

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

Comment/Response Matrix

**Comment/Response Matrix**

	C	N	On	A	S	Topic	C	A	P
1	A	Abdulah	1/11/2023	McCuik's Website- Connect 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 our more affordable city and would bring in more weekend and holiday tourists.	See comment #1	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 US 290 East and US 290 West/State Highway 71, by: •Enhancing safety within the corridor. •Reducing 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. This project is needed because this portion of I-35 does not adequately accommodate current and future travel demand and does not meet current federal and state design standards. This has resulted in safety and operational deficiencies on I-35 and can impact crash rates and peak period travel times for all users, including emergency response vehicles and transit. Connecting Austin to other major cities by rail is not included within the scope of this project. Regional rail has been considered in previous studies to improve I-35, such as the Planning and Environmental Linkage Study in 2014. Regional rail was not recommended in this study because it would not create a dependable and consistent route for transit, emergency responders and other motorists. TxDOT has also held several cross-agency meetings including team members from the City of Austin and CapMetro's Project Connect team to ensure the Capital Express Central project aligns with other transportation project goals for the City of Austin. The proposed Project Connect new light rail Blue Line will cross the I-35 Capital Express Central Project at Brewster Drive and cross Lady Bird Lake via a new river crossing parallel to I-35 into downtown.	
2	Aaron	1/11/2023	McCuik's Website- Connect 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	The I-35 Capital Express Central project proposes adding two HOV managed lanes in each direction, as well as strategic intersection signal lane levels. No additional mainlines are being proposed and I-35 would not be rerouted. The project team has considered and documented community input regarding rerouting traffic from I-35 to SR-130. Every day, more than 200,000 vehicles travel on I-35 within the project area (from US 290 East to SH 71 at Ben White Boulevard). Of this amount, 82% is local traffic, meaning it originates or ends in the vicinity of the project area. Through traffic, or traffic that does not start or stop within the project area, comprises 18% of total traffic. With regard to truck traffic, even if there were no trucks that used I-35, the same number of lanes would be required to manage current and future demand. In addition, incentives to use SR-130 would have little effect on trucks needing to make deliveries along the I-35 corridor. Rerouting traffic to SR-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 crescent of Austin. The corridor is also part of the Central Texas Turnpike System (CTS), which is made up of 130 segments (from Georgetown to Round, SR 45 North, Loop 1 and SR 45 SE. An outstanding \$3 billion in debt is assigned to the system which would also be the cost to remove the tolls on SR-130. The current \$4.0 billion allotted for the I-35 Capital Express Central project would not be eligible for paying this outstanding debt. TxDOT would need a waiver to reduce or remove the tolls. While this does happen, it is usually for a temporary scenario, such as construction.		
3	Aaron Barker			VOH	Racial justice	Not only will this help heal the downtown divide that has long been a source of inequity based on racial injustices, but it will also give Austinites and all Texans a 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 sooner for future generations with an expansion.	I-35 was built along East Avenue in Austin, which was seen as a racial divide in the city's early history, and later evolved as a regional highway corridor from 1950-1995. 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 rebuilding the east-west bridges for wider and safer bicycle and pedestrian crossings. Additionally, proposed improvements include lowering the lanes to remove the visual and psychological barrier in Austin. TxDOT is making extensive efforts to conduct outreach to underserved populations (seniors, minority, geographically dispersed/transient populations, LEP, physically and visually impaired, etc.) with the aim of keeping these populations informed and educated about the proposed project and associated impacts and benefits. The goal is to reach out to these populations and neighborhoods to help them stay included and informed through the I-35 Capital Express Central Project process and verify they are given ample opportunities to participate in the discussion and planning of the proposed improvements. One approach to reach underserved and diverse groups is by holding pop-up events in high-traffic areas. Although TxDOT is invited to participate at a number of events, the project team purposely worked with local businesses, nonprofit and government entities to participate specifically at locations where underserved and underserved populations gather, shop and frequent. At pop-up events, tables were set up to provide information about the updated alternatives, gather input and document concerns, and allow populations to talk directly with TxDOT and provide their feedback on the project impacts. TxDOT is working closely with the City of Austin, CapMetro and the community to allow for similar findings to potentially be considered for the development of other places by others to utilize I-35 in a way that meets the needs of local bicyclists, pedestrians, and transit riders. The City of Austin has its own metrics and priorities related to equity, and we welcome the City's approach to applying an equity framework to the development of proposed local enhancements. As part of the Environmental Impact Statement (EIS), TxDOT has conducted a Community Impacts Assessment, found in Section 3.0 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 standards, Executive Orders (EOs) and Title VI of the Civil Rights Act of 1964. In addition to the analysis, and in response to public input, additional studies focused on transportation equity were conducted. These studies focused on bicycle and pedestrian activity to identify and prioritize minority and low-income residents, those who do not have a personal vehicle, and other vulnerable transportation users such as youth and elderly populations who may not have the ability to drive. Additionally, TxDOT has added a Construction Noise Impact section that included noise barriers to help mitigate during construction for underserved populations.		
4	Aaron Lutz			Community Alternatives	Mobility35 Program Manager Tommy Klinge.	I am a resident of Austin and I hope to live here for many years to come. I do not want to live in a city defined by a large highway and highway pollution. I strongly, strongly oppose TxDOT's plans to expand I-35 and instead support a plan similar to Rethink35s plan. Cities should not be in the way of interstate and international commercial travel, both for the sake of the travel and for the sake of the residents of the city.	Several alternatives were provided by community stakeholder groups, including Reconnect Austin, Rethink35 and I-31 Austin, for consideration in the design of the proposed project. To facilitate a fair and independent review of these community alternatives, TxDOT contracted the independent Texas A&M Transportation Institute (TTI) to review and evaluate the feasibility of these concepts. Following their evaluation, TTI concluded that none of the individual community alternatives would be viable as a build option on their own. Therefore, these concepts were not included for further, independent alternatives evaluation in the Environmental Impact Statement (EIS). Each community-proposed alternative had a variety of design concepts that would improve and enhance the alternatives that TxDOT is currently considering. Considering the input from community groups, TxDOT included many project design enhancements from the community alternatives in the preferred alternative. Some of the design enhancements are: •Lowered travel lanes. •More than 12 widened east-west crossings, including a new connection at 5th Street for all users, and new pedestrian crossings at CapMetro's Red Line/Purple Gold Line south of Airport Boulevard and between 51st Street and US 290 E. •Low design speeds on frontage roads. •The boulevard section in downtown. •Enhanced person-carrying capacity along the corridor by providing a reliable route for transit in managed lanes. •Bicycle and pedestrian enhancements including 20-foot buffers and 10-foot shared use paths. The "Evaluation of TxDOT Build Alternatives and Community Concepts" report prepared by TTI is available in Appendix T of the EIS.		
					Reroute to I-30	SR-130 was built for that kind of use and should be left free to encourage traffic on SR-130 instead of I-35. Austin has the potential to become a world-class city, but using some of the most economically valuable real estate in this incredible city would be detrimental to that progress.	See comment #3		
5	Aaron Madison			VOH	Do not widen/ho 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.	I-35 in the project area is one of the most congested roadway sections in Texas. The Capital Express Central project is being proposed to keep this multi-functional interstate moving, as it plays an important role in the transfer of people, goods and services across Austin and throughout Texas and the central United States. 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 requirements, 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. Capital Express Central project proposes to maintain the same number of mainlines, 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 single-lane high-occupancy and mixed travel vehicles. These managed lanes would be accessible to multimodal transit options, such as buses, vanpools or ride share, 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, controlled intersections. TxDOT included many project design enhancements from the community in the preferred alternative. Some of the design enhancements are: •Lowered travel lanes. •More than 12 widened east-west crossings, including a new connection at 5th Street for all users, and new pedestrian crossings at CapMetro's Red Line/Purple Gold Line south of Airport Boulevard and between 51st Street and US 290 E. •Low design speeds on frontage roads. •The boulevard section in downtown. •Enhanced person-carrying capacity along the corridor by providing a reliable route for transit in managed lanes. •Bicycle and pedestrian enhancements including 20-foot buffers and 10-foot shared use paths.		
					Reroute to I-30	and by forcing west trucks to take the toll road around Austin (perhaps a reduced toll for them, or government subsidies could help).	See comment #3		
					Dear TxDOT, I am emailing to tell you, like so many others have already, that I believe the I-35 expansion through Austin will be a disaster. This is a colossal waste of money that will literally be a detriment to society. Spending so much money to create an actual disaster. I 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 4 lane is a decent idea, but not at the expense of tearing down homes and businesses. I believe the interstate can be improved with better signage, less confusing exits (like the right exit 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).	See comment #5			
6	Aaron Schneider	2/27/2023	Email	Do not widen/ho build			See comment #5		
7	Aaron Schneider	3/7/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Klinge.	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 Schneider	See comment #5		
8	Aaron Valtner	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, enhance east / west connectivity, supports the additional of 15+ acres of new urban park area, builds pedestrian and bike only bridges while adding 4 HOV lanes for ride share, van pool and emergency services. Thank you for your consideration.	I-35 through downtown Austin, which includes the Capital Express Central project, is often ranked #4 on the state's Most Congested Roadways list. We are working to develop a feasible, constructable and multimodal plan to improve the interstate while minimizing impacts to the Central Texas region.			
9	Abby Brown	3/7/2023	Email	Widening	Hi, My name is Abby Brown, I live at 4205 Lohmstedt Rd in the Willow Wood/Schwarf Westlake neighborhood with my husband and two small children. The letter you received from the Schwarf/Westlake neighborhood association sums up all the valid points of why making Westlake a cut through would be dangerous and detrimental to our community but I wanted to add my voice and share my concerns. Our neighborhood by design has no sidewalks. This neighborhood is a check full of young kids. There are ten children under the age of 14 that live in the homes of my immediate neighbors alone. They all play tag and various ball games in the street, 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 keep an eye out for cars but if Westlake becomes a cut through at Airport Blvd it will be a horrible accident waiting to happen. Please consider this in your planning.	The new connection at 41st was requested by the closest neighborhood association to provide better access to the Hancock Shopping Center, and specifically the REB. The proposed improvements for the I-35 Capital Express Central project will address that demand rather than induce demand, which refers to travel that cannot take place because of constraints or congestion. We've latest demand when drivers change I-35 in favor of neighborhood streets. As a result, traffic spills into neighborhood roadways, which are not designed for through traffic, causing further delays to local travelers.			
10	Abby Cotton	3/3/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Klinge.	I am a resident of Austin, and have been for 7 years. I fully, passionately, and with all of my being reject and oppose TxDOT's plans for I-35 and I OPPOSE expansion. Expansion does not alleviate congestion, especially through a widening, already congested downtown. Think of the life of this city and its people. Expansion will ruin what has taken years to build in this city. I reject TxDOT, Austin City Council, and other representatives to stand up for me because this is what I wished them for. Stand up for our people, our city, and our businesses.	See comment #5		
11	Abby Penner	3/7/2023	McCuik's Website- Connect Form	General support	I am commenting in support of Option 3 for the SR-35 expansion that is currently open for comment. I am an affordable housing developer that has multiple properties that would be negatively affected if another option was selected in this area. The city is in a housing crisis and not preserving the newly construction affordable housing along this corridor would be a grave mistake. Please move forward with Option 3 for this expansion and preserve affordable housing in these prime locations of downtown Austin.	See comment #8			
12	Abby Permonas	3/7/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Klinge.	My name is Abby and I live in Terrellville. Nashville and the surrounding area has experienced rapid growth and this 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 car and for our bodies. Widening the road only adds to the danger as drivers sip around cars and allows for more speeding. I encourage you to look into different means.	See comment #5		

