style-type: none"> Ensure that all coverage between S1st and U.S. 290 are at grade. Work with the North Loop, Ridgeway, and Windsor Park neighborhood associations to evaluate adding another full crossing (automobiles, bikes, and pedestrian lanes) between S1st 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 |
| | | | | Rebutal Justice | Multi35 Program Manager Tommy Alvin. My name is Steven Apolonia. I'm addressing you today as a concerned resident of Central Austin. The expansion of I-35 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 the period TxDOT warned we would hit 300,000 by 2020. That isn'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 busier component of the project. The historical context of I-35 is a significant one where this highway serves as a barrier between west and east Austin and has led to significant disparities and social, financial and health inequities. When I-35 was built in the 1960's it formalized a boundary and history of unequal treatment across racial and ethnic groups. By increasing this barrier and further widening 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 opened by this expansion. | See Comment #3 |
| 3099 | Steven Apolonia | | | Air quality/climate change | Lately, 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, not, at visitors, commuters and netless sites. Let's not make it into another concrete jungle and instead rethink 35 in a way that optimizes transportation and walkability that serves at the needs of the city that we care about. | See Comment #4 |
| 3100 | Steven Becka | 2/7/2023 | Email | General Support | Dear Chairman Rugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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. Network 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 | | Wa on the I | Do not widen/hw 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 |
| 3102 | Steven Cox | 2/8/2023 | Email | 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 The Company. Austin needs to do more to support its local businesses, as opposed to expanding. I've lived here for the past 10 years, 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 out our culture here. We are selling out everyone who has any say on this and you know, my local, local, local, and others to get on this. And don't don't load displaced businesses to build a bigger highway. | See Comment #21 |
| | | | | General Support | Dear Chairman Rugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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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| 3103 | Steven Eckhoff | 3/4/2023 | Email | General Support | <p>Multi335 Program Manager Tommy Ahlrog.</p> <p>Dear TxDOT:</p> <p>I am writing to express my support for the proposed "tap and atoll" 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 quality for residents and visitors.</p> <p>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.</p> <p>The "tap and atoll" 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, the project would enhance the urban fabric of downtown and foster social cohesion among different communities. By reducing traffic lanes and adding bike lanes, sidewalks, transit lanes, and crosswalks, the project would also promote alternative modes of transportation that are safer, greener, and more efficient.</p> <p>The "tap and atoll" 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 Center plan and work with local stakeholders to ensure its successful implementation.</p> <p>Thank you for your consideration.</p> <p>Sincerely,</p> <p>Steven Eckhoff</p> <p>12135 Cap and Atoll Downtown Austin Alliance. https://downtownaustin.com/what-we-do/current-projects/135/ Accessed 3/4/2023. (2) Austin wants feedback on I-35 tap and atoll proposal. https://www.bizjournals.com/austin/news/2021/09/08/i-35-cap-and-atoll-feedback-wanted.html Accessed 3/4/2023. (3) Our Future 35 - Austin's Cap and Atoll Program. https://www.austintexas.gov/department/our-future-35-austins-cap-and-atoll-program Accessed 3/4/2023. (4) Austin wants feedback on I-35 tap and atoll proposal. https://www.bizjournals.com/austin/news/2021/09/08/i-35-cap-and-atoll-feedback-wanted.html Accessed 3/4/2023. (5) Houston District - Texas Department of Transportation. https://www.tdot.gov/central/districts/houston-district.html Accessed 3/4/2023. (6) TxDOT Districts - Texas Department of Transportation. https://www.tdot.gov/about/districts.html Accessed 3/4/2023. (7) Carvens - Texas Department of Transportation. https://www.tdot.gov/about/carvens.html Accessed 3/4/2023. (8) Texas Department of Transportation. https://www.tdot.gov/ Accessed 3/4/2023. (9) See live traffic camera - Texas Department of Transportation. https://www.tdot.gov/traffic/cameras.html Accessed 3/4/2023. (10) TxDOT - Vehicle Registration Renewal. https://www.tdot.gov/vehicle/registration-renewal/ Accessed 3/4/2023.</p> | See Comment #8 |
| 3104 | Steven Krabat | 1/22/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 3105 | Steven Krabat | 2/8/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 3106 | Steven Kruse | 3/7/2023 | McCuE4 Website Comment Form | Do not widen/no build | Chico Valley is a disease to Austin. | See Comment #5 |
| 3107 | Steven Maria | 3/7/2023 | Email | Do not widen/no build | <p>Multi335 Program Manager Tommy Ahlrog.</p> <p>OPPOSE TxDOT's plans to I-35 and OPRIDE expansion. The future involves public transport and less reliance on cars and this expansion will alter us in the farthest direction from that. To follow through with this plan would be to, basically, tear this country down even further.</p> | See Comment #5 |
| 3108 | Stevens McMillan | 1/18/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 3109 | Steven Meyer | 3/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 3110 | Steven Olak | 1/18/2023 | McCuE4 Website Comment Form | Regional connectivity | <p>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 trains is proven never to work. It induces sprawl and the sprawl will be dead-end mega-large box lots to maintain and operate the added centers, get buses and/or services reserved year to year. The real goal of these efforts is the operations and maintenance, not the initial build out. That, and how much of an expense it will be sends this feedback and hope that we, as Texans, get out of our own way with our car-first policy making.</p> | See comment #1 |
| 3111 | Committer Name | Date Received | Source | Topic | Comment | Response |
| 3112 | Steven Schilling | | | Air quality/clean change | <p>Multi335 Program Manager Tommy Ahlrog.</p> <p>I would either 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 places are giant 8-lane highways that I've already visited one of the most populated heavily cities in the country, we should do everything we can to avoid being in that nightmare of a highway system. I sent my representatives to start up for my interests here, I send PM's to my representatives.</p> | See Comment #18 |
| | | | | Maximum transportation | <p>Results are too many to list to mention other public transportation systems.</p> | See Comment #20 |
| | | | | Community alternative | <p>Especially within 50, which would reduce road traffic around Austin, before it went to a disjuncting concrete monolith through the heart of my favorite city that will not fit congestion and will literally choke Austin residents and long standing businesses.</p> | See Comment #4 |
| 3112 | Steven Self | | | Do not widen/No Build | <p>Multi335 Program Manager Tommy Ahlrog.</p> <p>Study other ways show that the expansion of highways is only a temporary and short-lived solution to congestion problems.</p> | See Comment #5 |
| | | | | Renews to I-35 | <p>All that time and effort (and money) could be better spent on public transportation options and rerouting Austin through traffic to other roadways.</p> | See Comment #3 |
| | | | | Air quality | <p>Don't make Austin worse by trading set more traffic and it's accompanying waste (pollution, congestion, etc.) through our city.</p> | See Comment #558 |
| 3113 | Steven T Lane | 1/29/2023 | McCuE4 Website Comment Form | Regional connectivity | <p>My community and many others want commuter rail between Austin and San Antonio. TxDOT's plan to expand I-35 should include rail transit.</p> | See comment #1 |
| 3114 | Steven William Eckhoff | 3/4/2023 | McCuE4 Website Comment Form | General Support | <p>Dear TxDOT:</p> <p>I am writing to express my support for the proposed "tap and atoll" 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 quality for residents and visitors.</p> <p>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.</p> <p>The "tap and atoll" 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, the project would enhance the urban fabric of downtown and foster social cohesion among different communities. By reducing traffic lanes and adding bike lanes, sidewalks, transit lanes, and crosswalks, the project would also promote alternative modes of transportation that are safer, greener, and more efficient.</p> <p>The "tap and atoll" 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 Center plan and work with local stakeholders to ensure its successful implementation.</p> <p>Thank you for your consideration.</p> <p>Sincerely,</p> <p>Steven Eckhoff</p> <p>12135 Cap and Atoll Downtown Austin Alliance. https://downtownaustin.com/what-we-do/current-projects/135/ Accessed 3/4/2023. (2) Austin wants feedback on I-35 tap and atoll proposal. https://www.bizjournals.com/austin/news/2021/09/08/i-35-cap-and-atoll-feedback-wanted.html Accessed 3/4/2023. (3) Our Future 35 - Austin's Cap and Atoll Program. https://www.austintexas.gov/department/our-future-35-austins-cap-and-atoll-program Accessed 3/4/2023. (4) Austin wants feedback on I-35 tap and atoll proposal. https://www.bizjournals.com/austin/news/2021/09/08/i-35-cap-and-atoll-feedback-wanted.html Accessed 3/4/2023. (5) Houston District - Texas Department of Transportation. https://www.tdot.gov/central/districts/houston-district.html Accessed 3/4/2023. (6) TxDOT Districts - Texas Department of Transportation. https://www.tdot.gov/about/districts.html Accessed 3/4/2023. (7) Carvens - Texas Department of Transportation. https://www.tdot.gov/about/carvens.html Accessed 3/4/2023. (8) Texas Department of Transportation. https://www.tdot.gov/ Accessed 3/4/2023. (9) See live traffic camera - Texas Department of Transportation. https://www.tdot.gov/traffic/cameras.html Accessed 3/4/2023. (10) TxDOT - Vehicle Registration Renewal. https://www.tdot.gov/vehicle/registration-renewal/ Accessed 3/4/2023.</p> | See Comment #8 |
| 3115 | Stuart Guent | 3/7/2023 | McCuE4 Website Comment Form | Business/residential displacement | <p>I do not think that anything businesses and businesses should be displaced from any expansion. If any projects are displaced, there should be a plan that makes them whole again. I think the city would be best served by turning I-35 underground to the extent possible, even though it would entail greater expense.</p> | See Comment #21 |
| 3116 | Stuart Shaw | 2/7/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. Stuart B. Shaw Austin resident since 2010 Sent from my iPhone.</p> | See Comment #6 |
| 3117 | Su Jones | 2/8/2023 | McCuE4 Website Comment Form | General Support | <p>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 in the world 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 Center design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas. Su Jones</p> | See Comment #6 |
| 3118 | Suniti Gulia | ----- | ----- | Bike/lane safety | <p>Hi TxDOT TxDOT,</p> <p>Geography and climate make Austin TX an excellent place for biking and walking. But this is seriously impeded by motor vehicles - both large SUVs, 28 wheelers and other trucks. They go into bike lanes where they exist, turn recklessly and often cannot even see pedestrians and cyclists that have right of way.</p> <p>Errecting a hug wide barrier down the middle of the city (I-35) was a bad policy when it began.</p> | See Comment #30 |
| | | | | Air Quality/Noise | <p>Worsening if further will worsen conditions, force more people into cars for their own safety and increase noise and air pollution.</p> | See Comment #34 |
| | | | | Renews to I-35 | <p>Through traffic - esp. large trucks should be diverted away from the city and that is where the expenditure of infrastructure funds makes sense.</p> | See Comment #3 |
| 3119 | suniti.gulia | 1/27/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. Suniti Gulia</p> | See Comment #6 |
| 3120 | Surajit Khan | 3/11/2023 | McCuE4 Website Comment Form | Regional Connectivity | <p>With the constant commuting people have to endure and depending on between Austin and San Antonio, it makes zero sense to sit in traffic polluting our ozone and wasting time. A high speed train between these two cities is essential for our economic growth, both for business and tourism purposes.</p> | See comment #1 |
| 3121 | Susan Barr | 2/18/2023 | VOH | Emergency Services | <p>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.</p> | See Comment #463 |

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| 3122 | Susan Barr | | VDR | Do not widen/ho build | The City has been struggling with the adverse impacts of I-35 for decades. Closing the Woodland underpass would only continue this struggle. I applaud the cap and atch measures further north and look forward to them closing the gaps. However, please do not close the Woodland underpass. My husband and I use everyday to get home from work in a similar manner from a western suburb and the southern 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 we close, 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 |
| | | | | Reverts to I-30 | 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 lift 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 Engaling | | | Do not widen/ho build | Final 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 multimodal use 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 multimodal--small electrical vehicles, bicycles, pedestrian-friendly--into the ES Tiltion I-35 project. You can do this without adding to the cost of this project. | See Comment #30 |
| 3124 | Susan Kierman | 3/7/2023 | McClure Website Comment Form | Multimodal transportation | Regarding future plans for I-35, 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 Maffei | | | Do not widen/ho build | Re TxDOT TxDOT, Dear TxDOT, I'm writing to express my opposition to the expansion of I-35 as currently proposed. A few quick points: <ul style="list-style-type: none"> 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 you to 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 coverage every 1/4 mile through a cap and atch approach. | See Comment #20 |
| 3126 | Susan Norvick | 1/27/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Partell | | | Do not widen/ho build | Mobility35 Program Manager Tommy Ahlgrin, 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 multimodal options, in particular, a rail line between Austin and San Antonio along the I-35 corridor, and bus rapid transit lanes and/or ramps in Austin. TxDOT should move beyond 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/ho build | Mobility35 Program Manager Tommy Ahlgrin, I am a resident of Austin 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 |
| | | | | Reverts to I-30 | Designating another highway the interstate so that central Austin is not used for that. | See Comment #3 |
| ID | Commentor Name | Date Received | Source | Topic | Comment | Response |
| 3128 | Susan Pascoe | | | 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 look 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 streetscapes 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 |
| | | | | Labor/Induced Demand | I think TxDOT's process in this project is flawed: it ignores induced demand, construction impacts, particulate matter pollution from the 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. TxDOT needs to | See Comment #18 |
| 3129 | Susan Richardson | 1/22/2023 | McClure Website Comment Form | Regional connectivity | The widening of I-35 is primarily 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 more 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 out on the I-35 corridor corridors. To the point that they will get 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 regular resident of San Antonio and have been invited attending ANY events in Austin or visiting friends who live there over the last decade due to the painful expense 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 150. If we let San Antonio also utilize the rail that we have hearing to close and states further north, Texas deserves 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 |
| | | | | | Dear 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 of the following before finalizing 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 located in 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 FES 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 that TxDOT is doing to improve the health of all of the people of the Austin region and reduce the heavy negative health impacts of our transportation system. | See Comment #58 |
| | | | | | Dear I-35 Capital Express Central, Draft Environmental Impact Statement 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 ES 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 ES was inadequate. The maps shown in the TI study purporting to show the "spread" of out 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 ES. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including several levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TI study was interesting, it in no way is a replacement for meaningfully analyzing ReThink35 and Reconnect Austin in the ES 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 ES on the ReThink35 and Reconnect Austin proposals. Thank you for 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 #64 |

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| 3130 | Susan Somers | | | Air quality | <p>Dear 135 Capital Express Central, Draft Environmental Impact Statement</p> <p>The 135 Capital Express Central, Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposal. Thank you for the opportunity to comment on the proposal. I will not be driving to work in the future. I wish I did not have to drive as much as I have to drive today. Driving is one of the most dangerous ways 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 safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.</p> <p>The travel demand models that only seek to optimize the project to support 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 choices that I wish to live.</p> <p>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, Reflected35, and Reconnect Austin scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable Transit Oriented Development scenarios that was made available to the Texas A&M Transportation Institute when they were developing analysis for this project.</p> <p>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.</p> <p>Thank you for all that TxDOT is doing to improve safe, multimodal access for all. Sincerely,</p> | See Comment #564 |
| | | | | Air quality | <p>Dear 135 Capital Express Central, Draft Environmental Impact Statement</p> <p>The 135 Capital Express Central, Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposal. Thank you for the opportunity to comment on the proposal. I will not be driving to work in the future. I wish I did not have to drive as much as I have to drive today. Driving is one of the most dangerous ways 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 safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.</p> <p>The travel demand models that only seek to optimize the project to support 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 choices that I wish to live.</p> <p>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, Reflected35, and Reconnect Austin scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable Transit Oriented Development scenarios that was made available to the Texas A&M Transportation Institute when they were developing analysis for this project.</p> <p>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.</p> <p>Thank you for all that TxDOT is doing to improve safe, multimodal access for all. Sincerely,</p> | See Comment #564 |
| 3131 | Susan Somers | 3/7/2023 | Email | Multimodal transportation | <p>Multi35 Program Manager Tommy Abrego,</p> <p>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 higher and lower. We need options other than highway. 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 a 135 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.</p> | See Comment #20 |
| 3132 | Suzanna Cornejo | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Abrego,</p> <p>For local traffic, we should promote public transit and alternate means, such as walking, biking, etc. IS already drives our city. What we need is more ways to reconnect, not TxDOT 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 in a high rise on 135 in Rainey Street area. The TxDOT 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 roads (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.</p> | See Comment #5 |
| | | | | Lateral/Inbound Demand | <p>We have seen in many metro areas (e.g. Katy) that adding lanes to a freeway in a metro area does not solve traffic.</p> | See Comment #18 |
| | | | | Public transit/Multimodal transportation | <p>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 further. The future of transportation should not be based on cars. Our youth has already been transferring away from cars to alternate means. Nobody will benefit from this costly expansion. Please consider alternatives, such as Reflected35, or other plans that do not require expansion.</p> | See Comment #13 |
| | | | | Recurse to 130 | <p>Instead, the solution should include the diversion of non-local traffic to alternate routes such as SH 130, just East of Austin.</p> | See Comment #3 |
| 3133 | Suzanna Cornejo | | | Do not widen/ho build | <p>I live in a high rise on 135, downtown Austin in the Rainey Street neighborhood. I am frustrated how 135 separates the city. The expansion will worsen the separation between the East and West sides, without resolving traffic issues. I urge you to not ignore the goals of our communities and not waste our tax dollars on pointless expansion.</p> | See Comment #5 |
| | | | | Lateral/Inbound Demand | <p>We have seen from countless cities that adding lanes only leads to more traffic and does not solve the issue of congestion long term.</p> | See Comment #18 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| | | | Comment Form | Public transit/Multimodal transportation | <p>We also need to delay any work on the project to allow Project Connect to proceed, providing alternate transportation to ease disruption during OS construction.</p> | See Comment #13 |
| | | | | Recurse to 130 | <p>We need diversion of long haul traffic to existing highways, such as SH130 which will substantially reduce local traffic.</p> | See Comment 33 |
| 3134 | Suzanna Phoenix | 3/7/2023 | VOL | East/West Connectivity | <p>I would like to see fewer lanes on 135, more existing and restoration, and emphasis on East / West connection.</p> | See Comment #20 |
| 3135 | Suzanna Madwe | 2/2/2023 | McQuay-Norris Comment Form | General information request | <p>Who will be attending the hearing? Is it still on? or will the TxDOT Commissioners be present?</p> | General information request |
| 3136 | Suzanna Madwe | 2/9/2023 | VOL | Do not widen/ho build | <p>Thank you for your work to solve traffic problems. I am not in favor of the current plan. I'd rather sit in cities with HOV lanes, HOVlanes, 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 "bikes" planned to connect east and west Austin, are also not necessary, especially considering what's involved in creating them. Please rethink your plan!</p> | See Comment #5 |
| 3137 | SusanM Garcia | | | Do not widen/ho build | <p>Multi35 Program Manager Tommy Abrego,</p> <p>I am a resident of District 9 in Austin and OPPOSE TxDOT's plans for 135 and OPPOSE expansion.</p> | See Comment #5 |
| | | | | Recurse to 130 | <p>I am for reimagining another highway such as SH-130 as an interstate.</p> | See Comment #3 |
| | | | | Public transit/Multimodal transportation | <p>Highway expansions DON'T work. They worsen congestion (as we see 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.</p> | See Comment #13 |
| | | | | Lateral/Inbound Demand | <p>TxDOT's process in this project is flawed. It ignores Inbound Demand.</p> | See Comment #18 |
| 3138 | Suzanna Phillips | 1/30/2023 | Email | General Support | <p>I loved this statement when traveling through Texas. I once lived in Austin but will never come back because of the traffic congestion. I support plans to improve this. Sent from my iPad</p> | See Comment #8 |
| 3139 | Suzanna Vasconcelos | 2/9/2023 | Verbal | General Support | <p>I support the 135 project because I've been an Austinite since 1992 and I remember when 135 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 135, that trying to enter the interstate, especially at the lower stack 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 willing to give and grow in a way that allows people to move safely around the city. Whether that is transportation with cars, and vehicles, bikes, the etc., or also adding in the Project Connect changes, is just how a large city should grow. Thanks</p> | See Comment #8 |
| | | | | Email Copy Only | <p>Please see attached letter for TxDOT Austin District's 135 Capital Express Central Project in Travis County (CA-0015-1388). If you have any questions, please let me know. Sincerely,</p> <p>The complete PDF is located in the public hearing summary.</p> <p>Recommendation: 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.</p> <p>TxDOT notes that Section 3.1.1.2 (page 438) of the DES includes implementation of all 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 DES to list the General Design and Construction BMP with other mitigation measures in Section 3.1.1.2 and adding the full 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.</p> <p>TxDOT recommends updating the DES to list the Stream Channeling BMP with other mitigation measures in Section 3.1.1.12 and adding the full language for these Stream Channeling BMP to TxDOT's Form "Documentation of Texas Parks and Wildlife Department Best Management Practices" in Appendix D for Agency Coordination, including:</p> <ul style="list-style-type: none"> Design criteria for adequate vertical and horizontal clearance under the roadway to allow for seasonal wildlife to safely pass under the road. TPWD recommends updating the DES to list the Invasive Species BMP with other mitigation measures in Section 3.1.1.12 and adding the full 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-diffusion wide permits. TPWD recommends the placement of energy dissipators to reduce water velocity to restrict erosion in the project area. | <p>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.</p> <p>TxDOT Response: This letter will be included in the Appendix D in the Final ES.</p> <p>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.</p> <p>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 ES.</p> <p>Recommendation: TPWD notes that Section 3.1.1.2 (page 438) of the DES 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 DES to list the General Design and Construction BMP with other mitigation measures in Section 3.1.1.12 and adding the full 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.</p> <p>TxDOT Response: The General Design and Construction BMPs listed in Section 3.1.1 of the Final ES 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 ES.</p> |

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| 3140 | Suzanne Wash | | | | Parks and Water Quality | <p>Recommendation: TPWD recommends updating the DDES to list the Stream Crossing BMP with other mitigation measures in Section 3.1.1.12 and adding the full BMP language for these Stream Crossing BMP in TxDOT's Form "Documentation of Texas Parks and Wildlife Department Best Management Practices" in Appendix D for Agency Coordination, including:</p> <ul style="list-style-type: none"> • Clear spanning bridge 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. <p>TxDOT Response: The BMPs listed 3.1.1.12 (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.</p> |
| | | | | | | <p>Recommendation: TPWD recommends updating the DDES to list the Invasive Species BMP with other mitigation measures in Section 3.1.1.12 and adding the full BMP language for the Invasive Species BMP in TxDOT's Form "Documentation of Texas Parks and Wildlife Department Best Management Practices" in Appendix D for Agency Coordination.</p> <p>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.</p> <p>Recommendation: TPWD recommends that compensatory mitigation for impacts to Waters of the U.S. should be based 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.</p> <p>TxDOT Response: TxDOT is working with the U.S. Army Corps of Engineers on all water resources related permitting. More information on this topic will be available in the Final EIS.</p> <p>Recommendation: TPWD recommends the placement of energy dissipaters 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.</p> |
| 3141 | SYDNEY BECKER | | | | <p>Multi325 Program Manager Tommy Almgren.</p> <p>I am a resident of Austin (District E) 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.</p> <p>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.</p> <p>I hope that you will consider these concerns and reconsider the proposed plan for expanding Interstate 35.</p> | See Comment #5 |
| | | | | | <p>Labels/Inbound Demand</p> <p>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. The phenomenon is called induced demand. When additional lanes or roads are added to a highway, it creates more space for cars to travel, which usually results in faster travel times. However, this additional capacity ultimately attracts more drivers who may have previously avoided the highway due to traffic.</p> | See Comment #18 |
| | | | | | <p>Business/residential displacement</p> <p>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.</p> | See Comment #21 |
| | | | | | <p>Public transit/Multimodal transportation</p> <p>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 infrastructures. These options can promote a more efficient and equitable transportation system, reduce traffic congestion, and mitigate climate change.</p> | See Comment #13 |
| 3142 | Sydney Briggs | | | | <p>Do not widen/ho build</p> <p>Hi TxDOT/TxDOT</p> <p>To whom it may concern,</p> <p>I am writing as a resident of east Austin to share my opposition to the expansion of I-35. Our community needs solutions that prioritize the people living here and make Austin's streets a hospitable place to be. Renaming 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.</p> | See Comment #5 |
| | | | | | <p>Labels/Inbound Demand</p> <p>Widening the highway will not solve our traffic problems, it will just create more traffic, the new lanes will quickly fill up.</p> | See Comment #18 |
| | | | | | <p>Community Alternatives</p> <p>We need to be seriously studying how to ameliorate the damage from that decision through plans like Reconnect Austin and Rebuild35, etc.</p> | See Comment #4 |
| | | | | | <p>Business/residential displacement</p> <p>and homes and businesses will have been displaced for nothing</p> | See Comment #21 |
| 3143 | Sydney Kelley | 1/31/2023 | MC/CP&E Website Comment Form | | <p>Regional connectivity</p> <p>I would love to see a regular, responsive train from San Antonio to Austin! It would be such a great option for my family, better and easier than our car.</p> | See comment #1 |
| 3144 | Sydney Mistry | | | | <p>Do not widen/ho build</p> <p>Multi325 Program Manager Tommy Almgren.</p> <p>I am a resident of South Austin. I live right by Ben White Blvd and 241 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 minutes longer instead of 20. I don't understand why TxDOT is always choosing to make life worse for the people of Austin. If the current I-35 road hour traffic fund and increase public transit are an incentive to get people in the car, I don't think Austin City Council should do for us, and to create TxDOT's expansion plan.</p> | See Comment #5 |
| 3145 | Sylvia Marraquin | 2/3/2023 | MC/CP&E Website Comment Form | | <p>Reroute to I-30</p> <p>If the concern is for non-local cars, reroute them around Austin instead of through it, like in other cities along I-35.</p> | See Comment #3 |
| | | | | | <p>noise</p> <p>I live on the 500th of Wilson St. I don't understand the plan for the end of our street at IH 35. Please 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 understood as being done just north of Clear Creek.</p> | See Comment #69 |
| 3146 | Sylvia Roggenwask | | | | <p>Do not widen/ho build</p> <p>Multi325 Program Manager Tommy Almgren.</p> <p>Dear Tommy,</p> <p>I am a resident of Travis County living three blocks off of bustling South Congress, two blocks south of Riverside, and about seven blocks west of I-35. 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 this expansion.</p> <p>Instead 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. We've previously been witness to too many cyclist accidents and 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 31.1 percent in 2021 (Austin Monitor).</p> <p>The proximity of I-35 to our community is a great influence on driver behaviors and I feel to see how a highway expansion will make our community safer.</p> <p>Including more pedestrian and cyclist friendly emergency and public transit alternatives, including 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.</p> <p>You read that right - GDP. Increased foot and cycling traffic increases the exposure of new businesses to new customers and the city bike share network, which contributes directly to Austin's financial health.</p> | See Comment #5 |
| | | | | | <p>Community alternatives</p> <p>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.</p> <p>It is a supporter of Rebuild35 and encourage you to work with the representatives herein in crafting a plan that makes better sense for the people and city of Austin. With great sincerity and concern.</p> | See Comment #4 |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
| 3147 | Sylvia Sharplin | 3/7/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners,</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical artery of infrastructure into a roadway that will accommodate the rapid and increasing growth we are experiencing in our great State.</p> <p>Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> <p>Texas Real Estate Commission Information About Brokerage Services</p> | See Comment #8 |
| 3148 | Talbot Dard | 3/7/2023 | MC/CP&E Website Comment Form | Do not widen/ho build | <p>Dear TxDOT</p> <p>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.</p> <p>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 believe that this can be accomplished without sacrificing the livelihoods of so many people.</p> <p>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.</p> <p>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 quality of our city.</p> <p>Thank you for your attention to this matter. Sincerely,</p> | See Comment #5 |
| 3149 | | 3/7/2023 | Email | Bike/ped safety | <p>Multi325 Program Manager Tommy Almgren.</p> <p>We need safe areas to walk and bicycle. We don't want to walk with infants should not have to fear death from a motor vehicle. Transportation alternatives are how we reduce traffic. We have our non-accident train system in the fastest growing city in our country. It is in my heart that Austin should be the best in transportation alternatives and healthy adults for humans, not cars, when you design roads for cars then you have unhealthy, murderous environments for everyone not in a car. Don't you think kids shouldn't have to die or risk their life to get to work or walk with their children? What are our values? When you 20% down on our specific culture you communicate your values to the community. The amount of cars with one person is staggering. We deserve healthy streets, where one shouldn't have to fear being run over!</p> | See Comment #30 |
| 3150 | Talley J. Williams | 2/7/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical artery of infrastructure into a roadway that will accommodate the rapid and increasing growth we are experiencing in our great State.</p> <p>Accordingly, I am writing today to 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</p> <p>Notice: This email message and/or accompanying communication 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.</p> <p>The statements contained herein are not intended to and do not constitute an opinion as to law or other matter. They are not intended or written to be used, and may not be relied upon, by any other person for the purpose of avoiding penalties that may be imposed under any Federal law or other statute.</p> | See Comment #8 |