					Do not widen/no build	<p>Helen, I am a resident of Austin TX, Williamson County. I OPPOSE TxDOT's plans for I-35 and I-OPPOSE expansion. Highway expansion does not work. The recent congestion on our roads and water pollution, safety, and transportation options beyond driving 8 years of construction (that will definitely be delayed and extended) is not worth it for a couple years of congestion relief, only to be undone by a rapidly growing city. I do not want my city to turn into Dallas or Los Angeles. I respect TxDOT and the Austin City Council to stand up for my freedom and represent me as a resident of Austin, against the never ending erosion of our public spaces. Thank you.</p>	See Comment #5
ID	C	R	Da	R	d	Topic	C
13	Abhis Mathu Kumar	3/1/2023	Email		Public transit / Multimodal transportation	<p>I am FOR a public transit first project as an alternative. They also serve as further isolate the citizens 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 qualifying vehicles with a more reliable route, allowing them to bypass congestion and arrive at their destinations more quickly. Where feasible and if adequate funding is committed, the I-35 Capital Express Control project will provide direct access routes between managed lanes and Freeway roads for transit vehicles.</p> <p>TxDOT has also held several cross-agency meetings including team members from the City of Austin, Capital Express and Project Connect to ensure the Capital Express Control project aligns with other transportation projects for the City of Austin. The proposed Project Connect new light rail Blue Line will cross the I-35 Capital Express Control project at Riverside Drive and cross Lady Bird Lake via a new over crossing parallel to I-35, into downtown. More information can be about Project Connect on the Central website: <a href="https://my35texas.com/projects/35-capital-express-control/">https://my35texas.com/projects/35-capital-express-control/</a>.</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 arrangements to meet transit 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 Hill 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	Abel Rodriguez	1/11/2023	Message Website-Comment Form		Regional Connectivity	<p>I'm commenting to show support for a commuter railway system connecting Austin and San Antonio. Not only would it alleviate the severe congestion on I-35, it could also lower the maintenance demand on I-35. A commuting train can also make it affordable for people with lesser means to travel between the 2 cities and the town between them, provided there are stops in those towns. Crowding our car routes, 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	Abigayle Ward				Do not widen/no build	<p>Modis35 Program Manager Tommy Klingh I OPPOSE TxDOT's plans for I-35 and I-OPPOSE expansion. Highway expansions don't work. They worsen congestion, air, noise, and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is not worth it. Abigayle Ward</p>	See Comment #5
					Reverts to I-35	<p>I am for redesigning another highway such as SH 130 as a public transit first project, putting people as the priority, not the vehicle.</p>	See comment #3
16	Ace Solimanov	2/1/2023	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 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 Control design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Ace</p>	See Comment #6
17	Adam	3/1/2023	Email		Do not widen/no build	<p>Thank you for the transformation work over the last several years at the Texas Department of Transportation to adopt a safe roadway approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero by 2050. Crashes are measurably more important than congestion and cost the people of the Austin region more - using National Safety Council costs of crashes methodology to compare to Texas A&amp;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 high number of motor vehicle crashes can be prevented, thereby reducing fatalities. It is further ordered that the divisions and departments shall develop and implement strategies required to reduce the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050." I am concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Road to Zero goal. While reaching zero traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is on target to meet the 2035 goal to cut deaths in half is completely doable and within TxDOT's grasp, based upon the design of the facility and various choices that would result from overwhelmingly 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> <p>Thank you, Adam</p>	See Comment #9
					Reverts to I-35	<p>Modis35 Program Manager Tommy Klingh. 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 Redneck35 proposal, redesigning another highway such as SH 130 as an interstate, a boulevard going through town, a public transit first project, among others. I believe that TxDOT's priorities in 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
18	Adam Baratz				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 expansion does not 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 vibrant communities. Annual all 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 conformity for Particulate Matter 2.5 (PM2.5), PM10, NO2, and CO, therefore, additional analysis for these Criteria Pollutants was not warranted under the CAA. Additionally, NOX and VOCs are not themselves Criteria Pollutants but are precursor pollutants of Ozone and are addressed 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 Climate is currently over the nonattainment standard, but it has been on the decline since the chart is available in the Public Hearing exhibit at <a href="http://www.t35texas.com/traffic/">www.t35texas.com/traffic/</a>. In addition, the Texas Commission on Environmental Quality (TCEQ) has modeled future emissions of the Criteria Pollutants in their 2015 on Road Trends Report, which projects continued reductions in on-road emissions of the Criteria Pollutants over the next 20 years. Finally, 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 appear to 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 DES and a quantitative MSAT analysis of the Preferred Alternative in the PES. As indicated in both of these reports, 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 monitor data from EPA's National Air Toxics Trends Stations (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, and vehicle operations in the corridor for both build alternatives and the No-Build Alternative to compare GHG emissions. The time frame for annualization of GHG emissions is 20 years to be consistent with the proposed project operation between the 2030 opening year and 2050 design year. The GHG emissions estimate does not forecast reductions that might be achieved over the next 20 years with advancing vehicle technology due to market changes and additional regulation.</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 analyses. FHWA NEPA guidance also does not recommend additional PM analyses beyond the CAA regulatory requirements.</p>
					The Wear	<p>Additionally, the construction impacts, particulate matter pollution from the wear, and flawed traffic modeling 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 analyses. FHWA NEPA guidance also does not recommend additional PM analyses beyond the CAA regulatory requirements.</p>
					Latent/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 is the project area is one of the most congested roadway segments 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 people, goods, 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 lanes, 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 in each direction, that seek to provide travel time reliability while limiting the negative impacts of induced demand by restricting usage to high occupancy and mass transit vehicles. These managed lanes would be accessible to multimodal transit options, such as buses, vanpools, or ride sharing to reduce the overall time travel within the corridor. Express lanes are also being proposed to reduce congestion along I-35 at local streets and Freeway roads to allow drivers to avoid congested intersections. By implementing safety and operational improvements the project will address latent demand (rather than induced demand), which refers to travel that cannot take place because of constraints or congestion. We use latent demand when drivers forgo I-35 in favor of neighborhood streets. As a result, traffic spills into neighborhoods causing further delays to local travelers. When additional multimodal opportunities and operational improvements are provided, drivers will likely get to a more direct route and use I-35. At that point, the latent demand materializes as actual usage. The Texas A&amp;M Transportation Institute (TTI) study from 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 I-35 through Austin is one of the most 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 Control design as proposed by TxDOT. Thank you for your consideration of this request. Adam Boone</p>	See Comment #6
20	Adam Campbell	1/11/2023			East/West Connectivity	<p>I am fully opposed to the expansion of I-35 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), have been on crashes on the feeder road right by the old Sam Club, and my dad would commute an hour each way on the highway. TxDOT is known worldwide for building unusually high 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 is improving east-west connectivity by including cross street bridges for wider, safer bicycle and pedestrian crossings. The I-35 Capital Express Program area includes 20 bridges or crosswalks, none of which are more than a mile apart. The distances between these bridges or crosswalks include:</p> <ul style="list-style-type: none"> <li>• 1.2 at 1/2 mile or less</li> <li>• 8 at 1/4 mile or less</li> <li>• 3 greater than 1/4 mile apart.</li> </ul> <p>TxDOT will improve or reconstruct all the bridges as part of the program or current Modis35 projects. For each of these bridges, we are providing bicycle and pedestrian paths and tying them into the adjoining street network. The Preferred Alternative for the Capital Express Control project also includes a proposed bridge and walk/bikeover between Owen Keaton Street and Owen Keaton Street to create a business-style section within the project limits. We are also working with the City of Austin to analyze east 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 each plaza, or plaza. TxDOT believes this partnership could further help connect the east and west sides of the I-35 and improve connectivity with 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 it's growing to be, I-35 should be no wider. It should be capped all the way up to Airport Blvd. crossings should be frequent (every quarter mile), and Bike, pedestrian, and transit infrastructure should be 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 arrangements to meet transit 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 Hill 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/no build	<p>Final Copy Dear Mr. Abrego and the I-35 Capital Express Control Project Team, Please find an updated version of the letter that Refilio35 sent you two days ago regarding the I-35 Capital Express. Our core message remains the same: I-35 expansion would be deeply harmful and a waste of taxpayer money among the public and local leaders, and we have a momentous 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. Ref. Adam Greenfield Executive Director, Refilio35 compiled PDF is located in the public hearing summary, appendix F. Increased vehicle-related deaths and the changing course in crashes. Violating official plans and goals, including TxDOT's Road to Zero goals and the City of Austin's Strategic Mobility Plan, Vision Zero goals, Street Design Guide, Imagine Austin Comprehensive Plan, Great Streets Master Plan, climate goals as set forth in Austin City Council Resolution 20150410-024, 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 leaving the Final Environmental Impact Statement (FEIS) and the Record of Decision (ROD). This will prevent the community from being able to TxDOT before a decision is issued. Usually the FEIS and ROD are separated by a moderate span of time. No good reason has been given for this decision, and given the considerable public concern over this project, TxDOT should be slowing down, not speeding up. TxDOT has not taken a "hard look" at a meaningful range of alternatives, as NEPA requires. The analysis of Refilio35 and Reconnect Austin in the DES is inadequate. We challenge the following conclusion in connection with Refilio35 in particular: "This is not within TxDOT's jurisdiction" (DES, Appendix C, various references on page 14).</p>	See Comment #5
21	Adam Greenfield						

					NEPA	TxDOT's narrow focus on moving vehicles ignores its National Environmental Policy Act (NEPA) requirement to conduct "a systematic, interdisciplinary approach which will insure the integrated use of the natural and social sciences and the environmental design arts."		
					Business/Residential Displacement	The destruction of over 200 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.		
ID	C	N	Dis	R	S	Team	P	
						Air Quality/Climate Change	Increased air, noise, and water pollution and the resulting impacts on human health due to the increased number of cars on the road. It is well known that people living near a highway, particularly children, the elderly and other vulnerable citizens, are at increased risk of asthma, impaired lung function, cardiovascular morbidity, dementia and premature death. TxDOT's study of air quality (DES appendix P) only examines CO2. Increasing carbon emissions in a climate crisis. The study should include VOCs, PM2.5, and PM10, as well as conduct a regional emissions analysis for NOx and ozone precursors. A quantitative analysis and health impact assessment should also be performed for all pollutants. TxDOT's greenhouse gas analysis (DES Appendix V) is only for construction impacts, not long-term impacts. TxDOT should assess the project's long-term greenhouse gas impact compared to the No-Build scenario.	See Comment #18
22	Adam Hite				McCauley Website-Comment Form	Do not widen/no build	I do not support the latest proposal by TxDOT. We need to tear down I-35, I-35 is the most dangerous roadway in Austin, get TxDOT to expanding to 20 lanes against the wishes of the community and the people who live closest to the highway, who will be most affected.	See Comment #5
					Air Quality/Climate Change	Scenarios say we only have a short amount of time to mitigate the worst effects of climate change yet we are expanding a highway that would massively increase air pollution in our city. Expanding I-35 will increase traffic, increase pollution, increase displacement, and destroy local businesses. I say NO!	See Comment #18	
23	Adam Hackbart				Do not widen/no build	Mobility35 Program Manager Tommy Horgan. I am a resident of Austin TX, and I opposed TxDOT's plans for the US expansion. Having lived in several cities throughout this country for various points of time, I just can't understand how/why TxDOT believes that this major metropolitan should have an interstate running directly through the heart of downtown. There are too many other cities in this country to build, because it would essentially be every single one of them, who have a very simple and effective way to move their traffic around the heart of downtown. While we're the 12th largest city in this country by population, and still our major downtown highway is a sea of traffic not engineering nor terminating anywhere within city limits, its heartbreaking. I'm not saying that the idea of US would be solved by moving traffic along I-35 (as originally intended, if I understand correctly). Instead, with the tolls, we have made it both more expensive to avoid the city and longer. Who would do this under the current scenario? Precisely no one which is why all traffic just clogs through downtown. Even if we lower the barrier for taking I-35 and prohibit thru traffic on I-35 downtown portions, US is still a sea that bleeds this city in two. Today, it's constantly terrible and dangerous to try and walk from one side of US to the other nearly anywhere within city limits and long-term this has to be dealt with. But rather than massively expand the highway and further encourage thru traffic to run 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 is mitigated with a ring system using I-35, I-30, we can begin discussions about how to lower this highway to create more pedestrian friendly crossings 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 years late you kidding me? decision. We can, and must, do better.	See Comment #5	
					Reroute to I-30	But how for starters let's get rid of the toll for traffic taking this route and post signage that thru-traffic needs to exit. I'm sure there are enforceable ways to make I-35 absorb a tremendous amount of thru-traffic that's fleeing up the down the support of US for urban 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 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. Sincerely, Adam Johnson, P.E.	See Comment #6
25	Adam Koutz	3/6/2023			Email	Bury/tunnel	Mobility35 Program Manager Tommy Horgan. Hi, I visited Austin for a wedding this past year. While there I was backed with driving around the city to pick up a few friends. I just want to say the massive highways I was constantly on were pretty horrifying. They were way too big and made the city look and feel crowded and dirty. Do not expand this highway. In fact, you should turn it into a boulevard or just get rid of it to improve Austin.  During previous public and agency engagement, TxDOT heard extensive feedback about burying, tunneling and capping I-35, specifically Alternative 1 which considered tunneling. The Preferred Alternative will be carried forward based on: • Faster response times for EMS, police, fire department and hospitals. • Shorter construction duration by 5.5 years. • Improved traffic operations during construction with fewer lane closures. • Fewer utility conflicts and lower relocation costs. • Fewer drainage conflicts. • Lower annual and lifetime maintenance requirements and cost. TxDOT, through coordination with the City of Austin, is looking to utilize cost share deals, to be paid for by others, in certain areas of the project. The Preferred Alternative was evaluated for the ability to accommodate locally funded enhancements. TxDOT is working closely with the City of Austin, which is leading the conceptual analysis of caps and other local enhancements, as well as with University of Texas on this initiative. They have identified the specific locations and limits to the locations for this project. Further, based on input from community groups including Downtown Austin Alliance, Reconnect Austin and NetWork35, TxDOT implemented a proposed boulevard concept within the project limits.	See Comment #5
26	Adam Lufko				Do not widen/no build	Mobility35 Program Manager Tommy Horgan. I'm writing to express my opposition to the I-35 plan to widen I-35. This city is set to become a construction nightmare if these plans move forward. Additional options that avoid a massive 10 year disruption should be considered first. As a 30 year resident of this city and homeowner in Westlake Park, many cities have solutions like this. I tend to believe for awhile and you never had to go into Indianapolis to get through it. I think some people would use I-85 if it hadn't been expanded with a toll. Lastly, I feel compelled to say that the traffic in Austin is not as terrible that it warrants such a massive and destructive project. Even at peak hours, I grew up in the New York City area and we're not nearly as bad. Plus there are local options. I prefer to drive a few extra minutes down Lamar or airport or marian 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, grinding demolition site.	See Comment #5	
					Reroute 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 to 71 in the south is to go down I-85. I think it would be great, for example, if large trucks and other non local traffic were encouraged to pass through the Austin area without heading downtown.	See comment #3	
27	Adam Long	2/16/2023			VOH	Do not widen/no build	Do not widen I-35! Many studies have shown that widening highways does not reduce congestion. I simply believe more demand to use that freeway. A freeway through the heart of downtown Austin was already a bad idea, please do not make it worse by widening it. Not only will this fail to solve the problem, it will also displace many local businesses. Please find ways to direct through traffic around the city and provide better alternatives for local commuters so the freeway is not the only way to get where people are going.	See Comment #5
28	Adam Longley	3/1/2023			McCauley Website-Comment Form	Caps/Dash Phase	As a native Austinite and father of two currently living less than a 3.4 mile from I-35 (just south of the airport exit), I wanted to humbly suggest that TxDOT reconsider the existing plans in favor of a plan that caps 20 from downtown to at least north of UT campus. I understand the need to improve the existing infrastructure but this is an opportunity to get this right for the longterm. Austinites and their representatives in city council overwhelmingly support increasing the barrier between east and west Austin, especially in the central district. More widespread capping would most recover important portions 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, it's a great opportunity for TxDOT to be the hero and provide an innovative and bold plan that is forward thinking and in line with the wishes of the folks that live, work and commute in the shadow of I-35. Thanks very much for your consideration. Adam	See Comment #42
29	Adam Norment	2/25/2023			Email	Do not widen/no build	Hi TxDOT TxDOT, Having reviewed the current DES draft and related presentation materials, I'm disappointed that TxDOT is only moving forward with Build Alternative 2 and Modified Build Alternative 3 (the No-Build Alternative I will presume is not up for actual consideration, despite its inclusion as a benchmark). The two alternatives selected both include a sizable expansion of the number of lanes and overall footprint of the project, including displacement of existing businesses and housing along the corridor, which I am opposed to. I-35 has been a significant physical and cultural barrier in Austin for generations, and this expansion will only increase that burden and division through the current century. Other regional highway expansion efforts, like the Katy Freeway, are notable for contributing to even slower, worse traffic situations for the residents of Austin and Houston. The continuing cultural division, poor downtown connectivity, and the assumption that one solution to unpleasant traffic congestion 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 "land development" might indeed be outside TxDOT's purview, it doesn't make sense that such a massively impactful project cannot refer to the alternatives proposed by the communities that it ultimately serves. Adam Norment	See Comment #5
30	Adam Peninger	3/7/2023			McCauley Website-Comment Form	Bike/ped safety	I live on the east side of I-35 and work on the west side, I drive to work and it is already very difficult, not safe, and not comfortable to cross I-35 to get to and from work. I am worried expanding the interstate will make make my situation worse, maybe preventing my ability to bike at all. I 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 commuting options. Additionally, I have heard that Austin taxpayers will be footing the bill for this? I do not understand why we would be on the hook for an interstate project, and would most prefer our money be spent on more efficient ways to get people to work. Adam Peninger	See Comment #4
31	Adam Sam	3/1/2023			Email	Do not widen/no build	Hi TxDOT TxDOT, More concrete is the answer. Increasing lanes is proven to be ineffective. Please listen to Austin to invest in Long-Term benefits.	See Comment #5
32	Adam Thomas	1/21/2023			McCauley Website-Comment Form	Regional Connectivity	Can we have a bullet train from San Antonio to Austin?	See comment #1