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| 3151 | Tamara Fields | 1/26/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that not accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Westfall | | | Ar 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 dangerous, miserable experience and I do NOT support expanding the highway. I've looked at the evidence and know that expanding highway 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 please a resolution that you will NOT support TxDOT's I-35 expansion until they consider alternatives like the Heliway. Please consider endorsing the amendments that were included in Austin City Council's I-35 resolution, which passed overwhelmingly on Feb. 23, 2022. | See Comment #34 |
| | | | | Community alternatives | We have a once in a lifetime opportunity to embrace transformative change like that proposed by Heliway35. | See Comment #4 |
| | | | | Reverts to I-35 | 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, national infrastructure project doomed to fill up with more traffic than we currently have. NO lanes are great, but we could save 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 expand this one-in-a-generation opportunity. | See Comment #20 |
| 3153 | Tamara Wilham | | | Willow | Good Evening, I live on the Wilbrey Wood/Delaware 2 neighborhood on Wilbrey 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 I-35 and Airport Boulevard. As it stands now, traffic from the 424/Peaseau Center corridor is currently directed onto the feeder road by being forced to take a left onto the feeder road when 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 left-turns. I ask you to do that again by creating a longturn where Wilbrey meets with the east side of I-35 so that more traffic from 424/Peaseau can be directed onto the feeder road with back 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 do drive slowly to accommodate this. My husband's car was even hit along the rear fender in our same driveway through and went across a road edge of our driveway and back out of our car. Our neighborhood also includes Macleod Elementary and a very active Paterson Park where we have many planned neighborhood activities and events. It has a playground, swimming pool, community gardens, a very busy soccer field, baseball fields and the Phear 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 from 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-goers and bike riders. Sincerely, Tamara Wilham | See Comment #30 |
| 3154 | Tan D. Tran | 1/26/2023 | MC/CapEx Website-Comment Form | 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 2nd worst in the state. I-35 through Austin is overdue for improvement 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 overboard. Thank you for your dedication to serving the citizens of Texas. | See Comment #8 |
| 3155 | Tamara Louise | | | Do not widen/No build | Mobility35 Program Manager Tommy Alrigo. I am a resident of Austin-Tx since 1987 and I oppose tollbo plans for 35 expansion because it's been proven this will not decrease traffic and will only run green spaces, make traffic worse, cause construction for a long time, and cause more pollution. 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 drive. I respect TxDOT, Austin City Council, and other representatives to stand up for me. It's really baffling that you can just turn your backs on facts. Do not build more highways in the middle of our city. Sincerely, what is wrong with you? There is no high 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 |
| | | | | Labor/Induced Demand | TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the 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 | MC/CapEx Website-Comment Form | Bury/funnel | 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 Babich | 3/7/2023 | VOT | 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 Calmes-Guajardo | 1/31/2023 | MC/CapEx Website-Comment Form | Regional connectivity | San Antonio is the largest city without rail-based transportation. Building something for commuters to get to and from Austin and San Antonio would free up I-35 and 804 and would lessen emissions on the road. | See comment #1 |
| 3159 | Tara Jackson | | | Multimodal transportation | Mobility35 Program Manager Tommy Alrigo. I am a resident of Austin and have lived 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 spent upon 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 just 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 O'Hare II | 1/24/2023 | MC/CapEx Website-Comment Form | Regional connectivity | I believe that TxDOT include a plan to relieve the Lone Star Rail project to link Austin and San Antonio with regular commuter rail. Widening roads without improving transit is a waste of money, as it only increases more demand and results in the same traffic and more pollution. | See Comment #1 |
| 3161 | Tara O'Hare | 3/7/2023 | MC/CapEx Website-Comment Form | 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 Topic Comment | | | | | | |
| 3162 | Taryn Michaelson | | | Do not widen/No Build | Mobility35 Program Manager Tommy Alrigo. Hello, 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 30 to 40 ugly 39 turn in to a bike/walked green space for the actual residents who live here. Not trucks, those passing through, or people who commute 2 hours from buda. | See Comment #5 |
| | | | | Community alternatives | Heliway35 has a great plan we should invest in as an alternative. Thank you, a south Texas resident. | See Comment #4 |
| | | | | 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 |
| 3163 | Taryn Pagan | | | Labor/Induced Demand | More lanes will generate more traffic/Induced Demand | See Comment #18 |
| | | | | Air quality | reduce air quality in Central Texas. | See Comment #55B |
| | | | | Bury/funnel | 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 | Tasia A Shaida | | | Multimodal transportation | I-35 Capital Express Central Project - No Build Alternative preferred. I'm heavily 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 it's a time when Austin will be building Project Connect. It would encourage the use of single-occupancy vehicles, promote other carpool and rider progress toward reaching goals of the Austin Climate and Equity Plan. 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, Tasia Shaida and Jarrod Bestler | 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 | Do not widen/No build | Mobility35 Program Manager Tommy Alrigo. Hello Tanya, I live in South Austin and I live in 120 in Austin, Texas. I also live from San Antonio and use I-35 consistently in my travels both home and generally here in Austin. I can easily say it's this as is and there are other options for getting where I need to go. I do not need more construction on I-35. I know how much of a pain that congestion can be, but to mention that extra lanes wouldn't help considering the gigantic lane expansion project in Katy, where my mom is from, I am not aware of the importance of getting people to Texas and we simply don't need it expanded in this way. It would cause so many more issues than the potential, bike, decrease in traffic I propose. 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 |

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| 3166 | Tawny Wilson | 3/2/2023 | Email | Do not widen/ho build | <p>RE TxDOT TADOT: WIDENING our streets to deal with traffic congestion is like hammering your feet to cure rheumatism! -- 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 2-4 miles 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 bikers and pedestrians to cross where cars are traveling speeds of 40-50 miles an hour. At non-high speed crossings in Austin should be designed for 25mph and be safe FOR ALL ROAD USERS. Even 25 is plenty, in my opinion, to walk and bike around town frequently and it is like the fighting for my life there sometimes. Everyone is spending and even sometimes ACTIVELY trying to run you off the road. It's no wonder few people feel safe enough to get in 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 asked to walk on the sidewalk between frames and I, passed by two cars for control and its consequences. It's time to honor the grip car culture has on the 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 building public toilets 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 crowd times when everyone wanted to be not walking and biking, safe streets were designed 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 ReLink35, to be fully studied. I want more options than driving and I want those options to be safe, accessible and, damn I say?</p> | See Comment #5 |
| 3167 | Tawny Progen | | | Bike/ped safety | <p>RE TxDOT TADOT: 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.</p> | 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 | | | Do not widen/ho build | <p>ReLink35 Program Manager Tommy Strigo: Hi, I'm an Austin resident in 78745. I OPPOSE TADOT's plans for I-35 and I OPPOSE any expansion expansion. The time to act for more lanes of HOV for HOV is now. We need to reduce the number of cars on the road in the near future. 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 splitting arterials 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 TADOT, Austin City Council, and other representatives to stand up for me.</p> | See Comment #5 |
| | | | | Recurse to I-30 | More traffic should be using I-30 instead and there should be more public transit where I-35 is today instead. | See Comment #3 |
| 3169 | Taylor Cook | | | Do not widen/ho build | <p>It is embarrassing that I can have this in Albuquerque/Santa Fe, but not Austin/San Antonio. We're talking as far behind and this \$1 billion road is curvy, expensive, and a lag step in the lobby wrong direction. If we can't have a train now we should do nothing and wait for the able to get better leadership instead of screwing things up even more for future generations.</p> | 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 corridor. | See comment #1 |
| 3170 | Taylor Cook | | | Do not widen/ho build | <p>ReLink35 Program Manager Tommy Strigo: Hi, I'm a resident of Austin in 78751. I can often hear I-35 from my home. That is now, without the expansion. I am simply breathing the exhaust from this road already and almost every day I have to find my way across or around this massive wall/road/impasse. Needless to say, I do not support the expansion of this dangerous, ineffective, and divisive scar on our community. I OPPOSE TADOT's plans for I-35 and I OPPOSE expansion.</p> | See Comment #5 |
| | | | | Recurse to I-30 | If this is the best plan that Texas can come up with for now, I am for redesigning SR I-30 as an interstate and prioritizing redeveloping the current I-35 corridor for public transportation. Central Texas today still has the lowest road cost of almost any other major metropolitan region and I-35 should be a high-speed rail corridor between Georgetown and San Antonio. This would have huge mobility and economic benefits for the region and even allow communities to reduce 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 expansion, DON'T! Yes. The current legislation as we saw with the Katy Freeway, air noise and water pollution, safety, and transportation options beyond driving. When will TADOT get tired of doing the same thing expecting different results. NSANTY! | See Comment #3 |
| 3171 | Thompson | | | Labor/Reduced Demand | <p>Dear I-35 Capital Expenses Detail, Re: I-35 Capital Expenses Central, Draft Environmental Impact Statement Dear Governor Abbott and other State Officials, TADOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed 135 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 ReLink35 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 steps shown in the TI study supporting to show the "prohibit" 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 TADOT facilities, this study was essentially a way to choose the most dangerous alternative.</p> | See Comment #18 |
| | | | | Multimodal Transportation | I thought the National Environmental Protection Act required TADOT 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 ReLink35 and Reconnect Austin proposals, including various levels of elected officials asking TADOT to seriously consider meaningful alternatives. While the TI study was interesting, it in no way is a replacement for thoroughly evaluating ReLink35 and Reconnect Austin in the EIS and TADOT 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 ReLink35 and Reconnect Austin proposals. Thank you for all that TADOT is doing to provide safe access and mobility options with multimodal networks even into the thriving communities of the Austin region. | See Comment #20 |
| | | | | Labor/Reduced Demand | <p>Dear I-35 Capital Expenses Detail, Re: I-35 Capital Expenses Central, Draft Environmental Impact Statement Thank you for the opportunity to comment on the proposed 135 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the EIS. However, I do not believe that the air quality and climate change analysis is sufficient. Specifically, I request that TADOT address all the following before finalizing the Final Environmental Impact Statement - Air Quality analyses must look at PM 2.5, PM 10, and NOx. TADOT only analyzed CO which is easy to abate and they know they would do so.</p> | See Comment #18 |
| | | | | | <p>- Austin is needed 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 TADOT did not do the analysis. And that's why they are pushing for an FES and Record of Decision by August (prior to Texas being required to comply with new standards). - TADOT 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 TADOT 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.</p> | See Comment #20 |
| 3172 | Thompson | | | Multimodal Transportation | <p>Dear I-35 Capital Expenses Detail, Re: I-35 Capital Expenses Central, Draft Environmental Impact Statement Thank you for the transparency with the latest report given to the Texas Department of Transportation to adopt a safer systems approach and analyze 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 TADOT 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 can be built to meet the 2035 goal to cut deaths in half is operable despite and within TADOT's grasp, based upon the design of the facility and various choices that would result from cost-effectively 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 TADOT is doing and will do in the further development of this project to end traffic deaths.</p> | See Comment #20. |

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| | | | | Lateral/Inbound Demand | Dear I35 Capital Express Central, Dear 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 I35 Capital Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposal. 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 the future with the vast majority of residents living in car-dependent sub-urban housing situations do not reflect the future that I want and does not reflect the history of my community or the choices that I need 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 rapidized vehicles in the no build, alternative 2, modified alternative 3, Reflected35, 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 analyses for this project. Please explore 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 ways 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 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 Crombar | 3/2/2023 | Email | Do not widen/no build | Modis35 Program Manager Tommy Alrigin. I am a constituent of the I35 District and I OPPOSE TxDOT's plans for I35 and I OPPOSE expansion. It has been proven that highway lane expansions do not help congestion and traffic in the long run. When project was being expanded there was so much more traffic and horrible construction to deal with. It is not worth it to have highway shut down for the foreseeable future to accommodate one more lane that isn't even full traffic on the long run. You should employ the assistance of city planners and professionals who are pro city traffic to come up with alternative options of just choosing the most obvious idea of making the highway bigger. Please do not support the expansion. | See Comment #45 |
| 3173 | Taylor Lancaster | | | Do not widen/no build | Hi TxDOT TxDOT, As the local architecture professional and I think the expansion plans for I35 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 #45 |
| | | | | Route to I35 | Is there not a solution to traffic if all semi trucks are required to take the toll? We should encourage people to get out of their cars, not send half their day stuck on the highway. Thanks for your time, and I hope you truly reconsider all options. | See Comment #43 |
| 3174 | Taylor Pearson | | | Capex/Deck Plazes | Hi, I would like to voice my support for the following issues in the I-35 expansion: 1. A full cap from Lady Bird Lake to Airport Blvd to make the area into a pedestrian walkway 2. DON't include future support Airport Blvd to 290.3 | See Comment #42 |
| | | | | Route to I35 | Route trucks to SH 130. I would support a toll of 1-35 to accomplish this | See comment #43 |
| 3175 | Taylor Ribar | 3/2/2023 | Email | Community Alternatives | Modis35 Program Manager Tommy Alrigin. I support TxDOT plans to expand I35 this would make traffic congestion worse. I am for Retain-35 proposed plan. Taylor Ribar | See Comment #44 |
| 3176 | Taylor Stead | 1/26/2023 | McCluskey Website Comment Form | General Support | Dear Chairman Bugg and Commissioners: Thank you for your support to address I35 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. I35 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 MODCO MODCO overdue. Thank you for your dedication to serving the citizens of Texas. | See Comment #8 |
| 3177 | Taylor Stead | 2/8/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this roadway included roadway is often called the Main Street of Texas, all Texans should feel the best and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Taylor Stead Proof Realty, LLC | See Comment #8 |
| 3178 | Taylor Zinke | 3/1/2023 | Email | Do not widen/no build | Modis35 Program Manager Tommy Alrigin. In what I comment. As a Texas property owner and taxpayer, I want to write in to state that I oppose the plans to expand I35 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 bond issue, and we certainly don't need to destroy walkable, usable land to construct more of what is already in excess. We need to start traveling in actual lanes to make our city and state a more livable, accessible place. Copying 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's different needs, and this project simply is not it. | See Comment #5 |
| 3179 | Teddie Eibenberger | 2/23/2023 | Email | Do not widen/no build | Hi TxDOT TxDOT, I strongly oppose the proposed expansion to I35 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 I35 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 I35 will only make this worse. I would instead like to see more public transportation options as well as improved roadways and interchanges and the increase of bike lanes. Second, expanding I35 will effectively push thousands of people from their homes and/or businesses. Austin has already been greatly gentrified over the last 20 years or more) and expanding I35 will have an irrevocable 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 cost. I do not support the use of state and city funds on this project. The timeline is unrealistic and the project would likely be larger than estimated. This puts a great 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 nearby cities. To summarize, I strongly oppose expanding I35 and would like the funds to be directed to public transportation or alternative options. | See Comment #5 |
| 3180 | Teddy Logan Kinney | | McCluskey Website Comment Form | Bury/tunnel | We have to get I35 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 as far N as 45th Street. Have cross streets every 6 blocks maximum. Reduce lanes other 28 wherever can use freeway. Housatonic Highway- funding should be mostly federal. | See Comment #25 |
| | | | | Route to I35 | Send through trucks to I35. | See Comment #3 |
| | | | | Blas (and safety) | Citizens of Austin should possibly pay for the parks and pedestrian walkways, maybe bike lanes. | See Comment #30 |
| 3181 | Tejan Hernandez | 3/7/2023 | Email | Do not widen/no build | Modis35 Program Manager Tommy Alrigin. I HATE MORE LANES. PLS INVEST IN PUBLIC TRANSPORTATION | See Comment #6 |
| 3182 | Tessa Anderson | | | Lateral/Inbound Demand | Hi TxDOT TxDOT, As a member 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 information 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. 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, prevent 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 to 2-23-2022, including: Ensure that all crossings between 51st and U.S. 290 are at grade. | See Comment #5 |
| | | | | Lateral/Inbound Demand | Expanding the highway would not eliminate congestion due to Inbound Demand | See Comment #38 |
| | | | | Lower Speed Limits | TxDOT can improve highway safety immediately by reducing the speed limits on the highway and access roads. | See Comment #39 |
| | | | | Business/residential displacement | In order to expand the highway, the project would contribute 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's 9200 major plan. | See Comment #21 |
| | | | | Blas (and safety) | Work with the North Loop, Redloop, and Windsor Park neighborhood associations to evaluate adding another full crossing (automobiles, bikes, and pedestrian lanes) between 51st and U.S. 290. Having the project to cross directly align with the needs of Austin and its surrounding 30 mi radius 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 |

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|------|-------------------------|-----------|------------------------------|---|--|------------------|
| 3183 | Teresa J Anderson | | MC/CE&F Website Comment Form | Lanes/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 EIS, 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 53&E and U.S. 290 are at grade. Work with the North Loop, Redbird, and Windsor Park neighborhood associations to evaluate adding another full crossing (automobile, bikes, and pedestrian lanes) between 53&E and U.S. 290. Requiring the project to more closely align with the needs of Austin and its communities who live along 35 will result in better outcomes over the decades to come. Did building SR130 take traffic away from 35 the you promise? NOT! Building more lanes is equal 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 #321 |
| | | | | East/West Connectivity | Relocating 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 2020 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 Sarason Ferguson | | MC/CE&F Website Comment Form | Air quality | Around 135: -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 lanes 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 Sarason Ferguson | | MC/CE&F Website Comment Form | Air quality | Around 135: -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 lanes | See Comment #20 |
| 3186 | Teri Babin | 2/8/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Regards, Teri Babin | See Comment #6 |
| 3187 | Terry E | 3/4/2023 | Email | Do not widen/no build | I-35 CONSTRUCTION WILL ELIMINATE DOWNTOWN ACCESS THROUGH 8TH STREET AND IMPED CEASAR CHAVEZ I have built in TxDOT's preferred plan for I-35 so that the entirety of northbound access to 35 from south of Riverside Drive through 8th Street. All drivers seeking northbound I-35 access from (a) Riverside Drive and its surrounding neighborhoods, (b) the forest of new high rise now being constructed in the Rainey District, (c) East Austin below 8th Street and (d) that majority of Downtown residents and workers who are south of 8th Street will be simultaneously funneled into the 3-4 lanes of new I-35 service roads that run from Cesar Chavez through 8th Street. The stretch of service roads will become overwhelmingly overwhelmed. Cesar Chavez Street will also be overwhelmed, particularly during the 8 years of I-35 construction starting late 2023. During that time frame, TxDOT will routinely close or partly impede traffic at the intersection of 35 and Cesar Chavez, as they close the highway, build or re-build bridge, build a flyover bridge to move service road traffic from the eastern side of 35 at Rainey Street to the western side of 35 at Cesar Chavez, and initiate their downtown deck-out removal 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 45-70 story Rainey District buildings (no other construction will commence with their car, along with all of the hotel guests for all of the new hotels now being built within Rainey. The Convention Center will undergo a doubling in its size, undoubtedly involving the capture of Cesar Chavez lanes for construction staging. Project Connect, which can no longer afford to remain high downtown, will be forced to close Cesar Street west of Trinity which will eliminate 3-4 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 plan 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 the project on surrounding areas and from growth on surrounding areas via its project. | See Comment #5 |
| 3188 | Terry Mitchell | 1/11/2023 | Email | General Support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | General Support | Dear Chairman Bugg and Commissioners: Please contact for plans to seek approval and funding for the I-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 Woodhouse | 3/7/2023 | MC/CE&F Website Comment Form | Do not widen/no build | Absolutely opposing this 35 expansion. Categorically do not want any annexing of Walter Beach Park, that is sacred land. | See Comment #5 |
| 3191 | Tessie Matha | 3/7/2023 | Email | Do not widen/no build | Multi35 Program Manager Tommy Arango. I oppose TxDOT plans for I-35. This is an expensive, cumbersome BONDed for a problem, for someone who has experienced the disaster that are the highways in Phoenix... They suck. They do nothing to solve traffic, increase pollution, discourage public transportation, and overall just fail. | See Comment #5 |
| 3192 | Tessie Larrison | | Community Alternatives | Multi35 Program Manager Tommy Arango. I oppose the I-35 expansion plan and support the NetRx35 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 spreading noise and pollution that endangers neighborhoods and our air quality system. | See Comment #558 |
| 3193 | Theo Howard | 3/7/2023 | Email | Do not widen/no build | Multi35 Program Manager Tommy Arango. I am a resident of Travis county and I strongly oppose the TxDOT highway expansion plan. Adding a few lanes DOES NOT IMPROVE flow and safety and does not address the problem of traffic in 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 1/3 mile wide which never stops. A train that runs through the city and runs faster than the traffic on 35. Which wouldn't be best during most of the day. | See Comment #5 |
| 3194 | Theresa Zaleska | 3/6/2023 | Email | Do not widen/no build | Multi35 Program Manager Tommy Arango. I'm a resident of District 1, Austin TX. I OPPOSE TxDOT's plans for I-35 and LPRSE expansion. I am FOR less traffic through the heart of Austin. The NetRx35 proposal, routing non-local traffic to SR130 as an interstate, and more public transportation options and bike lanes. TxDOT's process in this project is flawed. Highway expansions DON'T solve severe congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 20 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 | Reverts to I-30 | Multi35 Program Manager Tommy Arango. I'm a resident of San Antonio and other 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 stop the highway or redirect the highway around Austin. Why does Texas national traffic need to go through the center of the city? | See comment #1 |
| 3196 | Thomas Bohulak | 1/13/2023 | Email | General Support | To the Department of Transportation: I-35 has made significant improvements for over 30 years. I fully support the Department's 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 Alternata 3. Thomas Bohulak | See Comment #8 |

| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
|------|--------------------------------|---------------|--------------------------------|--|---|-----------------|
| 3197 | Thomas Buhavice | 1/18/2023 | McClure's Website Comment Form | General Support | I support the H 35 Capital project. The need to add lanes has been there for 50 years. | See Comment #8 |
| 3198 | Thomas Emswiler | 3/7/2023 | Email | Do not widen/hw build | <p>Mobile35 Program Manager Tommy Ahlgrin:</p> <p>I know TDOF wants to move the plan along but hopefully they have learned from the stoppage of 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.</p> <p>The widest freeway in the world is in Houston and there are still traffic issues, in a more local issue. Mopac the expansion of toll lanes has done little to impact overall traffic on I-35. This expansion is not the right move and we need to consider alternatives.</p> <p>I know there are alternatives in Texas since the Southern Gateway Deck Park (SSE), Dallas, Texas project has been approved. Even the famous Big Dig project which occurred in Boston could be a reasonable alternative that would allow I-35 to get through Austin with minimal impact to current businesses which would add revenue to the economy.</p> <p>There are many valid alternatives to expansion, the Rethink35 proposal, reimagining another highway such as SR-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 widest of transit, all of these would be better alternatives to their 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 I-35.</p> <p>I don't want to use an interstate highway for my local trips. I have a recommendation that draws 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 TDOF, Austin City Council, and other representatives stand up for me in opposition to the expansion.</p> <p>Sincerely,</p> | See Comment #5 |
| 3199 | Thomas Freshman | 3/6/2023 | Email | Revoke to I-30 | <p>Mobile35 Program Manager Tommy Ahlgrin:</p> <p>As a resident of Austin for many years I strongly OPOSE TDOF's plans for I-35 and I strongly OPOSE ANY expansion plans to the highways running through the city limit. It's high time SR130 be reimagined as the highway for 18-wheelers and heavy truck vehicles. No single person in Austin wants I-35 to go through downtown and I'll thank anyone if I should be to move I-35 out of the city. The small, medium, and other roads of this city 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-Wheeler/tractor trailers need to be legally forced to use SR130 instead.</p> | See comment #3 |
| 3200 | Thomas Graham | 3/7/2023 | Email | Bike/ped safety | <p>Mobile35 Program Manager Tommy Ahlgrin:</p> <p>You're removing the magic of Austin... it's WALKABILITY. We need to build a city for people, not cars.</p> | See Comment #30 |
| 3201 | Thomas Higginbotham | 3/7/2023 | VGH | Do not widen/hw build | <p>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 sections.</p> <p>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.</p> <p>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.</p> | See Comment #5 |
| 3202 | Thomas Jones | 2/20/2023 | VGH | General Support | <p>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 skip across I-35 at the Sullyto Plaza and would love to see East and West combined once again.</p> <p>I support Modified Build Alternative 3</p> | See Comment #8 |
| 3203 | Thomas Karmach | 3/6/2023 | Email | Do not widen/hw build | <p>Mobile35 Program Manager Tommy Ahlgrin:</p> <p>I am a resident of Austin and firmly oppose the expansion of highway 35. I do not think this will help alleviate traffic concerns.</p> | See Comment #5 |
| 3204 | Thomas Michaels | 3/4/2023 | Email | Public transit/Multimodal transportation | <p>Mobile35 Program Manager Tommy Ahlgrin:</p> <p>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 here.</p> <p>Austin has seen a significant amount of growth in the past few years. How is the city's projected population growth in the next 25 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 live further from city center.</p> <p>Ask that you at minimum the error made by that project and be very thorough with population projections to accommodate the needs of the city in the coming years Dr. Thomas Michaels Texas County</p> | See Comment #13 |
| 3205 | Thomas Stephens | 3/7/2023 | VGH | Bike/ped safety | <p>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.</p> | See Comment #30 |
| 3206 | ThomasF | 1/30/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TDOF. Thank you for your consideration of this request. Sent from Mail for Windows</p> | See Comment #8 |
| 3207 | Tim Nguyen | 3/7/2023 | Email | Do not widen/hw build | <p>Mobile35 Program Manager Tommy Ahlgrin:</p> <p>I am a resident of San Antonio and Austin and I oppose TDOF's plans for I-35 and I OPOSE 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 better a better way outside of expanding I-35.</p> | See Comment #5 |
| 3208 | Tiffany Aguilar | 3/7/2023 | Email | General Support | <p>I support a public transit first project and Rethink35's proposal. PLEASE do not expand I-35!</p> <p>I hate the horrible traffic I'll be moving to and 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.</p> | See Comment #4 |
| 3209 | Tiffany Holder | 3/7/2023 | Email | Do not widen/hw build | <p>Mobile35 Program Manager Tommy Ahlgrin:</p> <p>I am a resident of Austin and I OPOSE TDOF's plans for I-35 and I OPOSE expansion.</p> <p>I am 60F and plan that incorporate reimagining traffic to other alternatives, increase public transportation options, and plans that do not negatively affect the surrounding neighbors small businesses. TDOF's process in this project is flawed. It ignores induced demand, construction impacts, particulate matter pollution from the 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 increase congestion as we saw with the Katy Freeway, air noise and noise pollution, safety, and transportation options beyond driving.</p> <p>* 20 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.</p> <p>I expect TDOF, Austin City Council, and other representatives to stand up for me. Thank you!</p> | See Comment #5 |
| 3210 | Tiffany Palmer | 3/7/2023 | Videochat | Revoke to I-30 | <p>Tiffany Palmer: On the 35 project, the -my opinion 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 that they are really worth and pay them the money that they are really due plus the headache of having a new road to another location plus moving people double housing. And, nobody wants to replace the affordable housing with unaffordable housing. I think you need to divert the funds 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 to just getting those people who are driving through I-35. They need to be merged. If you want to do an HOV + 1 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 you to truly do what you said you were going to do and divert the through traffic off of another pathway. So get the trucks off of I-35, and that will solve your problem.</p> | See comment #3 |
| 3211 | Tiffany Rivers and David Tavel | 2/9/2023 | My site in CO | Air Quality/Noise | <p>We are owners of 2305 Robinson Ave. We want to ensure our voting request for sound barrier is sent to us. We currently live at 1729 Burnside Road, Unit 1, Austin TX 78721. We want to vote to sound barriers that is right for our property line at Robinson Ave. Please contact us - Tiffany Rivers [REDACTED] David Tavel [REDACTED]</p> | See Comment #34 |
| 3212 | Tiffany Ting | 3/7/2023 | Email | Do not widen/hw build | <p>Mobile35 Program Manager Tommy Ahlgrin:</p> <p>I'm opposed to TDOF'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 least a few years of congestion relief? No, thank you. However, please look at more sustainable, longer term solutions. May I ever give you for to suggest a public transit first plan? This would help long-term relief to Austin's congestion problem.</p> | See Comment #5 |
| 3213 | Tiffany Valle | 3/7/2023 | Email | Do not widen/hw build | <p>Mobile35 Program Manager Tommy Ahlgrin:</p> <p>In a resident of Houston, TX where the TRRA just voluntarily agreed to allow TDOF to move forward with the I-45 expansion. Why does TDOF 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 train, not repeating the same failed attempts to improve freeways and freeways it works this time. The money wasted on freeways could be used to fund public transport, protected bike lanes, public education efforts, and more roads. Don't expand another highway in Texas if we don't want to live being the laughing stock of the country when it comes to transit and transport.</p> | See Comment #5 |
| 3214 | Tim Crowley | 1/31/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TDOF. Thank you for your consideration of this request.</p> | See Comment #8 |
| 3215 | Tim Crowley | 1/30/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TDOF. Thank you for your consideration of this request. Sent from my iPhone</p> | See Comment #8 |
| 3216 | Tim DeLan | 1/31/2023 | McClure's Website Comment Form | General Support | Any effort to reduce vehicles on the roads is worth pursuing. | See Comment #8 |
| 3217 | Tim Taylor | 1/29/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TDOF. Thank you for your consideration of this request. Tim Taylor Jackson Walker LLP 100 Congress Avenue, Suite 1200 Austin, Texas 78701 [REDACTED] David Certified by the TRS in Commercial Real Estate Law www.davidlaw.com</p> | See Comment #8 |
| 3218 | Tim Taylor | 2/7/2023 | Email | General Support | <p>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 to become seriously 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.</p> | See Comment #8 |