33	Adam Wilson		McClure 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. Thanks 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 (Hyde Park) and the whole city	See Comment #21
					Reminds to I-50	See comment #3
				Do not widen/ho build	Modis/35 Program Manager Tommy Rangan. I am a resident of Austin Texas. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. TxDOT's process in this project is flawed: Highway expansions DON'T work. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
				Latent/Induced Demand	I ignores Induced Demand, construction impacts, particulate matter pollution from new wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
ID	C	N	On	R	S	
34	Addie Turnbull	3/7/2023	Email		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.	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 quarterly Mobile Source Air Toxics (MSAT) evaluation of the Preferred Alternative as part of the continued 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 Corridor 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 code regarding project effects on air quality (see the Air Quality Toolkit: <a href="https://www.txdot.gov/roads/roads/divisions/environmental/compliance/toolkits/air-quality.html">https://www.txdot.gov/roads/roads/divisions/environmental/compliance/toolkits/air-quality.html</a> ). 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 must potentially benefit from feasible and reasonable noise abatement. The Preferred Alternative Modified Build Alternative 3 would impact 49 out of the 94 representative receptors analyzed. A barrier analysis determined that ten noise barriers would benefit 238 noise receptors for this alternative at the following locations: •Charwood Neighborhood •Kane University Park Apartments •Quade Hill Units •NML Executive Apartments •Residences at South Apartments •Skidder Apartments •Parkside Review Apartments •Model 6 •Grace Woods Apartments •Federal Beach Community Garden and Food Forest TxDOT will conduct noise workshops with the property owners and residents associated with proposed noise barriers to determine whether they want traffic noise barriers. The final decision to construct the proposed traffic noise barrier would not be made until completion of the project design, utility evaluation and piling of property owners and residents associated with a proposed noise barrier.
				Air Quality/Noise		
35	Addison Hill				Hi TxDOT. Good afternoon, I am writing to share that I oppose expanding I-35. It is too disruptive to the central Austin area in terms of noise, pollution, and traffic danger. I am unconvinced that it will alleviate any traffic problems long term. Best, Addison	See Comment #34
				Public transit / Multimodal transportation	Money would be better spent on public transportation options.	See Comment #13
36	Adrian Bantel	2/15/2023	McClure 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	Adrian 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 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 Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Adrian Hayne	See Comment #8
38	Aditya Ali			Do not widen/ho build	Modis/35 Program Manager Tommy Rangan. I strongly oppose this expansion and think it's wrong for the direction of the city of Austin.	See Comment #5
				Public transit / Multimodal transportation	we need to focus on expanding our public transport systems as more people are pushed to the outskirts of the city and beyond	See Comment #13
39	Aditya Tewari			Do not widen/ho build	Modis/35 Program Manager Tommy Rangan. I oppose TxDOT's plans for I-35 and I oppose the expansion of this road. I am part of the staff at the University of Texas at Austin and live quite close to the University. I-35 is exclusively the wrong way to get anywhere, whether it's to or from the airport, or to go home to visit my parents. This is because it is ill placed and a highway expansion will simply invite more traffic in the Austin area. Texas already sees this with the Katy Freeway. As a young adult looking to buy a house and make a life for myself in the city I grew up in, I realize 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 citizen's such as myself! reject TxDOT's Proposal. Aditya Tewari	See Comment #5
				Public transit / Multimodal transportation	Austin is expanding and instead needs proper public transportation to support the expansion.	See Comment #13
				Business/Residential Displacement	I know and live and displace businesses in order to make traffic worse around the university area. Expanding a highway like this will remove parts of communities	See Comment #21
				Community Alternatives	Another more acceptable idea is the Redline/35 idea to turn I-35 into a boulevard that can be used to lessen gentrification as more people flood into Austin destroying the housing market.	See Comment #4
				Air Quality/Noise	He 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 takes a decade.	See Comment #34
				Regional Connectivity	Would like to emphasize support for mass public transportation especially from SA to Austin.	See comment #1
40	Adrian Hoffman	1/11/2023	McClure Website Comment Form	Regional Connectivity	Would like to emphasize support for mass public transportation especially from SA to Austin.	See comment #1
41	Adrian Mehta	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 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 Corridor design as proposed by TxDOT.	See Comment #8
42	Adrienne Lusk		VOH	Capex/Deck Phases	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. All environmental aspects have to be implemented. If this is indeed driving about the future of growth along the corridor and in Austin, don't mess this up. The city has to deal with this and has no choice. TxDOT can at least think critically about the impact of industrial and traditional construction norms usually implemented and do something different because this area is packed with people playing golf in the corridor and passing through it. The decisions made and enforced by TxDOT will impact this area for a long long time. Be diligent and make sure isn't another failed project or another project that did not reach its potential when it had the chance. Focus on what actually happens in this specific area of the corridor, make environmental factors priority, pay for the decks, and actually have one of the best sections of highway corridor in the nation.	The Preferred Alternative proposes to accommodate potential uses which could be locally funded. TxDOT is working closely with the City of Austin and the University of Texas, which is leading the analysis of uses and other local enhancements. The City of Austin could potentially implement cap and ditch development, funding and implementation within the Capital Express Corridor project, if suitable funding is committed. TxDOT's proposed improvements will include the structural infrastructure to support the city's cap and ditch plan. Working together with the community, our agencies can bring improvements to enhance connectivity within our city. (The actual deck caps are not included in this project). Similar projects across Texas were funded through local partnerships, such as the Kyle Warren Park in Dallas.
				Air Quality/Noise	Incorporate every environmental aspect focused on traffic congestion, emissions, oil build up from excessive use, unprecedented temperatures and heat waves, any living being along the corridor.	See Comment #34
43	Adrienne Marie Henning		McClure 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	Adam Rasmussen		VOH	Do not widen/ho build	I do not understand how encouraging more car use is going to solve congestion issues. It's well known that adding lanes adds more car use and fundamentally does not solve congestion problems - see, e.g., what happened in San Francisco in the 90s when they "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 the trucks that use I-35 to travel Austin. I fundamentally do not see how any car-based solution will solve problems caused by our over-reliance as a society on cars. TxDOT has historically dismantled rail, and it's not clear that that's for any reason other than just a culture rooted in a mid-20th century misunderstanding of why passenger rail was failing at the time. It's time for a future-looking TxDOT that can pivot to promoting efficient, accessible, and environmentally-friendly mass transit options over inefficient and societally horrifically expensive single-person means of transit.	See Comment #5
				Public transit / Multimodal transportation	Our culture is changing - young people are constantly wondering why they have to buy cars instead of taking trains where they need to go. It's time for TxDOT to listen. We need functional, usable long-distance passenger rail.	See Comment #13

45	Adam Maxwell					Do not widen/no build	<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 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposal.</p> <p>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 ideals that I want to live.</p> <p>Thank you for all that TxDOT is doing to improve safe, multimodal access for all.</p>	See Comment #5		
						Bike/ped safety	<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.</p> <p>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 Reconnected Austin scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable TexasChampion Development scenario that was made available to the Texas A&amp;M Transportation Institute when they were developing analyses for this project.</p>	See Comment #30		
						Public transit / Multimodal transportation	<p>I wish I did not have to drive as much as I have to drive today. Driving is one of the most dangerous way to travel in Texas, with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.</p>	See Comment #13		
46	Adam Vaughan					Do not widen/no build	<p>Mobility35 Program Manager Tommy Horgan,</p> <p>Hi there,</p> <p>To whom it may concern, I vehemently oppose TxDOT's plan for I-35 and I oppose expansion. For all of us who are begging the city to reconsider their plans, I want to understand why TxDOT thinks their plan is even a viable option for Austin? Every piece of evidence shows conclusively that highway expansion is a short term solution. Traffic may ease for a few months but then it will become significantly worse. As explained by every traffic engineer, you will increase the demand for road travel thus creating even more traffic.</p> <p>The solution is to have fewer cars on the road. We do that by prioritizing other means of travel. Fewer vehicles leads to less congestion. The plan to expand I35 is doing something for the sake of saying you are doing something, and nothing more. All Bus and Bike lanes, which would then make public transit more appealing as transit times 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 up for debate. It's a good and just plan. We should be discussing ways for us to downsize I-35. The suggestions I have made above are ones that I'm sure many others have already spoken about at length. We should be proposing that traffic be redirected to another main highway so that Austin may reclaim its city from the cars and turn it into a city for people.</p> <p>Austin has the good fortune of all being a relatively small city. Now is the time to capitalize on that by bringing us closer together through making the city more friendly towards walking biking and public transit. This will help us exponentially. It will be far easier to build new housing and retail on the edges of town if they are easily connected to the Austin center by public transit.</p> <p>Amongst everything else mentioned, the TxDOT is one of the worlds greatest contributors of pollution. Texas drivers contribute more CO2 than every train in the world combined. Expanding I-35 is a plan that would be considered 25+ years ago. We are so far behind the rest of the western world regarding our approach to transit that it is laughable and heartbreaking. TxDOT could give us so much more. Please do not expand this highway. Help make Austin and Texas better.</p>	See Comment #5		
						Public Transit / Multimodal transportation	<p>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.</p>	See Comment #13		
						Air Quality/Noise	<p>Other options for construction would be to include protect</p>	See Comment #34		
ID	C	N	Da	R	d	S	Topic	C	A	P
							Regional connectivity	<p>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.</p>	See comment #1	
47	Ashling Maxwell		3/7/2023		Email	Do not widen/no build	<p>Mobility35 Program Manager Tommy Horgan,</p> <p>I oppose the current I-35 plan. I want something better for Austin, please do not add 20 lanes of highways Ashling Maxwell</p>	See Comment #5		
48	Al Mattingly		2/9/2023		Email	General support	<p>Dear Chairman Budge 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 #8		
49	Ann Gasker				VCH	Lanes/Induced Demand	<p>This project is an absolute unmitigated disaster and a waste of time, money, and resources. I am very disappointed that this is the best TxDOT could do. Expanding I35 will not solve any of our problems. In fact, it will make things in Austin much worse. Just look at what happened with the Katy Freeway in Houston. Induced Demand will result in us just being back to square one with traffic and congestion after the completion of this project. This project will also go over the budget as the cost of materials is going up.</p> <p>If we were really listening to Austin's residents, we would invest this money in a more robust light rail system. It would be more efficient and much safer. I35 is dangerous and car crashes are out of control.</p>	See Comment #18		
						Reverts to I-30	<p>We also need to enact change and make it mandatory for large trucks to use I30 when they are just passing through Austin.</p>	See comment #3		
50	Alan Cuevas		1/11/2023		M/C&E4 Website Comment Form	Regional Connectivity	<p>I'm in support of the creation of a network commuter rail system between San Antonio and Austin.</p>	See comment #1		
51	Alan Dorne					Do not widen/no build	<p>Mobility35 Program Manager Tommy Horgan,</p> <p>Hi, I oppose the plan to widen the I35 for many reasons. Firstly widening highways and buildings needs just induce demand and bring more cars that then block the road shortly after works. Yours,</p> <p>Alan Dorne</p>	See Comment #5		
						Air Quality/Noise	<p>Air pollution will also get worse.</p>	See Comment #34		
						Climate change	<p>Climate change is going to be dreadful in TX, we should not be bringing more emissions.</p>	<p>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 vast majority of on-road GHG emissions will be reduced through changing vehicle technology, primarily EVs or other advanced technology, with minimal reductions from the design of any particular roadway segment. In section 3.34.2, there is a brief summary of recent final and proposed EPA vehicle standards that will provide substantial emissions reductions (about 13-14 billion lbs CO2 reduction nationwide). Bring to our issue of concern associated with climate and, as such, is addressed through the Clean Air Act (CAA) process of conformity for Dorne constituents. Since the project is in an attainment or unclassified area for Dorne, applicable CAA regulations do not recommend additional analysis. FHWA NEPA guidance also does not recommend additional Dorne analysis beyond the CAA regulatory requirements.*</p>		
52	Alan Groves				M/C&E4 Website Comment Form	Do not widen/no build	<p>I am extremely concerned about the plans for the I35 expansion to increase traffic, and ultimately congestion in Central and East Austin.</p> <p>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.</p> <p>In particular the plan to connect the I35 to Airport Blvd through Wilshire Wood seems particularly inappropriate given that there is already an existing connector just 150 yards further north.</p>	See Comment #5		
						Reverts to I-30	<p>I fear strongly that traffic should be being routed around the city center rather than through it.</p>	See comment #3		
53	Alan Hecht					Do not widen/no build	<p>Hi,</p> <p>I oppose expanding I-35!</p> <p>My understanding is that expansion will only widen traffic.</p>	See Comment #5;		
						Bike/ped safety	<p>There should be many more crosswalks east-west across I-35, that are friendly to both pedestrians and cyclists, with any plan being considered.</p>	See Comment #30		
						Community Alternatives	<p>There should be alternatives to expansion itself, such as Reconnect Austin and Reflctiv 35.</p>	See Comment #4		
54	Alan Nienberg		2/8/2023		M/C&E4 Website Comment Form	General support	<p>Dear Chairman Budge 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 entrepreneurs 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		
55	Alan Salinas		1/11/2023		M/C&E4 Website Comment Form	Regional Connectivity	<p>Would love train access to Austin. May benefit from low plane prices given the airport you fly out of.</p>	See comment #1		
56	Alastair Lyon					Do not widen/no build	<p>Mobility35 Program Manager Tommy Horgan,</p> <p>Hi,</p> <p>I'm writing you because I oppose the expansion of I35 in Austin. I am not resident of the area but I am Texas resident in the Dallas area, but its a gross waste of Texas and Federal tax payer money. Widening an urban highway is probably the worst investment we could make as it destroys local wealth and costs a lot to maintain. Texas claims to be a state that is a good steward of tax payer \$ but then seems to spend it wastefully in several areas. Please put a stop to this insanity. Regards, Alastair Lyon</p>	See Comment #5		
						Air Quality/Noise	<p>Not only is this bad for Austin as it will make it will increase air pollution and destruction of productive real estate.</p>	See Comment #34		
57	Alia England		1/11/2023		M/C&E4 Website Comment Form	Regional Connectivity	<p>I would like there to be concrete plans to build a commuter railway system between San Antonio and Austin. It would help decongest the traffic along I35 and provide a more reliable and timely transportation for travelers.</p>	See comment #1		
58	Al D					Do not widen/no build	<p>Mobility35 Program Manager Tommy Horgan,</p> <p>Dear TxDOT,</p> <p>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.</p> <p>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.</p> <p>Thank you for considering my views on this matter.</p> <p>Sincerely,</p> <p>Al</p>	See Comment #5		