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| 3210 | Tom Thomas | | | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alrango.</p> <p>We do not need any 35 expansion. I have lived near the corner of 71 and H-35 for over 15 years and saw the last 35 expansion. H-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 H-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.</p> | See Comment #5 |
| | | | | Public transit/Multimodal transportation | <p>There is our desire to all of our creeks and filtering our sidewalks and bike lanes. Everyone wants better public transit, yet TxDOT proposes more highway lanes. Your roads are the deadliest in Austin. You must expand H-35 we need pedestrian and bike crossings every 1/4 mile. We need a cap. And need a plan to convert H-35 over to rail and active transportation once we are forced to get serious about climate change.</p> | See Comment #13 |
| 3220 | Tim Wallace | 1/26/2023 | MC3a/2 Website Comment Form | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for your support to address I35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 2nd worst in the state. I35 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 I35 Capital Express Control 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.</p> | See Comment #8 |
| 3221 | Tinnelly Banner | 3/1/2023 | Email | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alrango.</p> <p>As a resident of one of the great cities of Texas, one of the first I proclaim "Smart" means with Texas." The expansion of the highway is not only a poor solution to the issue of transportation in our city, it is the quickest way to destroy our land. How many lanes until the congestion is "lessened 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 water and more simple ways of getting around through well funded and secured transportation for everyone?</p> | See Comment #9 |
| 3222 | Timothy Outback | 3/1/2023 | Email | Air Quality/Noise | <p>Hi TxDOT TxDOT,</p> <p>To Whom it May Concern:</p> <p>The expansion of I35 through central Austin is of great concern to me and my family. We live in the neighborhood of Whitire 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 gravitates towards the destination of the intersection. In fact hearing about the I35 renovation, we were excited at the prospect of widening the upper deck and making the interchanges grade. 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.</p> <p>However, the latest plans are worrisome because they seem to expand the interchange 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.</p> <p>We request that the health and wellbeing 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 tear vs. simply ignoring the fact that people live and work near this massive river of concrete.</p> | See Comment #34 |
| ID | Committer Name | Date Received | Source | Topic | Comment | Responses |
| 3223 | Timothy Edward Duke | | MC3a/2 Website Comment Form | Multimodal transportation | <p>There are important issues that must be considered concerning the I35 corridor, air quality and water runoff to name two. Mass transit accommodations should be prioritized allowing for bus lanes as well as on and off ramp accessibility.</p> | See Comment #20 |
| | | | | Air quality | <p>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. Cheaper, more efficient alternatives are not being seriously 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.</p> | See Comment #308 |
| 3224 | Rebely McCall | | | Do not widen/ho build | <p>Multi335 Program Manager Tommy Alrango.</p> <p>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.</p> <p>Furthermore, I do not want to see an interstate highway for my local trip. 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 treatments who are giving a much further distance and just want to bypass our city.</p> <p>I respect 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.</p> <p>Thank you for your attention to this matter.</p> | See Comment #5 |
| | | | | Community alternatives | <p>Instead, I am in favor of something more along the lines of the ReLink35 proposal</p> | See Comment #4 |
| | | | | Route to I35 | <p>First and foremost, I oppose TxDOT's plans for I35 and expansion, which suggests redesigning another highway such as SR130 as an interstate, and instead constructing a boulevard going through town that would involve a more a civic-minded transit-first project.</p> | See Comment #3 |
| | | | | Labor/Induced Demand | <p>The ReLink proposal takes into consideration the flaws in TxDOT's process for this project, which ignores Induced Demand.</p> | See Comment #18 |
| | | | | Tire wear | <p>construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and forced traffic modeling.</p> | See Comment #18 |
| | | | | Public transit/Multimodal transportation | <p>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.</p> | See Comment #13 |
| | | | | Air quality/noise | <p>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.</p> | See Comment #34 |
| 3225 | Timothy Pethews | | MC3a/2 Website Comment Form | Caps/lock pieces | <ul style="list-style-type: none"> Document the impact of adding any highway lanes to local streets and the resulting impacts to walking and biking. Design the "backover" to MACTD and CDR standards so that it functions as a street, not high-speed frontage road. Design widening that is appropriate for urban areas and reduces the barrier of the highway. In most cities this is done with park lanes. 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 structures can be added as 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 | <p>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.</p> | See Comment #123 |
| | | | | Labor/Induced Demand | <p>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.</p> | See Comment #18 |
| | | | | Public transit/Multimodal transportation | <p>In order for transit services, walking, and biking to be considered viable options along with the I35 corridor, there must be additional connectivity and additional seating. The Austin Strategic Mobility Plan plans for a significant mode shift and this project should support these 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.</p> | See Comment #13 |
| | | | | Parks | <p>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 Deer Lake Metropolitan Park, Balcones Beach, Edward Rendon St. Park at Federal Beach and Palm Park, and any other trails directly impacted, including the Butler-Holmes-Bike Trail and the Red Line Parkway, have improved access and usability with this project.</p> | See Comment #150 |
| | | | | Business/residential displacement | <p>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.</p> | See Comment #21 |
| | | | | Route to I30 | <p>TxDOT should incentivize traffic to use SR130, which was built as a bypass to I35, but is currently not financially disincented to encourage long distance drivers to go around central Austin.</p> | See Comment #3 |
| 3226 | Tina Li | 2/9/2023 | MC3a/2 Website Comment Form | General Support | <p>As a UT student who commutes, this redesign would help me tremendously as I will not only allow me to get to campus faster but also provide safer driving conditions</p> | See Comment #8 |
| 3227 | Travis Elliot | | MC3a/2 Website Comment Form | Multimodal transportation | <p>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 it as it 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 needs? I strongly believe changes that promote and encourage mass transit will offer the most positive long term benefits. Designated lanes for transit and would encourage ridership if it significantly decreases travel time.</p> | See Comment #20 |
| | | | | Air quality | <p>In addition, this would reduce air pollution. Self-bike lanes are being added in all part of the city and they should also be considered for OS. Again, a quarter centime while improving air quality is a win-win. Will TxDOT be paying for these changes or will Austin tax payers be footing the bill?</p> | See Comment #558 |
| 3228 | Travis Page | 2/12/2023 | MC3a/2 Website Comment Form | Business/residential displacement | <p>I am writing concerning the expansion of I35. This would cause over 200 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.</p> | See Comment #21 |

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| 3229 | Tobin Abraham | 3/7/2023 | Email | Community alternatives | <p>Dear TxDOT:</p> <p>I am writing to express my complete support for the I-35 Capital Express Central Design Environmental Impact Statement.</p> <p>Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants,</p> <p>Thank you for the opportunity to comment on the proposed I-35 Capital Express Central Design 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.</p> <p>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 TI 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 maps showed an increase in total travel time that TxDOT facilities, this was essentially a way to choose the most disingenuous alternative.</p> <p>I thought the historical Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears 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 TI 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 did not meaningfully consider these alternatives.</p> <p>Please run the rigorous analysis found throughout thousands of pages of EIS on the Rethink35 and Reconnect Austin proposals.</p> <p>Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks across into the thriving communities of the Austin region. (Also, can we give buses a shot?)</p> | See Comment #4 |
| 3230 | Todd Griffin | 2/7/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated highway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Griffin</p> | See Comment #8 |
| 3231 | Todd Miller | 1/13/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated highway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 3232 | Todd Patch | 2/9/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated highway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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</p> <p>One of the 2022 Austin Blue Street Compendium: James Lang LaDalle For more information about how JL 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 send, 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 attachments 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 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.</p> <p>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 get coverage in force or make changes to your existing program. Thank you.</p> <p>This email, including any attachments that accompany it, may contain information that is confidential or privileged. This email is intended solely for the use of the individual(s) to whom it was intended to be addressed. If you have received this email and are not an intended recipient, any disclosures, distribution, copying or other use or retention of this email or information contained within is strictly prohibited. If you have received this email in error, please immediately reply to the sender via email and also permanently delete all copies of the original message together with any of its attachments from your computer or device.</p> <p>*****</p> | See Comment #8 |
| 3233 | Todd Wallace | 2/7/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated highway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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</p> <p>One of the 2022 Austin Blue Street Compendium: James Lang LaDalle For more information about how JL 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 send, 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 attachments 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 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.</p> | See Comment #8 |
| 3234 | Tom Courtright | 1/28/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated highway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 3235 | Tom Chamberlain | | | <p>Do not widen/no build</p> <p>Multimodal Program Manager Tommie Arrington</p> <p>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 showed through towns they disrupted them tremendously and we are still paying the price. Most but urban centers are getting rid of the highways that have cut them and we should too. Cities should act at human scale and these massive highways were a mistake.</p> <p>Please listen to the folks of the city and rethink this huge folly.</p> | See Comment #5 | |
| | | | | <p>Lateral/Inbound Demand</p> <p>Highway expansions don't 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 zero traffic!</p> | See Comment#18 | |
| ID Commaiser Name Date Received Source Topic Comment Responses | | | | | | |
| | | | | <p>Route to I-30</p> <p>Narrow interstate traffic to ab-130 and turn the former I-35 through Austin into a boulevard with room for public transportation, foot traffic and bikes.</p> | See Comment #3 | |
| | | | | <p>Public transit/Multimodal transportation</p> <p>Move highways out of urban areas and redirect those right of ways to trains, buses and surface traffic.</p> | See Comment #13 | |
| | | | | <p>NE TxDOT TxDOT:</p> <p>Dear TxDOT,</p> <p>I am writing to express my opposition to the proposed widening of the I-35 corridor through central Austin. As a native Texan, UT Austin graduate and former Austin resident (and someone who has visited Austin change over the last 40 years), I believe any reasonable light to suggest that the proposed widening will contribute real long-term improvement to the city is a gross overstatement. Whatever traffic management justification TxDOT has made to warrant this proposal, the benefits, contrary to claims of simply adding more lanes to "ease" congestion has been disproven, both in Austin and in numerous cases around the country (even the I-35 upper deck supposed to resolve the traffic volume issue years ago!). Adding more traffic capacity as a "solution" simply has not worked; more lanes simply produce more traffic and congestion. Why is TxDOT changing to this approach?</p> <p>I would also raise other issues besides dispersed traffic models to oppose the widening project:</p> <p>Excessive site expansion costs - the widening project alternatives include approximately 25-32 linear 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 highly impacted area of travel through Austin? This is one land use, increasingly wasteful use of public dollars, and a massively disruptive construction effort that will take decades (or more) to complete. There are better alternatives than to purchase hundreds of acres of valuable land to be taken off the tax roll and lost to the public.</p> <p>Excessive waste of land economic cannot be justified by the TxDOT proposal.</p> <p>This TxDOT road widening proposal is a poorly thought out "shiny solution" to traffic mitigation, oversimplified and limited in its purported benefits, and will prove to be a catastrophically 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.</p> | See Comment #18 | |
| | | | | <p>Route to I-30</p> <p>Alternative routing is in place. The Highway 45-130 bypass road on the west side is reasonably understood, and is already constructed. Why continue to expand capacity on I-35, especially for through traffic, when an alternative already exists and is completed. 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.</p> | See Comment 13 | |
| | | | | <p>Racial justice</p> <p>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 west side. Any potential for future property value enhancement and property taxes will be lost if the widening is widened. The historic neighborhood effects of I-35 original construction have started to break down and provide for redevelopment in East Austin, although displacement of lower income residents has shifted the value premium 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 displacement 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 rebuilding? Increasing road capacity in one-dimensional response to, for more complex and promising alternative to urban redevelopment. An alternative that considers and provides a shift of highway traffic and other redevelopment solutions that encourage investment of private capital and other real benefits to people (more noise, better connectivity for multiple modes of transportation, chance to build more housing and commercial space along a TEN MLE corridor). Please do not undermine these opportunities, and at increasing high costs, as well.</p> | See Comment #3 | |
| | | | | <p>Multimodal transportation</p> <p>NE TxDOT TxDOT:</p> <p>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 pedestrians and everything else.</p> <p>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.</p> <p>Motor vehicles have been the priority for too long. Make the right choice.</p> | See Comment #20 | |
| 3238 | Tom Stacy | 1/23/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated highway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 3239 | Tom Stacy | 3/7/2023 | Email | General Support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated highway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |

| ID | Commenter Name | Date Received | Source | Topic | Comment | Response |
|------|----------------|---------------|--------|----------------------------|---|-----------------|
| 3240 | | | | Multimodal transportation | <p>Email copy: Tonyy Albrag. 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.</p> <p>As a member of this group I am recommending our feedback attached so that these important letters can be included in the feedback for the current draft Environmental Impact Statement (DES) public hearing. These requests are all actionable, and ask TxDOT to follow through.</p> <p>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 we were collectively representing thousands of Austinites in these discussions. Please give this feedback the care and attention it deserves.</p> <p>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 DES process. I think these hard-working folks who took time away from their families to meet together and provide feedback, deserve a response.</p> <p>Thank you for your attention to this matter. Tom</p> <p>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.</p> <p>Efforts that I has received the community plan (the original form 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.</p> <p>Include Alternative Evaluation Criteria that directly respond to issues we've identified so that impacts can be avoided for those whose lives, and livelihoods will be disrupted again if racial equity and justice remain ignored.</p> | See Comment #20 |
| | | | | Multimodal transportation | <p>Email Copy: Tonyy Albrag. Attached is our input for the I-35 Capital Express Central DES public hearing.</p> <p>Tom</p> <p>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, maintenance, collector-distributor lanes, or service road lanes. There should be no reserved 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 maintenance should generally not be expanded to the surface. Any alternative that includes controlled access lanes (i.e. any configuration other than a highway-to-shoulder conversion) 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 adverse negative impact on Austin and the Austin metro, including widening the highway and increasing significant portions of the city, causing a wider barrier 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.</p> <p>Include or free connectivity across I-35, LA, pedestrian, bicycling, trail, and transit connections across I-35 that do not encounter maintenance or service road traffic. Provide alternatives that preserve or extend existing street crossings, plus restore or create new east-west street crossings.</p> <p>Identify 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 the project's new impacts.</p> <p>Facilitate economic sustainability & resilience in alignment with equitable outcomes. Create walkable, reusable, and equitable transit-oriented development along I-35. Close socioeconomic gaps between communities and stop or mitigate displacement.</p> | See Comment #20 |
| | | | | Air Quality/Climate Change | <p>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.</p> <p>We recognize, as others do, that the proposed expansion would raise local air quality issues, would have significant negative health impacts, and that this has not been adequately acknowledged or evaluated in the DES. The DES analysis is inadequate for PM 2.5, PM 10, NO_x, ozone precursors, and VOCs pollution.</p> <p>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.</p> <p>Identify longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. This project must help rectify past impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes again.</p> <p>Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, 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.</p> | See Comment #18 |
| 3241 | | | | Multimodal transportation | <p>Dear I-35 Capital Express Central, Draft Environmental Impact Statement</p> <p>Re: I-35 Capital Express Central, Draft Environmental Impact Statement</p> <p>Thank you for the transparency work over the last several years at the Texas Department of Transportation in adopt a safe systems approach and actively 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.</p> <p>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."</p> <p>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 the project or variants that meet the 2035 goal to cut deaths in half is complete, double and within TxDOT's grasp, based upon the design of the facility and various choices that would result from unconstrainedly having the goal as the top purpose and need of this project.</p> <p>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.</p> | See Comment #20 |
| | | | | Multimodal transportation | <p>Dear I-35 Capital Express Central, Draft Environmental Impact Statement</p> <p>Re: I-35 Capital Express Central, Draft Environmental Impact Statement</p> <p>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.</p> <p>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 TI study purporting to show the "problem" of out of town traffic in no way considered the spatial reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle mile traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative.</p> <p>I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears 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 TI study was interesting, it is no way a replacement for thoroughly analyzing Rethink35 and Reconnect Austin in the DES and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives.</p> <p>Please run the rigorous analysis found throughout thousands of pages of EIS on the Rethink35 and Reconnect Austin proposals.</p> <p>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.</p> | See Comment #20 |
| | | | | Multimodal transportation | <p>Dear I-35 Capital Express Central, Draft Environmental Impact Statement</p> <p>Re: I-35 Capital Express Central, Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DES.</p> <p>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:</p> <ul style="list-style-type: none"> - Air Quality analysis must look at 2.5, PM 10, and NO_x. TxDOT only analyzed CO which is able to study and know how they would lower. - 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 close to non-attainment for PM 2.5 is not why TxDOT did not do the analysis. And clearly why they are pushing for an PES 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 if it somewhat meaningless. <p>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.</p> | See Comment #20 |
| 3242 | | 3/7/2023 | Email | Multimodal transportation | <p>The complete PDF is located in the public hearing summary, appendix F. Email Copy: Tonyy Albrag. Attached is input from People United for Mobility Action (PUMA) for the I-35 Capital Express Central DES public hearing.</p> | See Comment #20 |

| 3243 | | 3/7/2023 | Email | Multimodal transportation | <p>Dear I35 Capital Express Central, Dear Environmental Impact Statement</p> <p>Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants,</p> <p>Thank you for the opportunity to comment on the proposed I35 Capital Express Central 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 ways to travel in Texas, with riding the bus being the second most safe way to travel. I wish that I had the freedom of safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.</p> <p>The travel demand models that only seek to optimize the project to rightly support so 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 choices that I seek to live.</p> <p>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 mobility vehicles in the no build, alternative 2, modified alternative 3, Refurbish35, and Reconnect Austin scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable Transit Oriented Development scenarios that was made available to the Texas A&M Transportation Institute when they were developing analyses for this project.</p> <p>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.</p> <p>Thank you for all that TxDOT is doing to improve safe, multimodal access for all. Sincerely,</p> | See Comment #20 |
|------|---------------------|---------------|----------------------------|---|---|---|
| 3244 | Tommy Elliott | 2/9/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 12S device. Get Outlook for Outlook</p> | See Comment #8 |
| 3245 | Tommy Pho | 1/27/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 3246 | Tommy Hooper | | VGH | <p>Do not widen/ho build</p> <p>Revisit to I-30</p> | <p>In its nature, a highway built for cars is hostile to pedestrians. As a citizen of Austin, who has had here for 22+ years, I have walked across I35 on numerous many times. Each time, it's a health experience. The feeling of hood cars swerving at 60+ mph before your feet is unsettling, it feels as though any wrong step could lead to getting hit. In fact, this corridor through Austin is just has been consistently the deadliest corridor for pedestrians in the entire city limits. Why then, would you propose actually decrease the total number of pedestrian crossings of I35? Shouldn't we strive to safely increase those crossings if this is to be a "human" 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 we have in Austin. Thank you!</p> <p>Also, why can't we move I35 to where I130 currently sits and downsize its current footprint when the large majority of trips on the central corridor are local?</p> | See Comment #9 |
| 3247 | Tony Allison | 1/12/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 3248 | | 1/4/2023 | Email | Do not widen/ho build | <p>Helix, I want to voice my extremely strong opposition to the proposed 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 infrastructure. However, adding additional lanes or widening I35 and demolishing homes and businesses to go so far towards not acceptable nothing. Even 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 different. The renderings online showing people juggling or biking next to nearly 26 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. Shamblering forward and widening it just because that's what we do is unacceptable. The latested talks at TxDOT are capable of better. Texans deserve more, and the country needs Texas leadership and innovation on traffic and highway development. Thank you very much for your time. Sara</p> <p>Will there be interim projects announced through CapMetro using the \$9 AM to address maintaining travel service during construction?</p> | See Comment #5 |
| 3249 | | 2/9/2023 | VGH | CapMetro | TxDOT is coordinating with CapMetro about maintaining travel service throughout the length of construction and working with community organizations to provide bus passes to riders when appropriate. | |
| 3250 | Tony Hamaison | | | <p>Do not widen/ho build</p> <p>Community Alternatives</p> | <p>Mobilize35 Program Manager Tommy Alrapp. I WATE THE EXPANSION OF I35B! it won't help solve traffic and it will destroy the areas around it.</p> | See Comment #5 |
| 3251 | Ton Vogel | 1/13/2023 | Email | Do not widen/ho build | I support refocus I-35. I support refocus I-35. | See Comment #4 |
| | | | | Do not widen/ho build | <p>Dear Chairman Bugg and Commissioners I am a community member of Austin and 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 widened I-35 to be tolled and I-35 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.</p> | See Comment #5 |
| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
| | | | | Air quality/noise | I am also concerned about the increased noise and air pollution. | See Comment #34 |
| 3252 | Tony Keal | | | <p>Do not widen/ho build</p> <p>Public transit/Multimodal transportation</p> | <p>Mobilize35 Program Manager Tommy Alrapp. The real work is better this 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.</p> <p>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.</p> | See Comment #5 |
| 3253 | Yusuf Rashid | | | <p>Do not widen/ho build</p> <p>Labor/Induced Demand</p> <p>Community Alternatives</p> <p>Air quality/noise</p> | <p>Mobilize35 Program Manager Tommy Alrapp. 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 smart children are 1 and 3 year old attend St George's Episcopal school right at the 45th street exit off 35. We are strongly opposed to both plan to expand I-35. We OPPOSE both plan and OPPOSE expansion. Expanding 35 will worsen congestion just like hwy freeway 66. Highway expansions DONT work. I don't want to use an interstate highway for my local drive. I respect TxDOT, Austin City Council, and other representatives to stand up for me. Please consider.</p> <p>TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.</p> <p>I am FOR the refocus35 proposal.</p> <p>They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.</p> <p>10 years of construction for just a few years of congestion relief is NOT worth it.</p> | See Comment #5 |
| 3254 | Tracey Bradman | | | <p>East/west connectivity</p> <p>Revisit to I-30</p> | <p>Mobilize35 Program Manager Tommy Alrapp. Helix, I am a member and resident of Austin. The plan is just a half mile from I-35, so I am well aware of how its current location 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 on major cities, much less within 3 blocks of a historic neighborhood and capital building. Thank you!</p> <p>I favor the Refocus 35 proposal or designating SR-130 as an interstate.</p> | See Comment #20 |
| 3255 | Tracey Matyuk | | VGH | <p>Revisit to I-30</p> <p>Revisit to I-30</p> | <p>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 neglected in terms of access to resources and amenities. Expansion of I-35 will only make the city more divided. It will hinder accessibility for seniors and pedestrians, especially.</p> <p>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.</p> | See Comment #3 |
| 3256 | Travis County EDO | 3/2/2023 | Email | 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 Carter Omsen | | | <p>Do not widen/ho build</p> <p>Public transit/Multimodal transportation</p> <p>Business/residential displacement</p> | <p>Mobilize35 Program Manager Tommy Alrapp. NOT! I have some construction bids asking for more work? If it will take 10 yrs to expand 35 is worth the solution we need at that time.</p> <p>No one wants to see I35 get bigger. Use those tax dollars to make I30 free and invest in public transport.</p> <p>I will have delayed 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.</p> | See Comment #5 |
| 3258 | Travis Hillon | 1/26/2023 | MOUSE Website Comment Form | General support | <p>Chairman Bugg & Commissioners, With the new proposed alternatives and alternatives ask that there be significant attention paid to drainage using gutter underpasses. After spending some years living in Houston it became quickly apparent that in heavy storm events these depressed areas really become the "low spots" and can create significant ponding. Of course, we have a lot more topography than the Houston area, I just wanted to raise concerns 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.</p> | See Comment #21 |
| 3259 | Travis Kingman | 1/26/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Kingman - Austin resident & taxpayer. Sent from my iPhone</p> | See Comment #8 |