				Public transit / Multimodal transportation	As someone who cares about the environment and reducing our carbon footprint, I believe that we need to be investing in more sustainable forms of transportation, such as public transit, biking, and walking.	See Comment #13	
				Air Quality/Noise	Firstly, I urge you to consider the negative effects on our air quality that will result from this expansion. With more lanes and increased traffic, the emissions from cars and trucks will only increase, worsening the air quality in our city. This has severe consequences for the health of our citizens, especially those with respiratory issues.	See Comment #34	
				Bike/ped safety	I would like to emphasize the need for better sidewalks and bike lanes in our community. These infrastructure improvements would make it safer and more accessible for pedestrians and cyclists to get around, reducing our reliance on cars and promoting a healthier lifestyle.	See Comment #30	
59	Ale De Angulo		McCuEx Website Comment Form	Bike/ped safety	Our house is approximately 500 feet from I-35 between 38th street and 22nd street. This street connects Mueller and Cherrywood (East) with Hancock and Hyde Park (West), is an important connection between East and West Austin. However, this street is currently unusable for pedestrians and bikers. It lacks good and safe infrastructure for pedestrians and bikers. It lacks safe sidewalks, protected bike lanes, and stop signs. TxDOT should also study and consider the pedestrian and bike safety crossing of I-35 at 38th and 1/2 street.	See Comment #30	
				East/West Connectivity	TxDOT has an opportunity here to help Austin connect EAST and WEST by improving this street at I-35 and thoughtfully designing a 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	
60	Ale De Angulo			Do not widen/no build	Modality35 Program Manager Tommy Klingh. Hi TxDOT, You and me know that adding lanes to highways doesn't fix traffic! So why are we spending millions of dollars on something that won't fix the traffic problem but create a bigger scar in the middle of Austin. I-35 is dangerous, inefficient and ugly. Let's think outside the box. Let's be smart about this one! Ale De Angulo	See Comment #5	
				Reverts to I-35	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	
61	Alex Abramson	3/7/2023	Email	Air Quality/Noise	Modality35 Program Manager Tommy Klingh. As a Texan our air quality and pollution in our urban areas are driven by cars. This project will add more vmt and hurt us all. We can't keep building lanes! Alex Abramson	See Comment #34	
62	Algenibre Chavez			Do not widen/no build	Modality35 Program Manager Tommy Klingh. I am a resident of Harris County and 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 these funds into public transportation to alleviate congestion in 5 years and use the other 5 years to see the community benefit from that action.	See Comment #13	
63	Algenibre		McCuEx Website Comment Form	Do not widen/no build	Stop expanding highways.	See Comment #5	
				Regional Connectivity	Support Interstate Travel.	See comment #1	
64		3/13/2023	McCuEx Website Comment Form	Regional Connectivity	We need high speed rail in Texas.	See comment #1	
65	Algenibre Olegun-Cortes	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 Coastal Express Corridor design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8	
66	Alecia Jasso	3/7/2023	Email	Do not widen/no build	Modality35 Program Manager Tommy Klingh. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Alecia Jasso	See Comment #5	
ID	C	N	Date	Source	Topic	Comment	
67	Rosalia Bustos	2/9/2023	Verbal On-site	General support	Alexandra Sorensen, with -- a resident with Bandelier Highway, I was having a great conversation with a gentleman who used to do commercial real estate in New York. And he mentioned that three buildings in the Rainey District just got approved for a 32 density which I'm not exactly sure what that means. But I'm going to look into it. The normal density is a factor of 22 and I think there are buildings being -- downtown being approved at -- in the 20s and 30s. So I'm very concerned about that. Even though I love this project, I'm also excited about it. I hope the whole -- the entire length of I-35 through Austin -- is gets covered with -- with a cap. I'm very excited, especially about the caps. I like the pedestrian crossings. Those were amazing. I really have more positive things than I negative but I am -- I am concerned about the upflow factor for Rainey and the downtown area. Already the congestion through Cesar Chavez is impacted just with normal traffic. So if there's a heavier flow, I'm very concerned with how that's going to impact the residential area of Rainey Street as it grows, and the downtown area as it grows.	See Comment #8	
68	Alex	3/1/2023	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 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 Coastal Express Corridor 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 to fix our gridlock and deadly roads we have to invest in public transportation, pedestrian crossings and protected bike lanes? Why can we move away from car-centric cities? Why? What people have been 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 live at least 2 accidents a week. I think we can do better. Why can we make I-35 more pedestrian, bike and environmental friendly and divert trucks and interstate traffic around the city? This is an opportunity for us to innovate and think outside the box. Adding more lanes is definitely not it! Please think this through. Invest in various 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-35	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 Mitigation 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 out of the 94 representative receptors analyzed. A barrier analysis determined that ten noise barriers would benefit 218 noise receptors for this alternative at the following locations: <ul style="list-style-type: none"><li>Cherrywood Neighborhood</li><li>Austin University Park Apartments</li><li>Bonita Hill Lofts</li><li>1802 Eastside Apartments</li><li>Residences at Sanfillo Apartments</li><li>Belair Apartments</li><li>Berkshire Riverside Apartments</li><li>East 6</li><li>Green Woods Apartments</li><li>Gardner and Food Forest</li></ul> TxDOT will conduct noise workshops with the property owners and residents associated with proposed noise barriers to determine whether they want traffic noise barriers. The final decision to construct the proposed traffic noise barrier would not be made until completion of the project design, utility evaluation and polling of property owners and residents associated with a proposed noise barrier.	*Festival Beach Community
70	Alex Brown		McCuEx 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. I light rail car is equivalent to 52 cars or 26 assuming each person carpooled with another. Europe has been investing in public transit before cars existed and it works if you take the time and effort. More accessible public transit = increased density in housing = more apartments/houses = more property taxes and income for the state of Texas. Increasing highway lanes is anti business.	See Comment #5	
				Reverts to I-35	The solution to the problem is making a loop around downtown Austin, utilize toll road I-35 and invest more in public transit.	See comment #3	
				Reverts to I-35	Modality35 Program Manager Tommy Klingh. Hi, I have been a resident of Austin, TX since 2013, currently living in District 1. As someone who is familiar with the streets and highways in Austin, I oppose the expansion of I-35. Having the freeway exist as it currently does is already a major expense. Having a major construction 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, nor to mention the environmental impacts of it all. I am for converting I-35 as it is into a different roadway configuration and designating a different highway such as SH 130 as an interstate. I hope this is an option that is seriously considered. Alex Choy	See comment #3	
71		3/1/2023	Email	Reverts to I-35			
72	Alex De La Fuente	2/5/2023	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 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 Coastal Express Corridor design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #8	



73	Alex De La Fuente	2/6/2023	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. Alex De La Fuente Sent from my iPhone	See Comment #8					
74	Alex Day		McCu2Go 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					
				Reroute to I-35	Would be better to reroute thru traffic around the city.	See comment #3					
				Capex/Deck Phase	If the expansion goes through, highly encourage efforts to cover or cap the highway in multiple areas beyond downtown including at S 54th street to create better connections from side to side and to be pedestrian/bike friendly.	See Comment #42					
75	Alex Eli	3/1/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Klinge. I can see I-35 from my front porch window. So 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 from many studies showing that adding lanes doesn't decrease driving time. I am less than a quarter mile from a grocery store but walking to it takes me about 40 minutes because I have to cross pedestrian prohibited I-35. Why are we dividing Austin in such a harsh way? Wouldn't it be better to invest the money plan for this project on making Austin safer, healthier and more environmentally friendly? Alex Eli 787105, Texas 787105	See Comment #5					
				Do not widen/ho build	Mobility35 Program Manager Tommy Klinge. I can see I-35 from my front porch window. So 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 from many studies showing that adding lanes doesn't decrease driving time. I am less than a quarter mile from a grocery store but walking to it takes me about 40 minutes because I have to cross pedestrian prohibited I-35. Why are we dividing Austin in such a harsh way? Wouldn't it be better to invest the money plan for this project on making Austin safer, healthier and more environmentally friendly? Alex Eli 787105, Texas 787105	See Comment #8					
76	Alex Fernandez	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					
77	Alex Greenwald			Do not widen/ho build	Hi TxDOT TxDOT, Adding more lanes to highways does not help traffic. It temporarily reduces congestion but in doing so increases demand and then in a few years traffic is just as bad as it has always been but now with an even larger highway. Austin needs options other than doing this. We have a beautiful city full of nature. We need more ways to experience that city not down a 4 lane exhaust and noise pollution. See Comment	See Comment #5					
				Public transit / Multimodal transportation	Austin needs more alternatives to driving on highways. We need more rail lines that actually go places where people live and want to go.	See Comment #13					
				Bike/ped safety	We need better walking options. Too often pedestrians are hardly given a sidewalk if they're lucky that's right next to cars going in excess of 40 mph. We need far better cycling infrastructure. I like to commute as well as for exercise and the bike lanes in this city aren't great. They are suddenly, have cyclists use the road or go 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 Klinge. It's not worth it. The whole "adding another lane" mentality is so 2000s. It is not worth the time and energy. alex guzman	See Comment #5					
				Public transit / Multimodal transportation	Support public transportation	See Comment #13					
79	Alex Harris			Do not widen/ho build	Mobility35 Program Manager Tommy Klinge. Please consider not expanding I-35. It's worse in other cities (Houston for example) that these expansions do not improve the underlying traffic problem and the construction will worsen it. Please consider an alternative to spending money on something that is only marginally effective in the best case scenario.	See Comment #5					
				Public transit / Multimodal transportation	Money would be better served designing a new highway, increasing public access to transportation in the form of buses/rail systems in the city and improved avenues within town.	See Comment #13					
80	Alex Haynes			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 in the EIS process, including the study done by Texas A&M Transportation Institute as the Rethink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle 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 the draft EIS. There is clear community support for both the Rethink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing Rethink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why refusing 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 EIS of the Rethink35 and Reconnect Austin proposals.	See Comment #4					
81	Alex Lantz		VOH	Do not widen/ho build	Please don't expand the road much. There are way too many people living in Austin now. The city is being ruined. But do get rid of the constant merging as the road splits and connects several times. The splitting causes backups when the sides are forced to rejoin again. Get rid of the exits around 6th street. To hell with those drunks. They shouldn't be getting in the highway after drinking. Create special lanes for the trucks that keep taking over the roads. Have them keep to one side, and eliminate most of the exits so there isn't so much merging. And most importantly, get rid of those giant lights that you can see for miles! They're terrible. Please consider the people who live here more than the business interests that think they are in charge.	See Comment #34					
				Air Quality/Noise							
				Sound walls	And the highway is so damn NOISY. Please put up tall walls on the sides of the highway to contain the sound and force it upwards.	See Comment #69					
				Do not widen/ho build	Mobility35 Program Manager Tommy Klinge. This expansion proposal is so wrong for our city in so many ways...	See Comment #5					
ID	C	N	Da	R	d	S	Topic	C		R	P
82	Alex Larson				Reroute 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				
					Capex/Deck Phase	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	McCu2Go 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 (financially and environmentally) and give people without a personal vehicle a reliable way to travel.	See comment #1					
84	Alex Moud			Easy/Neat 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. We never need a car. I only rarely go to public transit and, especially, on walking to get where I need to go. And without a doubt, the most difficult trips are where I need to cross I-35. Whether I'm commuting to work, attending a club meeting or coming back from a weekend brunch, the interstate is a long, tall, imposing obstacle. The lanes are wide, the crossing points few, the traffic heavy. I have to memorize where to cross, then either wait 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. Not 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 types of the wall. I-35 has long been a wall in the Austin urban landscape, a wedge of racial redlining. And it still divides Austin today. You can see it in everything from racial comparisons to political election results. 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 this legacy or dismantle it. I hope you will do the latter.	See Comment #3					
85	Alex Reynolds			Bike/ped safety	Hi TxDOT TxDOT, The one drive behind this expansion is supporting unsustainable, petroleum heavy transport of goods on I-35. As a bike commuter, getting across 35 is already incredibly unsafe. This change will only worsen options for walking and riding especially as large venues (DHR stadium, moody arena, Waterloo greenway) are built without any truly accessible means to access them safely. Alex Reynolds	See Comment #30					
				Community alternatives	Please consider more people first options as laid out in reconnect Austin and rethink35 to better serve the people of Texas and stop prioritizing businesses over humans	See Comment #4					
86	Alex Schumacher			Do not widen/ho build	Mobility35 Program Manager Tommy Klinge. Hello, my name is Alex Schumacher 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 worsen them. 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. We never need a car. I only rarely go to public transit and, especially, on walking to get where I need to go. And without a doubt, the most important but least visible solution I believe would be an increased focus on transit, particularly rail transit. Investing in our infrastructure has only gotten us deeper and deeper into traffic issues and expensive maintenance obligations. Our current car infrastructure is already too expensive to maintain, and further expansion of our liability is needed. In addition, as an individual driving to downtown and 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 Schumacher	See Comment #5					
				Reroute 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					