| ID | Committer Name | Date Received | Source | Type | Comment | Response |
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| 3260 | Travis Lee Ratloff | 3/7/2023 | McCluskey Website Comment Form | Parks | The proposed plan fails to properly address the traffic problems throughout the city, involves the sealing of parkland along the river, and destroys homes and businesses along US. Furthermore, the increased noise that will be created for communities adjacent to US 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 | General support | | See Comment #6 |
| 3262 | Travis Sawell | 2/9/2023 | Email | General support | Dear Chairman Biggs and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical artery of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 3263 | Travis Stone | 2/9/2023 | My site I Co firm and | Do not widen/ho build | I am opposed to this expansion in all forms. This expansion would destroy all opportunities 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 goods 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 | | | Do not widen/ho build | Multi35 Program Manager Tommy Alrighi, I live in the northeast neighborhood of Austin, right next to US and Airport Blvd. Expanding US is one of the worst possible uses of money and space that the state could conceive of. negates Austin's efforts to become a more sustainable city by investing in walkability, public transit, and bicycle infrastructure, and cause expanding traffic for the rest of the 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 further than the citizens 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 the lives for the next several decades. | See Comment #5 |
| | | | | Build/wid connectivity | The expansion would widen the gap between East and West Austin. | See Comment #20 |
| | | | | Public transit/Multimodal transportation | All a time when cities across the country and world are removing highways and replacing them with housing, parks, mixed use businesses, and public transit, all while seeing improvements in traffic, it would be reasonable for Texas to go against all modern best practices by expanding US. | See Comment #13 |
| | | | | Labor/Inbound Demand | Expanding US 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, especially for the sake of Texas' future. | See Comment #18 |
| | | | | Reroute to I30 | I encourage TxDOT to look at other options, including rerouting current US traffic onto Highway 130 and building a financially productive boulevard with apartments and businesses where US used to be, finally allowing East and West Austin to reconnect and heal. | See Comment |
| | | | | Bike/wid 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 | McCluskey Website Comment Form | | | Air Quality/Noise | I am a resident of Travis Green condominiums off of Mariposa Dr. located in between Frericks and Duff wells, immediately next to I35. I live in an extremely concerned about the proximity of the US updates to my home. I am even more concerned about the sound abatement, and length of time the project's construction sounds will be literally outside my front door. Take a look at various other projects around major freeways in Austin: Maripac 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 of 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): Three days/weeks of construction. The noise (please include noise pollution). Total time to project completion (including surveying/inspection/works). 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 agreed commitment are ever violated. The compensation should not be singular; There should be a commitment to compensate with each violation. | See Comment #21 |
| 3266 | Travis Hackett | | | Do not widen/ho build | Hello, I live near 45th and Red River St, less than a half mile from US. I am strongly opposed to the widening of US from 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 Wheeler with TxDOT said that 92% of Austinites rely on driving. It was also mentioned and 80% of trips going through downtown Austin via US 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 US 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 high environmental impact. Transportation is the #3 source of greenhouse gas emissions in the United States, accounting for 28% of all U.S. emissions in 2022. While 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 |
| | | | | Labor/Inbound 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 Inbound Demand. | See Comment #18 |
| 3267 | Travis Hackett | | | Do not widen/ho build | Hello, I live near 45th and Red River St, less than a half mile from US. I am strongly opposed to the widening of US from 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 Wheeler with TxDOT said that 92% of Austinites rely on driving. It was also mentioned and 80% of trips going through downtown Austin via US 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 |
| | | | | Labor/Inbound 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 Inbound Demand. | See Comment #18 |
| | | | | Air Quality/Noise | On top of the proposed changes to US 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 high environmental impact. Transportation is the #3 source of greenhouse gas emissions in the United States, accounting for 28% of all U.S. emissions in 2022. While 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 | Travis Harris | 2/21/2023 | McCluskey Website Comment Form | 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 I35 and improve continued dependence and therefore expansion of public transportation. With Austin currently working on a highway as well, I could definitely see high utilization of a high speed rail. | See comment #1 |
| 3269 | Travis Lazar | | | Do not widen/ho build | Multi35 Program Manager Tommy Alrighi, I am a resident of Austin District 8 and 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 US will harm this community. | See Comment #5 |
| | | | | Reroute to I30 | Instead of expanding 35, invest in public transit and reroute US along SH 130. | See Comment #3 |
| | | | | Community Alternatives | For the sake of our community, US expansion plans should be cancelled in favor of a boulevard-style replacement. Mattson's plan is the path the City of Austin and TxDOT should follow. | See Comment #4 |
| 3270 | Travis Robinson | | | Do not widen/ho build | Multi35 Program Manager Tommy Alrighi, I'm a 20 year resident of the DeWaco 2 neighborhood in Austin. I live one block away from I35 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 US expansion. It takes 20 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 to Austin. | See Comment #5 |

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| | | | | 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 Capital Central corridor, so it can be opened and utilized. | See Comment #13 |
| | | | | Lateral/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 |
| | | | | Revenue to I-35 | 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 design 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 1950s 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 | Tray Farmer | 3/7/2023 | MC/CE&N Website Comment Form | Air Quality | We need greater measurements of air quality during this "environmental" review. Engineers should study ways to limit the water runoff currently in place directly into the lake - our drinking water source! We should have direct BLS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle. We should have bus only lanes (not TOD) actually plan for rail here - that would be truly awesome - but we need PREFERRED transit options. We should have more caps (bury the highway in larger segments so we truly create corridors between east and west). Early plans suggested TOD would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state? | See Comment #58 |
| 3272 | Tray Welch | 2/1/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Tray Welch CleanScapes www.cleanscapes.net | See Comment #6 |
| 3273 | Triane Ramon | 2/2/2023 | MC/CE&N Website Comment Form | Regional Connectivity | Rapid rail would allow fast movement between the nearby cities of Austin and Dallas, thus benefiting all individuals working in the area. | See comment #1 |
| 3274 | Tricia Vialar | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Vialar | See Comment #6 |
| 3275 | Trinh Nguyen | 2/11/2023 | MC/CE&N Website Comment Form | Do not widen/ho build | It | See Comment #5 |
| 3276 | Trinh Nguyen | 2/11/2023 | MC/CE&N Website Comment Form | Do not widen/ho build | Don't expand I-35 and displace the bus lanes | See Comment #5 |
| 3277 | Tray Gilbert | | | Do not widen/ho build | Mobility35 Program Manager Tommy Albragh. Hi, I'm a resident of Rippe Park, Austin Texas. Your proposal is the best for our city and I DON'T support Texas DOT's I35 expansion plan. IS has been a horribly gash through our city. | See Comment #5 |
| | | | | Community Alternatives | Please utilize the ReThink35 proposal for I35. | See Comment #4 |
| | | | | Lateral/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 | My voice in City Hall | Lower Speed Limits | I would like to see a minimal amount of added access to the freeway system in Austin. Use what is there. Slow the speed. Set lanes for commuting times. Use lighted signage for lanes. Have the signs tell the speed to go and slow down in the east exit Change the entrance ramp that is too short to be longer and allow the cars to merge. With a closed lane nearly see picture. Use money for group transport projects. Stagger work hours for traffic control. Avoid the bank, the trees, etc. in fact and plant more trees. | See Comment #35 |
| 3279 | Tucker Rose | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 | | MC/CE&N Website Comment Form | Do not widen/ho build | I do not support the current plan for the I-35 Capital Express Central Rethink. | See Comment #5 |
| | | | | Racial justice | The project in its 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/Transit | 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 | Tessa Willis | | | Do not widen/ho build | We can't build our way out of this dangerous highway. Highway extensions do NOT work. We are paying over what character is left of Austin. I respect TxDOT and Austin to do as they see fit. I do not use the highway unless I absolutely have to. Never for local trips. | See Comment #5 |
| | | | | Community Alternatives | Mobility35 Program Manager Tommy Albragh. Please please please...TODD the plan expansion plan no do not want it. RETHINK35 !! | See comment #4 |
| | | | | Lateral/Induced Demand | TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. | See Comment #18 |
| | | | | Revenue to I-35 | Can the big trucks use Toll I-35 for free and prohibit them from using I-35? | See Comment #3 |
| 3282 | Ty Freeman | | | Do not widen/ho build | Mobility35 Program Manager Tommy Albragh. 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 |
| | | | | Lateral/Induced Demand | TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the 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 see with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 20 years of construction has put a few years of congestion (and is NOT worth it). I don't want to use an Interstate Highway for my local trips. I respect TxDOT, Austin City Council, and other representatives to stand up for me. | See Comment #34 |
| 3283 | Ty Griffin | 2/8/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 3284 | Tyler Davis | 1/31/2023 | MC/CE&N Website Comment Form | Regional Connectivity | It'd like to see many more options for commuters including dedicated commuter buses and rail between San Antonio and Austin to help ease congestion on I-35. | See comment #1 |
| 3285 | Tyler Espino | | | Do not widen/ho build | Mobility35 Program Manager Tommy Albragh. Hello, I am writing to express my opposition for TxDOT's plans for I-35. | See Comment #5: |
| | | | | Lateral/Induced Demand | The current plan ignores Induced Demand. | See Comment #18 |
| | | | | Air Quality/Noise | Construction impacts, particulate matter pollution from the 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 Goonsa | 2/7/2023 | Email | General support | Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 3287 | Tyler Hurley | 1/31/2023 | MC/CE&N Website Comment Form | Regional Connectivity | I am in support of passenger rail. This are we the largest city without passenger rail. It's an embarrassment. | See comment #1 |
| 3288 | Tyler McCoy | | | Do not widen/ho build | Mobility35 Program Manager Tommy Albragh. 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 respect 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 |

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| 3234 | Viviana Miller | 3/9/2023 | Email | Community Alternatives | <p>Re: TxDOT TADD.</p> <p>PHIC:</p> <p>I am writing to you today to express my opposition to I35 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 (or air already hot enough city), and has adverse health impacts in the community.</p> <p>Road expansion is the only solution that has been proposed despite proven failures across the state.</p> <p>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 transit, trails, biking paths, or sidewalks, all of which reduce our carbon footprint, pollution, and congestion. While these projects are long term, capital intensive, and require a transformation of our infrastructure, these circumstances are not much different from the proposed expansion.</p> <p>Encourage 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 Rebuild35, to be fully studied and invested in.</p> <p>Thank you.</p> | See Comment #4 |
| 3335 | Vlad Maron | 2/8/2023 | McClure Website Comment Form | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for your support to address I35 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. I35 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 I35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.</p> | See Comment #8 |
| 3338 | Vladislav Maron | 1/26/2023 | McClure Website Comment Form | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for your support to address I35 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. I35 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 I35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.</p> | See Comment #8 |
| 3397 | Vladislav Maron | 3/9/2023 | McClure Website Comment Form | General Support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for your support to address I35 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. I35 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 I35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.</p> | See Comment #8 |
| 3338 | Walker Jones | 1/31/2023 | McClure Website Comment Form | Regional Connectivity | <p>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 cash required will return greater productivity for businesses, better quality of life for taxpayers, and restore economic, productivity, and life loss from over-congested roadways.</p> | See comment #1 |
| 3339 | Walls Goodman | 3/3/2023 | Email | Air Quality/Climate Change | <p>Multi35 Program Manager Tommy Almag.</p> <p>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 I35 "does not prioritize our need to address climate change"! And there are also real carbon footprint drivers of congestion, health, and the fact that "through traffic can already take the most valuable of lanes". Why don't we have a smart, flexible city, with truly pedestrian growth, and we invest some capital about the "no pollution" that will accompany any expansion of the freeway, " regardless of whether some pedestrian connecting overpasses are created."</p> | See Comment #18 |
| 3340 | Wally Vog | 1/14/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Wally Vog</p> | See Comment #8 |
| 3341 | Walt Ferguson | 1/11/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Wally Vog</p> | See Comment #8 |
| 3342 | Wayne Decker | | VH | <p>Do not widen/ho build</p> <p>Business/residential displacement</p> <p>Route to I30</p> | <p>Widening I35 is a terrible 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 I35 alone!</p> <p>Destruction of existing homes and businesses would be terrible.</p> <p>Persuade drivers, especially truckers, to use I30.</p> | <p>See Comment #5</p> <p>See Comment #21</p> <p>See comment #3</p> |
| 3343 | Wende Parks | 3/9/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 3344 | Wendy | 1/31/2023 | McClure Website Comment Form | Regional connectivity | <p>Light rail system between austin and san antonio more people in one car than 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.</p> | See comment #1 |
| 3345 | Wendy Abston | 2/8/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Wendy Abston.</p> | See Comment #8 |
| ID | Committer Name | Date Received | Source | Topic | Comment | Response |
| 3346 | Wendy Kattuff Larner | 3/7/2023 | McClure Website Comment Form | Do not widen/ho build | <p>My concern is that we are growing too fast, and this new 31-35 plan will make it so that people will be on the interstate for a long time.</p> | See Comment #3 |
| 3347 | Wendy Todd | 2/16/2023 | VH | Woodland | <p>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 bridge is not adequate to rebuild the community. The speed limit along the north and south lanes must be reduced. Riverside and Oltorf are already dangerous with road work and adding lanes will only contribute to additional air quality, noise, and safety concerns.</p> | See Comment #238 |
| 3348 | Wendy Travis | 2/8/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Wendy Travis</p> | See Comment #8 |
| 3349 | Wes Youngblood | 2/8/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners:</p> <p>Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #8 |
| 3350 | Wesley Roof | 3/2/2023 | Email | Public transit/Multimodal transportation | <p>Multi35 Program Manager Tommy Almag.</p> <p>The proposed I35 expansion does nothing to solve modern transit issues. I am a resident of Austin and strongly oppose this plan.</p> | See Comment #13 |
| 3351 | Whitman Sotom | 3/7/2023 | Email | Do not widen/ho build | <p>Multi35 Program Manager Tommy Almag.</p> <p>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 I35. I am confident that with proper planning that accounts for traffic capacity and the economic activity generated, Austin could produce the most sustainable city center in the entire state of Texas. If we forfeit this opportunity, I will because we follow short-sighted and myopic analysis by complacent engineers. A few simple changes could transform our infrastructure and produce unprecedented economic growth. There are alternative solutions in financial engineering, urban planning, and transportation that we can implement along with several smart investments in public bike for sharing facilities. My home is close at Oltorf. Cottage 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 routing of our public roads. Please allow the true neighborhood 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 intertable traffic. If we continue down the path of blind highway expansion, we may reach our city's future.</p> | See Comment #9 |
| 3352 | Whitney Amalgam | 3/8/2023 | McClure Website Comment Form | Bike/ped safety | <p>Support Austin City Council in their opinion that this is one in a lifetime chance to make forward-thinking changes to I35 that make our city more connected and more mobile. I have written two books of I35 and want to maximize safe pedestrian and cyclist crossings as well as caps that promote green space and livability.</p> | See Comment #30 |
| 3353 | Whitney Bahr | 3/9/2023 | Email | Do not widen/ho build | <p>Re: TxDOT TADD.</p> <p>It's 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 I35 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 I35.</p> | See Comment #5 |
| 3354 | Whitney Kneazel Ay | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Whitney Kneazel Ay</p> | See Comment #8 |
| 3355 | Will Branch | | | Racial justice | <p>Re: TxDOT TADD.</p> <p>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 racial policy. Practically, it is not an efficient way to get into downtown or to drive through Austin.</p> | See Comment #3 |
| | | | | Air Quality/Noise | <p>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. Reducing I35 will only increase the pain, and delay a solution.</p> | See Comment #34 |
| | | | | Route to I30 | <p>Move I35 to a loop inland, and rebuild East Avenue, the historical route through central Austin. Return the street to ground level and add ramps or trains to provide an alternative to vehicular traffic. This is the only way to provide sustainability for the future, as Austin continues to grow exponentially.</p> | See comment #3 |