	Alex Shawver			Do not widen/ho build	Mobility35 Program Manager Tommy Alving. 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 Kydye Warren Park which is a capped highway. I might not know all the ins and outs of my new community, but driving and capping the highway without having existing businesses seems like a wonderful solution that I hope might work, and not just downtown! A lot of us in Hyde Park and Cherrywood would love our community even more if it were connected by the highway rather than further divided. Thanks for your consideration! Alex Shawver	See Comment #5				
				Business/Residential Displacement	My favorite restaurant in Teguera Los Allos which will be demolished if the expansion goes forward as planned.	See Comment #21				
88	Alex Verdugo			Do not widen/ho build	Hi TxDOT TxDOT, Hi y'all, I whole heartily oppose the growth of US. US expansion will make Austin less appealing and further drive down economic growth. Alex Verdugo	See Comment #5				
				Racial justice	As we know, this highway has historically destroyed communities of color in East Austin and will further perpetuate the equity divide that was initiated decades ago.	See Comment #3				
				Blue/ped safety	This will discourage cycling and walking through the Austin Metropolitan Service Area.	See Comment #30				
				Air Quality/Noise	It will exacerbate pollution, and is a short term solution to the our aging infrastructure. Expanding highways is not the solution as our climate changes, and implicitly requiring people to own cars to simply get around makes our accessibility worse.	See Comment #34				
				Community Alternatives	Let us support initiatives that Redefine35 and provide valuable solutions that will keep the city thriving economically.	See Comment #4				
89	Alex Zhu			VOH	Do not widen/ho build The expansion of US is a band-aid solution to the traffic congestion Austin sees.	See Comment #5				
				Public transit / Multimodal transportation	The primary reason traffic gets so congested is because of the lack of available public transit options, forcing many people to drive around the city instead of taking alternatives such as a train or bus.	See Comment #13				
90	Alexa Lund			Do not widen/ho build	Mobility35 Program Manager Tommy Alving. Alexa Lund	See Comment #5				
				Latency/Induced Demand	TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts.	See Comment #18				
				Blue/ped safety	Focus of pedestrian safety and add more walking area!	See Comment #30				
91	Alexa Roland	2/14/2023		Email	General support Dear Chairman Bugg 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 outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate 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 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	Mobility35 Program Manager Tommy Alving. 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 devastated neighborhoods and ruined beautiful parts of Austin. I get to campus at least five days a week and most days I am there well after the last train or bus leaves back to round rock so not driving my car down 35 to campus is not usually an option. The commute from round rock to long and flat with traffic at all times of day and this will only worsen if US is expanded. 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.	See Comment #5				
				Racial justice	The construction of US furthered segregation in Austin and an expansion of it is just further supporting the already extensive damage US has done to Austin and its surrounding communities.	See Comment #9				
				Blue/ped safety	In the future, I hope my commute will look different because my city has provided funding to public transportation and made it more accessible. I do not want my commute to look different because I am now sitting in 10 lanes of traffic instead of 4.	See Comment #30				
				Public transit / Multimodal transportation	I want Austin to become a city that is well connected through public transportation.	See Comment #13				
				Community Alternatives	Redefine35's plan is an alternative I support to benefit the general public more.	See Comment #4				
93	Alexander Maltart			Do not widen/ho build	Mobility35 Program Manager Tommy Alving. Are you mad? Bartley 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 TxDOT, Austin City Council, and other representatives to stand up for me. Warm regards Alexander	See Comment #5				
				Public transit / Multimodal transportation	I am in favour of a public transport project that would relieve the need for this, such as dedicated bus lanes to cut journey times. It's ludicrous to think of in this climate, just intended, to think that it is smart to design for more cars!	See Comment #13				
				Air Quality/Noise	More cars means more pollution means more death!	See Comment #34				
94	Alexander Nemtsov	1/18/2023		Email	General support I am 100% for this plan. The only thing I would improve is getting it done faster.	See Comment #6				
95	Alexander Peach			Do not widen/ho build	I am writing today in opposition to the US Expansion. I want downtown Austin to have 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 I clear majority of Austin voted for). Expanding the highway goes very much against this vision and makes it harder to support the infrastructure that would make Austin a more modern and multi-modal transit city. I understand that most people right now take most trips by car, but that does not mean that for a growing city this need be the case into the future, especially when the city votes for politicians and referendums that support other options. We as a city are trying to change, but we are starting from a point which has heavily considered the needs of anyone besides drivers. We dedicate more space, money, and resources to cars than any other mode of transport by far. Continuing this model is a mistake, especially for a project that will not solve traffic and make our other transit projects harder. In the future, if highway expansion occurs, it will be seen as a huge mistake that fights against the growing tide of people who recognize what it takes to build a beautiful, healthy, and efficient city. I want the TxDOT to acknowledge that cities like Austin have interests too, which deserve to be taken seriously. For the health of Austin, please do not go forward with this project, and if it must be done, modernize the highway and make it safer instead of expanding it to take more of the valuable land that we can use in so many better ways.	See Comment #5				
				Public transit / Multimodal transportation	If more resources were directed towards other transit options so as to make them more convenient, more people would use those other options (as is made obvious based on American history and other cities in America or other countries).	See Comment #13				
				Air Quality/Noise	Car travel is less energy efficient, more dangerous, more air and noise, more noise-polluting, takes much more space, and promotes a more sedentary and less healthy lifestyle.	See Comment #34				
96	Alexander Tedford Bentley	1/26/2023		Do not widen/ho build	US is a moneywaster that has divided Austin for far too long and this project only makes it worse. It will induce more demand for car travel and make traffic and congestion even worse than it is today. TxDOT should be focused on decreasing the number of lanes for general use and increasing the number of lanes for mass transit and bicycling, the only proven long term solution for urban transportation.	See Comment #5				
97	Alexandra Aulster			Air Quality/Noise	Hi TxDOT TxDOT, Wide polluting highways through town are not what I want for Austin. Alexandra Aulster	See Comment #34				
				Blue/ped safety	I want safe, pleasant, and walkable and bikeable streets.	See Comment #30				
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98	Alexandra Boone	1/11/2023		Email	General support Dear Chairman Bugg 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 outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate 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 Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8				
99	Alexandra Boone	2/8/2023		Do not widen/ho build	General support Dear Chairman Bugg and Commissioners: Thank you for your support to address US 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. US 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 US Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas. Alexandra Boone	See Comment #8				
100	Alexandra Evans	3/1/2023		Email	Do not widen/ho build Mobility35 Program Manager Tommy Alving. As a member of the Austin community, I gleefully OPPOSE expanding US. It's bogus to think that more lanes = less traffic at this point in time when all research concludes otherwise.	See Comment #5				
101	Alexandra Krykova			Do not widen/ho build	Expanding US will only increase the demand for car traffic, eventually reaching the same level of traffic congestion as before. This has been consistently noted as a consequence of expanding highways.	See Comment #5				
				Business/Residential Displacement	It is not worth displacing local businesses, increasing pollution, and decreasing the quality and visual appeal of Austin.	See Comment #21				
				Public transit / Multimodal transportation	Instead, consider investing in expanding and improving public transportation, which is a solution that will actually decrease the demand for cars in the city.	See Comment #13				

	Alexandra Smither	3/7/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Arango.  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 scenarios instead of the industries pouring dollars into political coffers and pouring concrete on homes. Expanding 35S will cause irreparable damage. Be better. Don't do it. Chart a new course. Aly Smither	See Comment #5
103	Alexandra De Luna	1/20/2023	MyCause Website Comment Form	Do not widen/ho build	Quit expanding 35 and give us an efficient not spendent efficient public transportation or build PULCK THE EXHIBITION OF US	See Comment #5
104	Alexandria Kinnally			Do not widen/ho build	Hi TxDOT TxDOT, Hello! If you think expanding 35S 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. Give a name and do the right thing. Every time I walk or bike somewhere crossing a major road like airport or 35 is a complete disaster. Be better, use the first part of your brain. Do you want to visit a concrete highway like Houston, or would you rather visit Barcelona? Thank you for your time! Alexandra Kinnally 1308 Singleton Ave Austin, Texas 78702	See Comment #5
				Public transit / Multimodal transportation	That money should be used to build train lines and bike lanes and improve existing car infrastructure.	See Comment #13
105	Alexa Angelides			Do not widen/ho build	Mobility35 Program Manager Tommy Arango. I am a resident of Austin, TX. I oppose TxDOT's plans for 35S 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, Alexa Angelides	See Comment #5
				Community alternatives	I am in support of a public transit-first approach, and in support of the Redline35 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 Use/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
106	Alexis		MyCause Website Comment Form	Do not widen/ho build	To whom it may concern, I am writing to VIGOROUSLY oppose the expansion of 35S through central Austin. I oppose proposal number 3, but I also oppose all other lane expansion proposals through central Austin. Any plan that displaces hundreds of homeowners and businesses, and causes 600+ people to lose their jobs regardless of if you think you can replace them- you really can't do so in the same neighborhoods.) As a longtime tax payer and homeowner in Central and East Austin, I believe that 35S 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 35S on the basis of public health. Adding more lanes to 35S in such a dense urban area 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. Expanding urban highway in Texas, anywhere, will encourage car travel in an environment that is more suitable for bus and train travel.	See Comment #5
				Climate change	Car travel in already car-dense areas like Central Austin is counter to environmental initiatives needed to combat climate change.	See Comment #51
107	Alexis Aronson			Do not widen/ho build	Mobility35 Program Manager Tommy Arango. I am a resident of the chestnut neighborhood of Austin, TX. I vehemently oppose the expansion of 35S. 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 we as Austin residents supported to just get used to continuous expansion of 35S that does reduce traffic in higher density housing closer 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 35S. Alexis Aronson	See Comment #5
				Business/Residential Displacement	Expanding 35S will negatively affect housing and businesses near the highway, much of which is already considered to be low-income housing.	See Comment #21
108	Alexis Benitez	2/18/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 35S through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 35S Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
109	Alexis Hwang	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 35S through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 35S Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Alexis Hwang	See Comment #8
110	Alexis Kious			Do not widen/ho build	To whom it may concern, I am writing to VIGOROUSLY oppose the expansion of 35S through central Austin. I oppose proposal number 3, but I also oppose all other lane expansion proposals through central Austin. As a longtime tax payer and homeowner in Central and East Austin, I believe that 35S 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 35S on the basis of public health. Adding more lanes to 35S in such a dense urban area 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.	See Comment #5
				Business/Residential Displacement	Any plan that displaces hundreds of homeowners and businesses, and causes 600+ people to lose their jobs regardless of if you think you can replace them- you really can't do so in the same neighborhoods.)	See Comment #21
				Climate change	Expanding urban highway in Texas, anywhere, will encourage car travel in an environment that is more suitable for bus and train travel. Car travel in already car-dense areas like Central Austin is counter to environmental initiatives needed to combat climate change.	See Comment #51
111	Alexis Leon			Do not widen/ho build	Mobility35 Program Manager Tommy Arango. I am a strong resident of San Antonio and oppose TxDOT's plans for 35S and I oppose expansion because of the issues it would cause to residents and travelers. As I have grown up in San Antonio, I have seen numerous highway expansions and frequent construction on our local and statewide highways. Throughout this time, I have never seen an improvement in driving times, efficiency, safety, or convenience. In fact, this construction has only hindered driving abilities and convenience. I expect TxDOT, Austin City Council, and other representatives to stand up for me. While I'm not a resident of Austin, this highway expansion will directly impact surrounding cities and inter-city transportation and I hope that TxDOT and Austin City Council will do well to represent their constituents and their entire property.	See Comment #5
				Business/Residential Displacement	This plan includes 20 years of construction which will severely negatively impact Texas drivers and displace businesses and residents for an unnecessary highway expansion that is severely flawed and actively ignores the historical failure that has been highway expansions.	See Comment #21
112	Affonso Lucas	2/8/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 35S through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 35S Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Best Regards, Affonso Lucas	See Comment #8
113	Ali	1/26/2023	MyCause Website Comment Form	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address 35S through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 35th worst for traffic congestion and 3rd worst in the state. 35S 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 35S Capital Express Central design as proposed by TxDOT. This is a public transportation project that is MUCH MUCH needed. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
114	Ali Bagheri			Easy/West Connectivity	Hi TxDOT TxDOT, I live just east of 35 in Windsor Park. I bike from my house into West Austin often, and there are very few safe crossings- one is at St. Johns and the next is at 53rd. East-west crossings should be at least every 2-4 miles.	See Comment #20
				Air Quality/Noise	Expansion will worsen traffic and I am particularly concerned with the worsening air quality near 35S that affects me and my 6 year old daughter.	See Comment #34
				Community Alternatives	I want community alternatives to expansion to be considered, like those that Recreant Austin and Redline 35 have proposed.	See Comment #4
115	Ali Bagheri			Do not widen/ho build	Mobility35 Program Manager Tommy Arango. I am a resident of Austin, and I OPPOSE TxDOT's plans for 35S and I OPPOSE expansion. I am very concerned about the major impacts of air, noise, and water pollution expanding through the densest population of the city. I am also concerned that expanding 35S is the wrong solution for improving intra-city transportation of all kinds (not just cars) and will worsen the East-west divide. As a native Texan, I believe we can be an example to the rest of the country of creating innovative solutions, and do better to demonstrate our commitment to a safer cleaner transportation system for all.	See Comment #5
				Community Alternatives	I am FOR the Redline35 proposal, and redesignating another highway such as SH130 as an interstate.	See Comment #4
116	Ali Brown	2/22/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 35S through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 35S Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
117	Ali Chaman	1/12/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 35S through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 35S Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8

118		1/16/2023	Email	General support	<p>Dear Chairman Ruggs and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should buckle in 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. Al Khatab</p>	See Comment #8
119	Alice Andrews		Capex/Deck Phase	Moisture Program Manager Tommy Horgan.	<p>I have lived in District 9 for 45 years and in that time H35 has changed from an impediment to a true barrier to getting around town for local pedestrian, bicycle, and car traffic. It generates air and noise pollution that is getting worse by the year, with "rush hour" traffic lasting all day and emergency vehicles spend day and night. Limited and used of our nearest ways to get across town to see Mother as an alternative north/south route are I-35/I-36, and SR 12/26, both also prone to gridlock. We are boxed in by traffic that will not be alleviated by widening H35 through downtown.</p> <p>Using the cap and abate model an H35 air emissions abate from 2002-17, the emissions in the south to I-35 in the north would go as long way as relocating access by west Austin to the rest of the city. It may also help vent the pollution on underground lanes to more industrial stretches of H35 north and south of those exits, rather than to the heavily pedestrian tourist, government, and university areas and neighborhoods that border it through downtown. Austin is an iconic valley and adding more abatement in central city makes no sense.</p> <p>Alice Andrews</p>	See Comment #42
				Reverts to I-35	<p>Reverts this fix for H35 I wish all through traffic would be forced to use Lanes 130 and 45 to get past Austin. Ever since NAFTA the increasing number of 18-wheelers on H35 is downright dangerous, preventing smaller vehicles from getting around between them to their exits as they move through town. I have followed thousands of trucks that do not use any downtown exits. They do not need to be on H35! Move them to the less dense areas served by these lanes, please. No reason would be to use HOT TxDOT's signs on all of H35 through town, not just the inside lane. Perhaps exits to the lanes could be widened for 3-lane trucks specifically as a solution, or perhaps the use H35 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 put them underground.</p>	See comment #3
				Do not widen/ho build	<p>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 H35 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 residents enjoy the rest of the city, with more green space, less pollution and noise, and fewer worst roads.</p>	See Comment #5
120	Alice Clausen	1/11/2023	MoCapEx Website-Comment Form	Regional Connectivity	<p>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 highway. It's 2023, it's time for Texas to have a better transport system.</p>	See comment #1
121	Alice Graulty		Do not widen/ho build	Moisture Program Manager Tommy Horgan.	<p>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 ached at how wrong it had gotten. It was about to get it wrong again, and we can never go back. I grew up in 78725, where I still live. I have a 7-year-old and a 1-year-old. Nothing makes me want to move away more than the thought of I-35 getting bigger. How can we possibly be adding more highway lanes when we have projects in the works for trains, when we know that highways only create more traffic after just a short period of congestion relief. Austin is another beautiful highway are not going to attract more visitors or dwellers. If highway expansions worked, we would have something to talk about. But they don't. We are looking at a decade of construction for a short period of relief before everything is back where it started, but worse. Look, if I could I'd eliminate as anything in that despite are capable of doing hard things. It also completely changed the way people get to work. How you drive now traffic studies since we have a train to working from home?</p> <p>Turn the highway into a boulevard, improve our air quality, our life quality. Please stand up for Austin. This is our only chance to get this right. Alice Graulty</p>	See Comment #5
				Air Quality/Noise	<p>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.</p>	See Comment #34
				Reverts to I-35	<p>Send traffic around Austin, seek alternative ways of relieving congestion</p>	See comment #3
122	Alice Hargitt	3/7/2023	MoCapEx Website-Comment Form	Paving	<p>Early plans suggested TxDOT would pave for the project. Why do Austin taxpayers have to foot the bill for the region and the state?</p>	The Capital Express Central Project is funded by TxDOT through transportation provided through CAMPO and other transportation dollars.
123	Alice Kitchard	2/10/2023	VOH	Capex/Deck Phase	<p>I hope that the addition of park space allows would be recommended and added as part of the main plan. I noticed that the documents stated that these sidewalks could be added after the completion of the project, but that sounds like a mess and something that will never happen. I feel that not including this park space is a big miss for the future of the city. The downtown population and surrounding areas will continue to grow and more green space is needed.</p>	See Comment #42
124	Alice Min		Do not widen/ho build	NR TxDOT TxDOT.	<p>I have lived in 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</p>	See Comment #5
				Public transit / Multimodal transportation	<p>I would much rather have the city spend it's money on eco friendly and more accessible public transportation and sidewalks.</p>	See Comment #13
125	Alicia Anichenko		Air Quality/Noise	Moisture Program Manager Tommy Horgan.	<p>To whom it may concern,</p> <p>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.</p>	See Comment #34
				Water Quality	<p>Stop trying to change Austin. People are coming over BUT Y'all are trying to rip away what's left of this culture. Not to mention the increased amounts of air noise, water pollution and environmental hazards this will bring will be disastrous.</p> <p>To meet local, state and federal requirements, TxDOT will conform to the following water quality measures:</p> <ul style="list-style-type: none"><li>• Texas Commission on Environmental Quality (TCEQ) Storm Water Pollution Prevention Plan (SWPPP) (mainly concerned with pollutant control during construction, P&amp;SE/construction element) to reduce erosion and construction related stormwater discharge.</li><li>• Section 401 of the Clean Water Act to comply with federal clean water standards as administered by the TCEQ.</li><li>• U.S. Army Corps of Engineers Section 404 b-1(f) impacts to waters of the U.S., requiring nationwide permits with preconstruction notifications.</li><li>• Separator system would be installed on the I-35 depressed lanes contained tunnel segments to separate out pollutants (chemical spill and vehicle leakage, etc.).</li><li>• Channeling tunnel would be designed as an inverted siphon to inherently allow particles to settle prior to discharge into local waterways.</li><li>• Tunnel would be pumped after each event to keep pumps operational and maintain oxygenation levels prior to discharge. TxDOT is also coordinating with the City of Austin to conform to the city's Municipal Separate Storm Sewer System (MS4) program.</li></ul> <p>Please see section 3.12 of the Environmental Impact Statement (EIS) for more detailed information about water quality measures. TxDOT has conducted.</p>	
126		3/7/2023	Email	Widening	<p>I am writing regarding the proposed connection from E 41st St. to Wilshire Blvd. My understanding is that 41st Street would connect from the west side of I-35 across the Interstate to the east side to join Wilshire Boulevard and Enchilada Avenue in a continuous line to Airport Boulevard. The proposal would change Wilshire Boulevard from a quiet residential street into a busy, potentially dangerous cut-through thoroughfare. I live on Wilshire Blvd and have for many years. I am opposed to this connection, without solid traffic carrying measures.</p> <p>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 correct 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 valuable streets and increase bicycle traffic.</p>	See comment #9
127	Alicia Wilkowski		Do not widen/ho build	NR TxDOT TxDOT.	<p>I oppose the expansion of I-35 for environmental, aesthetic, and health reasons. Instead, Alicia Wilkowski</p>	See Comment #5
				Public transit / Multimodal transportation	<p>I would like to see more money and time invested in public transportation and making Austin more bike and pedestrian friendly.</p>	See Comment #13
128	Alice Yavina	3/7/2023	Email	Do not widen/ho build	<p>Moisture Program Manager Tommy Horgan.</p> <p>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 strategies to how we use our roads and cities so that they become more human friendly and safe and eco friendly by removing the various alternatives proposed by TxDOT. It is easy to see that there was a preference from the start. It is hard to believe that any investigations aimed at identifying the "best" solution was not biased from the start given this departments track record of opting to build more and bigger highway rather than considering alternative modes of transportation to move Texans.</p> <p>Alice Yavina</p>	See Comment #5
129		2/6/2023	Email	General support	<p>Dear Chairman Ruggs and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Alan Satt</p>	See Comment #8
130	Allen Walgren	2/16/2023	Email	General support	<p>Dear Chairman Ruggs 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
131	Alison Wenzel		Do not widen/ho build	Moisture Program Manager Tommy Horgan.	<p>Hello, I am an Austin resident and 18th generation Texan who strongly opposes I-35 expansion. Highway expansions do not work - research has proven this time and time again. I, Texas needs to transition to work, open loops around our major cities, instead of digging a deeper divide through a city.</p> <p>Alison Wenzel</p>	See Comment #5
				Air Quality/Noise	<p>With a city the size of Austin, there's no reason for this traffic to flow through the heart of the city, impeding local traffic and causing immense air pollution to communities of Texans who don't have any other choice but to live beside the freeway</p>	See Comment #34
132	Alicia Wise		Do not widen/ho build	Moisture Program Manager Tommy Horgan.	<p>Moisture Program Manager Tommy Horgan.</p> <p>Hello,</p> <p>I am a resident of Austin City Council District 7.</p> <p>OPPOSE TxDOT's plans for I-35 and I-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 transportation options beyond driving. They also disproportionately displace marginalized communities who sit at the heart of our city.</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 support TxDOT, Austin City Council, and other representatives to stand up for us.</p>	See Comment #5
				Public transit / Multimodal transportation	<p>I want to see more accessible and comprehensive public transit that can make living in Austin that much better.</p>	See Comment #13
				Community Alternatives	<p>I support the Redbox I-35 proposal and a public transit-centric project.</p>	See Comment #4