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| 3375 | William Medaris | | | Reverts to I30 | <p>MOBILITY35 Program Manager Tommy Alving.</p> <p>Dear TxDOT</p> <p>I am a lifelong Texan and resident of Austin. I write to oppose TxDOT's plans to expand I35 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.</p> <p>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.</p> | See comment #3 | |
| | | | | Community Alternatives | <p>Encourage you to engage with Retrixx35 and other local groups who are engaged with the residents and understand their needs well. Doing "one of the same" will not solve our problems, now is the time for creative solutions.</p> | See Comment #4 | |
| 3376 | William Merriam | 3/7/2023 | VOH | General support | <p>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 substantially eases some.</p> | See Comment #6 | |
| 3377 | William Moore | | My wife is in the city center | Do not widen/ho build | <p>TxDOT should be coordinating with City of Austin and Project Connect (CQ/AMM) about the possibility of substantial mode change within Austin if I35 were removed (since 62% of the traffic is local). The remaining 38% of the traffic would be accommodated by what is the best road and TxDOT is well aware that the cost of removing the road designation would not come close to the \$4-6 billion being spent on the I35 expansion. Please have an informal 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.</p> | See Comment #9 | |
| | | | | Reverts to I30 | <p>In reference to 2.1.1 of the Environmental Impact Statement, concerning the redesignation of SH 130 as I35, why wasn't this idea developed/researched any further? The reasons left in the EIS are ignorant and unconvincing.</p> | See comment #3 | |
| | | | | Do not widen/ho build | <p>In support of this project and any expansion of I35 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 I35 onto what is currently roadway 45/130, but I think it is imperative that this be considered. No more displacement.</p> | See Comment #5 | |
| | | | | Reverts to I30 | <p>Austin would be more connected, equitable, and all around a better city without I35 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 recent history of other freeway projects in the US, including that of 25 in Austin. Alternative transportation will never be viable as long as we continue to heavily invest in a car infrastructure.</p> | See comment #3 | |
| 3378 | William Tebrud | 2/9/2023 | My wife is in the city | Do not widen/ho build | <p>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 place of infrastructure with significant costs not recouped by drivers and it represents a substantial transfer of wealth from non-drivers to drivers and from Austinites to non-Austinites. The money spent 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.</p> | See Comment #5 | |
| 3379 | Wise D | | | Air quality/Noise | <p>MOBILITY35 Program Manager Tommy Alving.</p> <p>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...</p> | See Comment #34 | |
| | | | | Public transit/Multimodal transportation | <p>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.</p> | See Comment #13 | |
| 3380 | Willy Woods | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request.</p> | See Comment #6 | |
| 3381 | Wes Smith | 2/7/2023 | Email | General support | <p>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I35 Capital Express Center design as proposed by TxDOT. Thank you for your consideration of this request. Wes Smith</p> | See Comment #6 | |
| 3382 | Wes Pothastian | 3/7/2023 | MO/CA/EA Website Comment Form | General support | <p>Please reconsider moving forward with Modified Build Alternative 2 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 rerouting in a broken transit paradigm is astronomical. There's a sense in doubling down on massive single-vehicle infrastructure through the heart of a city, thus reinforcing its social, environmental, and economic potential. It's not smart business at the human scale, nor the macro economic scale of Texas.</p> | See Comment #8 | |
| 3383 | Wolfgang Bund | 2/28/2023 | VOH | Do not widen/ho build | <p>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 removed and replaced 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.</p> | See Comment #5 | |
| 3384 | Wyatt Beare | | | Community alternatives | <p>MOBILITY35 Program Manager Tommy Alving.</p> <p>I am a resident of Austin. I live in Riverside.</p> <p>I STRONGLY OPPOSE TxDOT's plans to 35 and I OPPOSE expansion.</p> <p>I STRONGLY AFFIRM Retrixx 35 plan to convert inner city 35 to a boulevard and</p> | See Comment #4 | |
| | | | | Reverts to I30 | <p>Redirect non-local traffic around the city. Please review their proposition for full details.</p> <p>I have been well proven that highway expansion does NOT work and actually WORSENE the conditions for driving as well as being near the Highway. Speaking of I live near a stretch of 35 that will face expansion under TxDOT's proposal, and I reject the idea of starting construction in this area.</p> <p>DO NOT WANT TO USE AN INTERSTATE HIGHWAY FOR LOCAL TRIPS.</p> <p>I love this city and want to see it 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 residents, and make our city even more beautiful!</p> | See comment #3 | |
| | | | | Blue/ind safety | <p>Additionally we ought to be expanding public transportation, liability, walkability, and mobility for those with disabilities. NOT EXPAND THE HIGHWAY.</p> <p>I respect 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.</p> | See Comment #30 | |
| | | | | | <p>MOBILITY35 Program Manager Tommy Alving.</p> <p>I don't live in Austin, I don't even live in Texas. But, the proposal to expand I35 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 inequitable 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. Retrixx35's reason 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 for more people/family and value life. And so I have one last thing to say: how many lives does TxDOT have to ruin before they're satisfied?</p> | See Comment #4 | |
| 3385 | Wyatt Corvill | 3/7/2023 | Email | Community Alternatives | | See Comment #21 | |
| 3386 | Xavier Talley | 3/6/2023 | Email | Business/residential displacement | <p>My name is Xavier Talley. I'm opposed to relocation of the several restaurants 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 on-line and opinions. But should be made after hearing the feedback in a city council meeting. Meeting with those that will directly be affected by the alteration of the current proposal. More human interaction is needed to ensure equal representation.</p> | See Comment #21 | |
| 3387 | Yu Ma | 3/2/2023 | Email | Do not widen/ho build | <p>MOBILITY35 Program Manager Tommy Alving.</p> <p>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 even want is a waste of taxpayer dollars.</p> | See Comment #5 | |
| 3388 | Yusef Gomez | | | Reverts to I30 | <p>MOBILITY35 Program Manager Tommy Alving.</p> <p>I am a resident of Austin and I OPPOSE TxDOT's plans for I35 and I OPPOSE expansion. I am in favor of Retrixx35's proposal to redirect highway traffic around the city and not through it. The current portion of 35 through Austin should be converted to a boulevard with public transit and medium density housing.</p> | See comment #3 | |
| | | | | The West | <p>TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the west, 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 see an interstate highway for my local trips. I respect TxDOT, Austin City Council, and other representatives to stand up for me. I want a solution that actually works and not a solution that has been proven to not work simply being forced upon Austin by TxDOT.</p> | See Comment #18 | |
| 3389 | Yasmin Yasmin | 3/7/2023 | Email | Public transit/Multimodal transportation | <p>MOBILITY35 Program Manager Tommy Alving.</p> <p>My family comes to Austin after being Born in I have this city and now call it my home.</p> <p>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 buses, a light rail, a high speed train.</p> <p>I know you can do better. Please act to maintain the city I love.</p> | See Comment #13 | |
| ID | Commenter Name | Date Received | Source | Topic | Comment | Response | |
| 3390 | Yasmin & Ben Bralton | 3/7/2023 | Email | Public transit/Multimodal transportation | <p>MOBILITY35 Program Manager Tommy Alving.</p> <p>I am a resident of Austin in the Oak Hill area.</p> <p>I OPPOSE TxDOT's plans for I35 and I OPPOSE expansion. The construction on I35 has gone on too long with barely any relief. There needs to be more effort put into public transportation methods like trains and buses.</p> | See Comment #13 | |
| 3391 | Yue Luis | 1/20/2023 | MO/CA/EA Website Comment Form | Regional Connectivity | <p>I do not support the expansion of 35 and DO support a rail line between San Antonio and Austin.</p> | See comment #1 | |
| 3392 | Yusuf Economic | | | Woodland | <p>NO! 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. The new elevated lanes across to Woodland for our neighborhood of Woodlands, needs a bypassed bridge that makes it necessary to reconstruct 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.</p> | See Comment #238 | |

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| | | | | 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, Margaux and S.E. Drive. You should be working with community groups to reduce the footprint of the highway, not expand it. Thanks, Yorgas. | See Comment #21 |
| 3393 | Yorgas Evgenios | 1/28/2023 | Email | Response to I-35 | I am firmly against your current design and plans for 35 through Austin. TxDOT would be better served to buy out the tolls from I-35 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, Yorgas | See comment #3 |
| 3394 | Yorgas Evgenios | | | East/West connectivity | Metrolink35 Program Manager Tommy Ahng. Reply to a resident not far from the proposed expansion of 35 south of Town Lake. I've repeatedly commented on this project but no change 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 convoluted cycling route. Instead you should be heading the scar of the highway and not just turning it into a road. The American Lung Association has made the risks of highways on public health very clear - funneling cars near where a dense population lives, gives a road, and our businesses and markets make sense. There are solutions about this route, some that are already 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 again thank you for I firmly oppose the plans for an expanded I-35. I am for a reevaluation of community proposals from Metrolink35 and Reconnect Austin. Additional studies should take into consideration induced and reduced demand. | See Comment #20 |
| | | | | Response to I-35 | If less of expansion, we should be routing traffic on existing infrastructure on I-35 and redesigning the highway as 35. TxDOT should explore an option with a completely turnkey 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 safely more people than cars in a smaller footprint. Why not provide that right of way instead of doubling down on failed highway planning? Maybe not a service similar to the privately run Singapore service in Florida, another conservative car state. TxDOT's process in this project is flawed: it ignores induced demand, construction impacts, particulate matter pollution from the 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 | Yves Nasa | 3/7/2023 | Email | Community Alternatives | Metrolink35 Program Manager Tommy Ahng. I am a resident of the state Michigan and I OPPOSE expansion, as I believe it wouldn't work plus is not worth the pollution. Instead, I am for the Reconnect35 proposal | See Comment #4 |
| 3396 | Yulia Kuzibakova | | | East/West connectivity | Metrolink35 Program Manager Tommy Ahng. I am against I-35 expansion in Austin. With the current state of I-35, it separates the east center and downtown parts of town creating noise pollution and poses 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 urban sprawl which ultimately means less reasons to use I-35 or any other highway. | See Comment #20 |
| | | | | Blue/paid safety | I would much prefer to cycle or use public transit to commute to work. | See Comment #30 |
| 3397 | Yvette Ruiz | 3/1/2023 | Email | General support | Dear Chairman Bugli and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously impedes roadway efficiency, I call the Main Street of Texas, all Texans should act bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 #6 |
| 3398 | Yvonne Campuzo | 3/7/2023 | Email | Response to I-35 | Metrolink35 Program Manager Tommy Ahng. I am a resident of Travis County, City of Austin. I OPPOSE TxDOT's plans for I-35 and OPOSE expansion. I am FOR the Reconnect35 proposal or redesigning another highway such as SH-130. TxDOT's process in this project is flawed: it ignores induced demand, construction impacts, particulate matter pollution from the 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 see 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 respect TxDOT, Austin City Council, and other representatives to stand up for me. | See Comment #3 |
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| 3399 | Zach Aker | | | Do not widen/no build | Metrolink35 Program Manager Tommy Ahng. 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 reaction that is simply built and expand highway and the entire effort of paving through the 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 up, it doesn't stop the messaging that "more" simply will ease congestion. That is also not the ideal in how things will be designed for future generations. 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/Waterway transportation | I would rather use the money we would have to use to make even the "best" I-35 proposal not a pedestrian hellcape - 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 Benson | 3/7/2023 | Email | Do not widen/no build | Metrolink35 Program Manager Tommy Ahng. I oppose the TxDOT plan! | See Comment #6 |
| 3401 | Zach Davis | 3/7/2023 | Email | Do not widen/no build | Metrolink35 Program Manager Tommy Ahng. No, sure, and if you say so. | See Comment #5 |
| 3402 | Zach Padua | | | Bury/tunnel | Metrolink35 Program Manager Tommy Ahng. 35 is increasingly seen as a local car city that has divided us for decades. By expanding 35, we 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 best that TxDOT could do is bury it, if it does not want to do so. | See Comment #25 |
| | | | | Response to I-35 | I suggest you demolish it and resign one of the similar highways you have surrounding our city. Such as 283 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 Vebly | 1/28/2023 | Email | Do not widen/no build | This plan to expand I-35 gives significant grid grid planning. Cities should not have highways run thru them. They should be bypassed or well underground. This was historically a boulevard which one could walk across/built with local segregation times) and supported local traffic. Besides the obvious social divides this road represents, there is a continued environmental and health impact whose burden is born disproportionately by the citizens of Austin who have to live with the noise and particulate pollution created by a massive amount of north-south thru traffic. With new technologies on the way, we should be seeking to undo the shortsighted decision of yesterday to make room for the future, not continue to work more roads into a border system. Thanks, Zach Vebly, East Austin Resident. | See Comment #9 |
| 3404 | Zach Welsch | 1/31/2023 | Metrolink Website-Comment Form | Regional Connectivity | Please add rail to this plan. It would do so much more for our trips between SATS and Austin. Also, the sidewalk on the sides looks like a miserable area for pedestrians. | See comment #1 |
| 3405 | Zachary Dunn | 3/1/2023 | V0H | Bury/tunnel | Please bury and cover this roadway to connect downtown and east Austin. Wasting too much money is being spent to not improve Austin as a whole. Its more than just a road. In 2023 and there are dozens of successful projects to reference. The Austin urban and mobility experience greatly suffers from I-35 bifurcating the city needs in half. It should do so much for the city to cover it. Don't leave it half-finished for the city to have to do their own connection solution after the fact. | See Comment #25 |
| 3406 | Zachary Michalska | 3/2/2023 | Email | Copy/link photos | Metrolink35 Program Manager Tommy Ahng. The plans I have seen come out of TxDOT are obscene. This city is my home and nobody wants this ugly scar through our city. At worst, you should be considering a green space cap like Dallas has, allowing the best of both of I-35 to be considered and at best, you should be considering routing it around the city. The impact of this may well be decades long and this is a junction between an urban, walkable future and more highways. Please do not build this ugly, community dividing road in our city. | See Comment #42 |
| 3407 | Zachary Stockton | | | 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 treating the beautiful evergreen in Austin. | See Comment #58 |
| | | | | Public transit/Multimodal transportation | "I. This includes more bike and light rail trails as well as more biking paths. This will make our city safer and more equitable. Proposals from Reconnect Austin and Reconnect 35 are better proposals than a lane expansion that will give us no benefits. | See Comment #13 |