					Latent/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	
133	Aimee Zachary	3/7/2023	Email		Do not widen/ho build	<p>MOBILITY35 Program Manager Tommy Aragon,</p> <p>I'm a lifelong resident of Austin and I think the planned expansion of I-35 to 28 lanes.</p> <p>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.</p> <p>One of the Katy Freeway which built the new more than I hoped. Doing the same thing and expecting different results is madness.</p> <p>What we have now is better and we should be working to increase connection by increasing public transit, making the central artery of the city a boulevard, and/or making bikes and the like more welcome. That would be the most logical act, unless, as I've said before there are motives more sinister.</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 I-357 I have not heard any reason an expansion of MoPac wouldn't relieve central city congestion by absorbing large trucks and haulers. Please vote into this first.</p> <p>I expect TxDOT to follow best practices and the actual peer reviewed data on traffic management rather than thinly veiled political whims. I expect the Austin City Council to fight like hell against this abusive plan.</p> <p>Sincerely, Aimee Zachary</p>	See Comment #5	
10	C	N	Re	R	S	Topic		
					Air Quality/Noise	The second issue is the incredible increase in pollution that would be created by both the construction process and the proposed finished product.	See Comment #34	
					Racial Justice	This plan is stupid. It's 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 red city. I have lived in an Austin where people are afraid or resentful of having to cross the highway. Where it became a huge border between neighbors, between races, and polarized the city. I would not put it past a few of our state reps to want to devastate land in East Austin with the intent of depressing the growing critical power of historically Black and Hispanic communities. They've been pretty open about closing accessible parking places. An expanded 28 lane I-35 would only make disenfranchisement easier	See Comment #3	
134	Allen Cook				MCaCuE 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 gets priority over single-person vehicles; and 3. There should be "Bus Only" lanes.	See Comment #13	
135	Allen	2/6/2023			MCaCuE 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 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				MCaCuE Website Comment Form	Do not widen/ho build	I oppose the I-35 Capital Express project. Please stop adding lanes to highways. These are enormous expenses that do nothing to solve transportation problems. They just create more demand, use more land, divide and destroy communities, lower density, increase commutes, and pollute. This way of thinking is further entrenching us in a highly inefficient mode of transportation and a car-centric society.	See Comment #9
					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 continues to shift toward rail and other alternative modes of transportation.	See Comment #13	
137	Alan Gross					Do not widen/ho build	MOBILITY35 Program Manager Tommy Aragon, 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	These are enormous expenses that do nothing to solve transportation problems. They just create more demand, use more land, divide and destroy communities, lower density, increase commutes, and 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 Huls					Capex/Deck Phases	<p>MOBILITY35 Program Manager Tommy Aragon,</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 dispenses the idea that larger freeways aid in congestion or provide a benefit to the citizens of the city.</p> <p>I recently observed at a business hotel in Dallas just on the other side of the 75 freeway from Southern Methodist University, and that is unacceptable. I grew up in California and realize now how much of my childhood was wasted sitting in traffic. We do not have to make the same mistake.</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 repurposing valuable downtown land outside from freeways and giving it back to the public, we can create a future that is more connected, 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 print 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 Kamp	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
140	Allison Bradin	3/6/2023			MCaCuE 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 Dink	3/7/2023			MCaCuE 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 18 wheelers to use I-30 instead, and please please please do not shut down parts of the blue and blue trail for six years. That is as selfish, as I did.	See Comment #21
142	Allison Selley				My City or My Way	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	Alyson Garris					Do not widen/ho build	<p>MOBILITY35 Program Manager Tommy Aragon,</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.</p> <p>I live in District 2, and have a small business 1 mile from downtown, in District 3. Please listen to the people you represent in our plea to rethink this flawed plan. Sincerely,</p> <p>Alyson Garris</p>	See Comment #5
					Community Alternatives	If we were to divert the highway around downtown, as modeled by the Redbird35 proposal.	See Comment #4	
144	Alma Vasquez	1/12/2023			Email	General support	I approve it	See Comment #8
145	Alonso Remon	1/12/2023			MCaCuE 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), TEXRail, and occasionally 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 either a light rail system within the city or connecting to Austin and cities in between.	See comment #1
146	Aly Tharp	3/6/2023			Email	Climate Change	<p>MOBILITY35 Program Manager Tommy Aragon,</p> <p>I am an Austin resident since 2016. I volunteer with the Federal Beach Food Forest, which will be negatively affected by highway expansion due to increased heavy machinery and traffic in the adjacent areas causing increased pollution and cutting off foot traffic flow.</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 to successfully adapt to the realities of climate change, the I-35 expansion plan is an investment in the wrong direction! TxDOT needs to develop a transit plan that considers the recommendations of federal and IPCC climate report summaries for lawmakers, and reduces reliance on fossil fuels as quickly as possible.</p> <p>Aly Tharp</p>	See Comment #51
147	Alyssa Galloway					Do not widen/ho build	<p>MOBILITY35 Program Manager Tommy Aragon,</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 state communities since its construction. It's time for the central Texas community to do better. Expanding this highway is a short-sighted handout for the Austin traffic issue. Whatever road construction we do needs to be suitable for the long term, and highway/freeway construction efforts are never going to be able to keep up with this city's astronomical population boom.</p> <p>Alyssa Galloway</p>	See Comment #5
					Bike/ped safety	We need to prioritize investments into making this city as bikeable, 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 invest in such and use this area for local city transport, bike paths, and infusing additional green space into what has been a concrete nightmare for far too long.	See Comment #30	
148	Alyssa Peters					Do not widen/ho build	Hi, I have been living in Austin for 28 years. Expanding highways DOES NOT improve traffic, but rather makes it worse, the science is clear. Please use this money for another solution, not one that would make the problem worse. More transit would help traffic. More or wider highways will not. Thanks, Alyssa	See Comment #5
					Business/Residential Displacement	Please do not expand I-35, which would cause huge disruptions to daily commutes, and destroy businesses and homes and standard of living for other home-owners and business-owners.	See Comment #21	
149	Amador Salazar	1/20/2023			MCaCuE Website Comment Form	Do not widen/ho build	Widening roads is not the solution that Central Texans desire. We cannot continue to keep widening lanes we need improved transit systems. We need rail. Renew the Lone Star Rail proposal.	See Comment #5

150	Amelia Brause	3/7/2023	McClure Website Comment Form	Parks	It is not okay to waste acres of precious park land on Walter Beach to expand US. It is not okay to expand US. The highway is big enough and intrusive enough and too long as it is. You have an opportunity to do something smart, unique, and community-focused. Don't perpetuate the originally-vital 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 planning to minimize harm or mitigate adverse impacts or effects to properties protected under Section 4(f) of the Department of Transportation Act of 1985, Section 6(f) of the Land and Water Conservation Act, and Chapter 26 of the Texas Parks and Wildlife Code. Every effort would be made to restore areas of temporary use after the highway project is constructed. Details regarding how TxDOT plans to minimize harm or mitigate adverse impacts or effects to each of the Section 4(f), Section 6(f) and Chapter 26 protected properties are provided in Appendix M of the EIS. TxDOT is working closely with the City of Austin Parks and Recreation Department to mitigate park impacts. Detours will be provided for trail closures during construction, and temporary relocations of designated accessible parking spaces will be made for International Show at Town Lake, 3 and Edward Rendon parks.				
151	Amelia Brause			Do not widen/no build	Mobility35 Program Manager Tommy Kohn. I'm a resident of south Austin, right of 35, and I am strongly opposed to expanding 35. Entering highways doesn't work and adds to congestion and pollution. Amelia Brause	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 #8				
153	Amelia De Santiago	1/11/2023	McClure 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.	See Comment #8				
155	Amelia gullen	2/5/2023	McClure Website Comment Form	Regional Connectivity	Please build a metro rail of some sort from Austin to San Antonio.	See comment #1				
ID	C	N	Do	R	id	S	Topic	C	A	P
156	Amelia Jevonig	1/27/2023	McClure 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 Mena	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 #8				
158	Amelia Penney	1/11/2023	McClure Website Comment Form	Regional Connectivity	A commuter rail between San Antonio and Austin, and in the future expanded to OPI would provide a much needed interconnection for TX.	See comment #1				
159	Amelia Proucy-Ross			Do not widen/no build	Mobility35 Program Manager Tommy Kohn. 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 Proucy-Ross	See Comment #5				
				Business/Residential Displacement	Displacing hundreds of businesses and people to expand US is irresponsible and wrong. We need better options that encourage us to consider our neighbors and the impact we have on our environment.	See Comment #21				
160	Amelia Rose		McClure Website Comment Form	Do not widen/no build	My comments for the record re Capital Express 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 plan with fresh and creative eyes, and with additional funding from the 2022 Infrastructure Bill. This area is a vibrant project could leave a lasting positive impact on generations of travelers	See Comment #5				
				East/West Connectivity	Austinites and we deserve more creative solutions, including much better east- / west- connections and better crossings at grade including more csp and atch interchange.	See Comment #20				
161	Amelia Wolfe			Do not widen/no build	Hi TxDOT TxDOT: I only release congestion very temporarily and in fact increases the demand exacerbating the original congestion. Austin is growing yes, but we need to make our city LIFE dependent on driving. TxDOT you need to listen to residents and stop sweeping comments like this under the rug. This is not the solution for Austinites. I grew up in Austin and when I inevitably have to drive, I have taken to avoiding driving on I-35 even if I have to go the long way around because it's a mess and the proposed plans will only make it worse. Do better! A more holistic relieving of 35 is long overdue.	See Comment #5				
				Latent/Induced Demand	Have you heard about this thing called Induced Demand? We KNOW and have known for years that ADDING lanes and EXPANDING highways is a mistake.	See Comment #18				
				Racial Justice	We need to be spending our transportation funds on healing the wounds made when I-35 was used to segregate our city, reconnect our city, and explore options that make transit, walking, and biking safer and more convenient options!	See Comment #3				
162	Arber Nisak			Do not widen/no build	And this is why, it won't help with congestion in the long run. All the studies show this. Shame on TxDOT. The current plan is clearly only meant to benefit cargo and statewide transportation, not the local Austin-area commuters that go to school and work. Listen to the people you are purporting to work for. Listen to the taxpayers. We are saying NO to this plan. Thank you for reading and feel free to contact me. Arber Nisak	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 (and safety)	It's frustrating 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				
163	Arber Soria			Do not widen/no build	Mobility35 Program Manager Tommy Kohn. The expansion plan does not make sense for our growing city. I-35 runs through Texas, while expanding the section segment 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 space this will cause the downtown area.	See Comment #5				
				Route to I-30	There should be an alternative to either route 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				
				Latent/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				
164	Arber Taylor	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Kohn. We know that highway expansions don't work. The city of Austin deserves better. Arber Taylor	See Comment #5				
165	Arer Jackson			Do not widen/no build	Mobility35 Program Manager Tommy Kohn. I am a resident of Houston, TX. I OPOSE TxDOT's plans for I-35 and I OPOSE 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 Arer Jackson	See Comment #5				
				Route to I-30	I am FOR the Retain/35 proposal, redesigning another highway such as SH-130 as an interstate, a boulevard going through town, and a public transit first project.	See comment #3				
				Latent/Induced Demand	TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18				
166	Arin Shamsi	2/8/2023	McClure Website Comment Form	General support	Design looks good, considering widening the bike/pedestrian lane and adding a safety wall between them.	See Comment #8				
167	Arny	2/8/2023	My site on Co	General support	Well thought out. Enjoyed format of the meeting and accommodations. Looking forward to using the shared use path when biking downtown and from the west to east side. I support the project.	See Comment #8				
168	Arny			Do not widen/no build	Mobility35 Program Manager Tommy Kohn. I OPOSE TxDOT's plans for I-35 and I OPOSE expansion. I am FOR the Retain/35 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				
				Route to I-30	I am FOR the Retain/35 proposal, redesigning another highway such as SH-130 as an interstate, a boulevard going through town, and a public transit first project.	See comment #3				

				Latent/Induced Demand	TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
169	Any Bench		MyCause Website-Comment Form	Do not widen/no build	Hello, As a longtime (25+ year) resident of Austin, currently in East Austin just blocks from US, 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 US. I signed rigorous environmental and safety standards while reviewing plans for US modernization. Thank you, Amy	See Comment #5
				Air Quality/Noise	We need greater measurements of air quality during this "environmental" review	See Comment #34
				Caps/Deck Phases	We have an opportunity to connect, to cap and stitch the neighborhoods west of US with those east of the highway. We should have more caps (bury the freeway in larger segments so we truly create connections between west and east). Early plans suggested TxDOT would pay for the project.	See Comment #42
				Multimodal Transportation	Any plan to update US should include this way to make our city more friendly to safer, cleaner modes of transportation, as well as provide additional land for parks.	See Comment #20
				Water Quality	Engineers should study ways to treat the water runoff	See Comment #125
170	Any Conello			Do not widen/no build	Hi TxDOT TxDOT, I am writing to voice my strong opposition to the expansion of I 35 through downtown Austin. This is not what we the citizens of the City of Austin want. I have talked to 100s of neighbors and colleagues about this issue and not one person is supportive of TxDOT's current plan to expand the highway. TxDOT's models assume that people including those who are moving here want to get around by car. And if you look at the public polls it's pretty clear that Austinites are ready for change and this is true for urban populations and young people in America in general. With massive public support for the expansion of our right 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 counterintuitive 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. Any 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 regrettably 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 Metro335 or Reconnect Austin, which you have not truly studied.	See Comment #4
				Do not widen/no build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute as the Metro335 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "benefits" of cut through traffic in no way contained the actual impacts the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle mile traveled are lower in rural areas than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #5
171	Any De Lima	3/7/2023	Email			
172	Any Huffard	3/7/2023	Email	Do not widen/no build	Hi TxDOT TxDOT, The plan to expand I 35 is not something that will benefit Austin or Austinites; it will not benefit Central Austinians, who will lose their homes and property; it will not benefit those who suffer during their commute through construction; it will not benefit drivers passing through Austin, as there are already better routes with less traffic where they can do that now. It will not benefit residents who are trying to travel from east to west. As far as I can tell, it will benefit those who built highways. I want alternatives to the current plan to be considered. Thank you, Amy Huffard	See Comment #5
173	Any Kempe	3/7/2023	Email	Business/Residential Displacement	Mobility335 Program Manager Tommy Abagin, What about the citizens and our businesses? Are you just gonna give us all doom??? You don't live where we do so have some perspective and empathy. Amy Kempe	See Comment #21
174	Any Kennedy	3/6/2023	MyCause Website-Comment Form	General support	While I am in agreement with the need to expand US, I would have liked to see a more community integrated plan, not just more dirty and noisy highway. The early idea of having a corridor along the top portion of US similar to the Right Turn Lane in Dallas was great. I had hoped to see an improvement similar to this for US. As areas that over the years have been underfunded by the community that could greatly benefit from the beauty a ditch could offer. The idea of a ditch would have been an opportunity to offer more to the residents of the east side of US and bring improvement and additional green space to central and downtown Austin. We will certainly need more green space in the US corridor as we grow and we are dealing with the emissions from more vehicles. I would also like to hear more about planned ways to protect the communities along US similar to the Loop 1 - McPherson corridor. 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	Any Love Fisher	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. Amy Love Fisher Senior Vice President, Commercial Finance	See Comment #8
176	Any Rowland			Do not widen/no build	Mobility335 Program Manager Tommy Abagin, 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 #5
				Public Transit / Multimodal transportation		See Comment #123
177	Any Rung	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. Amy Rung	See Comment #8
178	Any Todd		VOH	Do not widen/no build	I OPPOSE TxDOT's plans for I 35 and I OPPOSE expansion. I am FOR The Metro335 proposal. 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. the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #5
				Latent/Induced Demand	TxDOT's process in this project is flawed. It ignores Induced Demand	See Comment #18

						Construction	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 3.17 of the Environmental Impact Statement (EIS) located here, discusses the proposed phasing of the construction and potential impacts during construction activities. Noise associated with the construction of the project is difficult to predict. A Construction Noise Analysis for the proposed project was completed and is included in Appendix X of the EIS. Suggested mitigation of construction noise for the proposed project includes: • Temporary noise barriers will be evaluated for the various construction phases of the project and where feasible the temporary noise barriers will be included in the plans at specific locations. TxDOT may maximize shielding by using barriers from existing stockpiles, shipping containers and site buildings, if available. • Community notification - provide information to residences potentially affected by construction noise ahead of construction activities. • Use of media - provide information to communities via a variety of available media including websites, emails, community-based forums, newspaper, letterbox drops, etc. • Be proactive in complaint resolution. Appoint a contact person. Develop a plan for receiving, managing, and responding to complaints in a timely manner. Consider a hotline or other point of contact for the community to ask questions or file a formal complaint. • Restrict larger noise impact activities such as haul runs, rock hammering or piling to daytime. • Designated areas will be restricted from stockpiling. • Locate haul roads and site access as far as possible from noise sensitive receptors if practicable (TxDOT would limit the use of residential streets for haul roads). • Consider locations to designate plant and stockpile locations. • Construct proposed permanent noise barriers prior to roadway construction when feasible.	
						Tire Wear	I ignore particulate matter pollution from tire wear.	See Comment #128	
						Water Quality	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #125	
179	Any Youkman	2/25/2023	Email	General support		I watched the U-Tube about the Central I-35 proposed expansion and I am definitely in favor of it, especially making biking and walking safer. It is much needed! Thank you!	See Comment #3		
180	Ara Gonzalez	1/24/2023	Email	General support		Dear Chairman Raggi and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans need to realize the fact 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. Ara Gonzalez A	See Comment #9		
181	Ara Lopez			Do not widen/ho build	Mobility35 Program Manager Tommy Hingon. I am a Mexican resident of Austin, TX, and I'm writing to express my disdain toward this haramous proposal. Austin is congested enough as is -- I can barely drive around MH city without fear. 10 years of construction for just a few years of congestion relief is not worth it. I don't want to use an interstate highway for my road trips. I expect 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	Reyhan Heben			Do not widen/ho build	Mobility35 Program Manager Tommy Hingon. I am a resident of Wells Branch & drive into downtown Austin every weekday--most often taking I-35. As a resident, I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. TxDOT's process in this project is flawed: I hope TxDOT, Austin City Council, and other representatives to stand up for me. AraHose Heben	See Comment #5			
				Community Alternatives	I am FOR The Return35 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 includes the Katy Freeway), air noise	See Comment #34			
				Water Quality	and water pollution, safety, and transportation options beyond driving 10 years of construction for just a few years of congestion relief is absolutely not worth it.	See Comment #125			
183	Anat Schechtman			Air Quality/Noise	Mobility35 Program Manager Tommy Hingon. I am a resident of Charneywood 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's also opposed to suffering through ten years of construction for just a few years of congestion relief. Anat Schechtman	See Comment #34			
				Remains to I-35	I would like to see TxDOT focus on redesigning another highway such as SH-130 as an interstate, and turning I-35 into a boulevard going through town.	See comment #3			
ID	C	N	Da	R	d	S	Topic	R	P
184	Andre M Boulton				Delaware	I am a proud resident of Delaware 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 rebuilding I-35 through central Austin. I would also like to pass along my neighborhood's signed open stance on the highway expansion. The proposed alternatives for rebuilding I-35 through the central segment do not meet Delaware 2 neighborhood needs and actually cause mobility issues. The proposed highway designs do not meet Delaware 2 mobility and access needs. The proposed alternatives call for closing off 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 road use crossings do not alleviate 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 unpleasant 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 on outdated modeling methods and inaccurate and unrealistic traffic projections. Traffic on I-35 has increased effectively constant for the past 20 years, so any analysis based on the current highway configuration somewhat supporting significantly higher rates of traffic is implausible. Furthermore, this makes the comparisons between the no build and proposed alternatives meaningless if the current configuration can't support the amount of traffic they are projecting for the future. Delaware 2 does support the removal of the upper decks and the closing of many sections of the highway. We hope that TxDOT will continue to improve the design by: • keeping the Fernwood Rd. connection to the Delaware 2 neighborhood. • improving the usability of the mixed use path by keeping the path above ground, at grade, and direct. • increasing the number of connections across the highway in line with the proposals from the City of Austin and 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 direct highway expansion in favor of shifting traffic way from private car use to public transportation and other alternatives.	The I-35 Capital Express Central project proposed improvements include removing one of the entrances to the Delaware 2 neighborhood. This design is intended to increase safety for travelers exiting Airport Boulevard onto the northbound frontage road. Safe access to the neighborhood is proposed at Burnham or Airport Boulevard.		
				Blue/Red 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 path users are denied. 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 turns or stairs in the paths. The proposed pathways also include an outrageous proposal of "underpasses" for pedestrians, including a very long segment in which pedestrians are expected to pass under the B lanes of Airport Blvd instead of crossing at the intersection above ground. These tunnels take pedestrians out of sight of anyone around, which is uncomfortable and unappealing to any mixed use path users, including the young and disabled, especially after dark. Furthermore, given that TxDOT is well aware of the number of people who use highway infrastructure as shelter because Austin lacks sufficient affordable housing, it is inconceivable that the tunnels will not be turned into shelter for these people, resulting in poor outcomes for everyone. As for that point, this intersection regularly sees issues with flooding during heavy rain, making pedestrian tunnels or even more unstable proposal. Cars can easily navigate a bit of water on the road. Expecting pedestrians and cyclists to do so is absurd. All of the above issues appear to be driven largely by the choice of intersection at Airport Blvd and I-35 that TxDOT is proposing. The Single Point Urban Interchange is extremely unfriendly to anyone not in a car. Delaware 2 strongly encourages TxDOT to consider a more traditional four way intersection where pedestrians, cyclists, and other users are in equal footing with the rest of the road users and do not have to travel as 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 Delaware 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 #558			
185	Andre Michael Boudreau			McCoiff's 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 vision you have set forth for I-35 and yet you're still going with it. Does anyone on your team actually live in Austin? The fact that civil engineers are leading this discussion leads me to believe we're destined for a clarity and expensive solution. Anyhow, I will share my feelings regardless. This proposal is terrible for the city of Austin. It increases pollution (more lanes = more traffic), increases the local heat island effect, and most importantly,	See Comment #18		
				East/West Connectivity	It does nothing to solve 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 Blvd, then why are you proposing that we do that for the next 20 years of construction????? ADH	See Comment #20			
				Remains to I-35	TxDOT needs to seriously consider an alternative where I-35 is moved around the city (like, for example, 45 and convert it to an interstate highway). Once that project is complete, we could transition what was formerly I-35 into a beautiful tree-lined boulevard that the entire city can be proud of.	See comment #3			





199	Andrew Dickson	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 feel both excited and excited 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</p>	See Comment #8				
200	Andrew Dillon	1/18/2023	Email	Do not widen/no build	<p>It's 2023, the car is not the future. Why waste all this money when Austin could innovate a real solution, is it true that you have already signed the contracts with the builders who will make a future 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 creating this city it's future.</p>	See Comment #5				
201	Andrew Dunfee	2/11/2023	McCrife Website Comment Form	Do not widen/no build	<p>Please don't demolish north of 45th street, that is all</p>	See Comment #5				
202	Andrew Gaudet	2/26/2023	VOH	Multimodal Transportation	<p>First, I understand the need to improve and update I-35. I am impressed by the amount and thought and planning that has led to this endeavor. I like that I-37 Austin will no longer have daily from north-central Austin, I also drive regularly in the city, including on I-35, so I have extensive knowledge of the city and highway. I am concerned that the current I-35 plan will maintain - or even worsen - the divide between East Austin and downtown. The proposal aims to widen the road, thereby displacing businesses and homes. There is a possibility to cap-and-etch, 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 thoroughfares. We NEED to be able to cross I-35 safely. For instance, the proposed interchange at Airport looks promising - but the walkways for pads 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/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.</p>	See Comment #20				
203	Andrew Grauer			Do not widen/no build	<p>Mobility35 Program Manager Tommy Alrnga. I am unsure which communities are asking for highway expansion. It is my belief that the impetus for this project is to maintain full-time employment for TxDOT engineers and staff. Unfortunately, people who live in and care about Austin do not want an expanded I-35. Please justify your limited budget by undertaking projects that the communities you are designated to serve have asked for. I would hope that TxDOT could align itself with the transportation priorities and goals that have been democratically selected by Austin residents. The one-sided reality of highway expansion is disappearing. I would expect more from transportation professionals. This project would disrupt lives of countless Austinites and disrupt the daily routines of many, many more. Please attempt to imagine a future that is different from the asphalt grapes you unjustly subject communities across the State to. Thank you.</p>	See Comment #5				
				Public transit / Multimodal transportation	<p>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.</p>	See Comment #13				
204	Andrew Hanston			Do not widen/no build	<p>Mobility35 Program Manager Tommy Alrnga. 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 does little to cure the problem of traffic that it purports to solve. Andrew Hanston</p>	See Comment #5				
				Racial Justice	<p>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.</p>	See Comment #3				
205	Andrew Lane	2/24/2023	VOH	Caps/Deck Phases	<p>Underground mainline with an urban boulevard over the top. Cap and etch in the clear generator of wealth for the city. Please please please actually listen to the people who live here. I know you probably won't. You'll probably just make it wider, slower, and poorer for the city. But still. If you had some bright-eyed young genius in there looking at these with a desire to change things and a desire to actually cap this monstrosity and reconnect our city.</p>	See Comment #42				
206	Andrew Luraich		McCrife Website Comment Form	Widening	<p>I live in the Wilshire Wood Neighborhood (WNND). Also, TxDOT plans to build a viaduct bridge over the highway that connects E. 41st St. and Wilshire Blvd. A traffic lightgreen needs to be built at the intersection of Wilshire Blvd and the Northbound I-35 access road to prevent cross town, arterial traffic from moving eastbound from E. 41st St. through Wilshire Blvd to the Mueller Development. Wilshire Wood is a residential neighborhood. It includes Maplewood Elementary and Peterson Park, both which attract pedestrians and young children. We cannot have a new, major arterial road created in our neighborhood, solely based on TxDOT's interest in connecting E. 41st St. And Wilshire Blvd. Thank you.</p>	See Comment #9				
				Air Quality/Noise	<p>Your Modified Alternative 3 indicates sound level models above the target of 61 dB maximum predicted by federal law for the types of design specified. TxDOT has not estimated all possible noise abatement measures in its design. TxDOT claims that there are many road openings east of the highway, north of E. 38 1/2th St, and south of Airport Blvd, that would require multiple breaks in a sound wall protecting the Wilshire Wood neighborhood. TxDOT has claimed that the required breaks in a sound wall for vehicle passage would make noise mitigation less effective, and therefore not worth construction. What TxDOT has failed to propose in its design is sound walls adjacent to the actual highway, which would not require breaks for residential streets and access to businesses just east of the highway. A different design that moved the sound wall closer to the highway would allow for a contiguous sound wall that would mitigate noise effectively. The failure of TxDOT not to design a contiguous sound wall in such a way will result in a cost burden by Wilshire Wood residents, making collective action from TxDOT for reductions in property values, damages from noise pollution, and violation of federal law. By not presenting 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.</p>	See Comment #34				
207	Andrew M	3/6/2023	VOH	East/West Connectivity	<p>I have lived on the near east side of Austin since 2019 and hope to buy a house in the area in the near future. Both my significant other and I work west of 35, and the 35 crossing is already the most traffic congested portion of our commute. The crossing at Airport Blvd is especially slow and congested, which makes existing neighborhoods like Hyde Park, Highland, North Loop, or along Burnet Road frustrating or at times impossible. Further, it is also already very difficult and unsafe to cross 35 by foot or by bike at any intersection between 12th and 51st at least, with only the crossing at the Hancock center feeling at least somewhat safe, probably because it's not really a surface crossing, and it dumps into the Hancock parking lot and is not a two-lane road street. I understand that the northbound flow of traffic needs to be improved, but I hope that the east-west connectivity is not further sacrificed as a result, and if anything it is in desperate need of improvement. I fear that even the best plans shown publicly so far seem to make or keep it difficult for east Austinites to access the rest of the city they live in, as the widening of 35 just pushes east Austin further away and isolates it that much more.</p>	See Comment #20				
ID	C	N	Da	R	d	S	Topic	C	R	P
208	Andrew M Guff	1/12/2023	Email	General support	<p>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 I-35 and downtown will make crossing I-35 so much safer for pedestrians and bicyclists. Currently, crossing the highway is far too dangerous with small sidewalks, a lack of dedicated and wide enough bike lanes, poorly timed walk signals, and forced proximity to high speed traffic (which might not even be visible due to the exit ramp). Furthermore, pedestrians currently cannot even 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 - crosswalk 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 road. Below this is a huge improvement over the current highway. A major contributor to preventing highway traffic is poor on ramps and merge lanes. Look at southbound Moque right at the Barton Skyway bridge for an example of poor design. There is an on ramp without a dedicated merge lane. This results in congestion building up behind exactly this point every single day. As soon as cars move past that merge point, traffic eases. If the highway had a dedicated merge lane with sufficient distance to merge safely, this traffic could be easily prevented. As far as I can tell, all of the ramps in the preferred alternative have sufficiently long merge lanes or require no merging at all, becoming an additional use of the highway. My only concern is that the southbound exit ramp onto the frontage road right at 9th street may become very backed up during rush hour, since all traffic heading to any street between 8th and the river must all take that same exit. Thankfully the exit ramp is long, but the downtown traffic signal may need to be timed to properly handle this traffic flow. The extensive space left for ramps and obstacles in the preferred alternative is excellent. The non-preferred alternative 2 was very poor in this regard. This project is about more than expanding the number of lanes on the highway, which is 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 division between east/west Austin, 2) aesthetically pleasing due to removal of the upper deck and opportunities to expand green space and public space through future open spaces, and 3) safer for everyone because of the boulevard concept and smaller merge lane designs. Well it magnifically solves all of our traffic problems and entirely eliminates congestion? Of course not, no design could. However, the value gained in accessibility, aesthetics, and safety makes this project worth it. Thank you, Andrew</p>	See Comment #8				
209	Andrew McClintic	3/7/2023	Email	Bike/jwt safety	<p>Re TxDOT TxDOT, I oppose I35 expansion in Austin. I think it will undermine traffic resiliency in the long term and increase sprawl. I would prefer improved walking and cycling infrastructure. Andrew McClintic</p>	See Comment #30				
210	Andrew Moodle			Do not widen/no build	<p>Mobility35 Program Manager Tommy Alrnga. I'm a Central Austin resident and I vehemently oppose any expansion of I-35. Expanding highways has been shown to NOT WORK time and time again, and it won't work this time either. TxDOT should be conducting studies and investing money into transit projects that can work. The people of Austin spoke clearly in our recent report at election. WE DO NOT WANT TO EXPAND I-35! Andrew Moodle</p>	See Comment #5				
				Public transit / Multimodal transportation	<p>The solution our city needs is public transit and other Multimodal Transportation investment.</p>	See Comment #13				
211	Andrew Morgan	3/6/2023	Email	Do not widen/no build	<p>Mobility35 Program Manager Tommy Alrnga. Hello, I am a resident of Austin and have been for the past 5 years. I came from a highly decentralized city originally, and now that Austin has kept the freeway traffic to a minimum to this point. Expanding I35 would be the most catastrophically awful decision and only further the current divide of central and East Austin. I absolutely OPPOSE the expansion and firmly believe that it would only worsen the problems we face today. As elected leaders of our city, you owe it to the city and its people, and those who will be here long after us, to explore every possible Avenue and course of action. We are Austin. Don't turn us into Houston with this horrible expansion plan.</p>	See Comment #5				
212	Andrew Schulz			Climate change	<p>Dear TxDOT, I am writing to express my apprehensions with the I-35 Capital Express Central project from US 290 East to US 290 West (SR 71). I believe that this project is totally misguided. Experience in other cities demonstrates that adding more lanes only serves to encourage more people to drive, which will not reduce congestion, and will result in more pollution, including more CO2 emissions. The city has a goal of reducing greenhouse gas emissions by 20% by 2020. This project will only encourage more people to drive, which will lead to more greenhouse gases. I urge you to reconsider this project and focus on sustainable transportation solutions that will benefit the city and its residents. Thank you, Andy Schulz</p>	See Comment #51				

				Public transit / Multimodal transportation	A more responsible approach to reducing congestion would be to reduce vehicular traffic through more and better public transportation. Doing so would also be more consistent with the city's goals for sustainable transportation.	See Comment #13				
213	Andrew Shaw	2/1/2023	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. 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 Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8				
215	Andrew Strossel			Do not widen/ho build	Hi TxDOT TxDOT, I'm Brian & My Comment: 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 west part of the city and downtown at a time when the city is trying to address the lasting impacts of its racist zoning ordinances from decades ago.	See Comment #20				
				Business/Residential Displacement	I would negatively impact Austin's economy given the alternative of burying I-35 and allowing for parks, businesses, and residential development to flourish.	See Comment #21				
216	Andrew Ulaetia	3/1/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Kings. 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 Varnsey	3/1/2023	Email	Do not widen/ho build	Dear TxDOT The further expansion of IH 35 is insane. In the end Austin's downtown will be destroyed by lack of planning and more people will loose their lives, as there is a limit to the safe width of an interregional roadway. Eventually, TxDOT will be highly held to its public responsibility and the cost will be astronomical. Plan better, not wider! Andrew Varnsey FAIA	See Comment #9				
218	Andy	1/20/2023	McClure Website Comment Form	Regional Connectivity	Revoke the Lohr star rail proposal	See comment #1				
219	Andy Bishop			Do not widen/ho build	Mobility35 Program Manager Tommy Kings. I am a resident of Central Austin. I have lived one block away from the US 191 route 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 Fields Mall to get groceries, or to walk over to Mueller Park, or to Nature's Preserve 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 noise, because cars GOING NORTH and SLOW DOWN at an highway speeds at times. PUT THAT TRAFFIC UNDERGROUND, 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 NEIGHBORHOODS 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 rerouting traffic, covered boulevards, public transit for local traffic, has worked. Austin's traffic and transportation solutions should reflect the forward-thinking, innovative spirit that makes Austin stand out, not the decades-old outdated methods proven wrong again and again. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Andy Bishop, Central Austin Resident	See Comment #5				
				Racial Justice	The history of 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 (see exhaust and particulate matter, increased rates of asthma and risk of cancer).	See Comment #34				
220	Andy Coss			Do not widen/ho build	Mobility35 Program Manager Tommy Kings. 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 the 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 band-aiding interstate congestion.	See Comment #13				
221	Andy Gold	3/1/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Kings. This expansion will destroy small businesses and people's homes. It is harmful to the community Andy Gold	See Comment #5				
222	Andy Libbert			Do not widen/ho build	Mobility35 Program Manager Tommy Kings. I'm a long time Charwood resident opposed to the expansion of I-35. All credible studies show that expanding highways does not relieve congestion. I-35 destroyed vibrant neighborhoods when it was first built, widening it will 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, unleased toll road. Let's put through traffic there, cap 35, and use the former 35 corridor for local traffic.	See comment #3				
223	Andy Russell	1/11/2023	McClure Website Comment Form	Regional connectivity	I believe corridor rail between San Antonio and Austin would be ecologically sensible, economically viable, and more socially responsible than expanding or constructing automotive highways	See comment #1				
224	Andy Ruiz	1/11/2023	McClure 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				
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225	Andy Somers	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. Andy Somers Canyon Development Group	See Comment #8				
226	Angela DeRuffis			Do not widen/ho build	Mobility35 Program Manager Tommy Kings. I am a resident of Austin. I read of US. I strongly oppose the horrific to add I-35 expansion plan. This 10 year construction project will increase congestion in the long run and does in the opposite direction of a few car centers 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 disasterous plan to expand I-35. Thank you	See Comment #5				
				Reroute to I-30	I support using SH 130 as an alternative pass through and using I-35 as a boulevard since it cuts through the city.	See comment #3				
227	Angela Dan			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	It is time to see other solutions explored such as adding trucks divert to I-30 for free. I don't want downtown to be one giant freeway. Reconnect Austin and Redbird35 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 a bigger I-35. If you look at the areas of town that feel cultural and alive, it's the walkable ones. Cultivate that side of Austin.	See Comment #13				
				Business/Residential Displacement	I would also surely miss the many businesses that would be lost to eminent domain. They give Austin far more character than a highway.	See Comment #21				
229	Angela Rivera	1/11/2023	McClure 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 simply commute and remove the need to find parking or sit in traffic, and I think we should bring that here.	See comment #1				

230	Angie Spenardo	3/7/2023	Email	Rebutals to 130	<p>Model35 Program Manager Tommy Alving.</p> <p>I oppose TxDOT's plan for 35 and I oppose expansion.</p> <p>I am a resident of Cherrywood / French Place neighborhood and I do not want this to ruin my neighborhood as I believe it will. I am for using another highway such as SR-130 for interstate and truck travel.</p> <p>I am for developing a public transit system like the DART in Dallas. I would not need a highway going this central Austin to San Antonio.</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 Spenardo</p>	See comment #3				
231	Angus	3/7/2023	VOH	Parks	<p>It's bad enough that you're running through a 35 right-of-way 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 one year? Who is this supposed to serve?</p>	See Comment #150				
232	Art Carr	3/7/2023	Email	Do not widen/ho build	<p>Re 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 expansion being able to go under the over pass at 38th.</p> <p>I also ride my bike to cross under it closer to Airport <a href="https://www.youtube.com/watch?v=2TFF4N9H0Bk">https://www.youtube.com/watch?v=2TFF4N9H0Bk</a>→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>Art Carr</p>	See Comment #5				
233	Arissa Sabawalla	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				
234	Artis 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 reimagine and reduce the negative impact of expensive highway alternatives on their cities and residents, Austin has not. 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 25 lanes of highway imperiously scouring 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 can and must be as it responds to future transportation solutions. I ask that TxDOT take steps and give full consideration to innovative 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 and, as Austin is indeed our state capital, the citizens of our state.</p> <p>Artis Prewett, Austin resident since 1985</p>	See Comment #5				
235	Asgh Manta			Do not widen/ho build	<p>Re TxDOT TxDOT.</p> <p>East-west crossings 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> <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	<p>I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.</p>	See Comment #4				
				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.</p>	See Comment #34				
236	Ashir Singh Dugra	4/30/2023	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> <p>Regards, Ashir</p>	See Comment #8				
237	Asker Poterarik			Do not widen/ho build	<p>Model35 Program Manager Tommy Alving.</p> <p>I am a resident of Austin. I support TxDOT's plan for 35 and I oppose its expansion. The plan is fundamentally not going to fix traffic, and only make the city of Austin worse by squeezing away the businesses and homes that make it great. And if you look at the very best train proposal and decide you wouldn't take it, that's fine I takes as many drivers off the road, you get more space and less traffic for your car commute.</p> <p>If nothing else, really consider what a city of highways looks like. This is no hypothetical. On a recent trip to a car phone store along 383, I depended on the bus for a way "across the street" really was. There was a parking lot, median, road, median, frontage road, median, 3 lanes of highway, frontage road, median, street, median, parking lot, and finally a business whose name I couldn't even make out. This massive distance is for cars, not people. Let's bring our communities back together.</p> <p>I also understand certain funds must be allocated to road projects. That's OK. Convert 130 to a boulevard, bury road if not all of it, find a way to direct this 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 it's the only city with a public transit system on par with the rest of the world. I believe Austin is better than New York City, and it's high time we act like it.</p>	See Comment #9				
				Public transit/Multimodal transportation	<p>We must adopt a transit-first approach. Taking cars off the road, not expanding the road itself, is the only solution that consistently proves successful. "No one would take it" is a common response to transit initiatives, but I would in turn ask which sounds more expedient: waiting forward for 45 minutes going from Pflugerville to DT, or looking out the window on a steadily moving train for 20 minutes? Or looking at your phone? Or having a snack?</p>	See Comment #13				
238	Ann Landens		MyCofx Website Comment Form	Woodland	<p>We oppose the closing of the underpass at H35 and Woodland Avenue and the elimination or reducing 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 H35 and South Congress. Further, Woodland Avenue is a crucial link between parks and local businesses on either side of H35.</p>	<p>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.</p> <p>Additionally, removal of the vehicular crossing at Woodland provides safety and operational improvements, it minimizes displacements including the Aria Grande affordable housing complex and best accommodates the proposed Project Connect blue line. Removal of the vehicular crossing will enhance safety by avoiding a steep grade on the mainline that is compounded by a sharp curve in the roadway. The design also allows better access to Woodland compared to Alternative 2 which would require vehicles to exit Riverside Drive and travel through the Riverside signal, which would be in conflict with the frequency of the proposed blue line. The turn movements at Riverside and Oltorf are a half mile away and provide turn-lane illumination without having to stop at a signal at Woodland where high severity crashes are common.</p>				
				Racial Justice	<p>Closing Woodland at H35 simply reinforces and reinforces the sad history of using H35 as a barrier between communities of color in "west" Austin and the amenities west of H35. In other words, Woodland to traffic under H35 perpetuates TxDOT's racist past.</p>	See Comment #3				
239	Ann Landens			Woodland	<p>Model35 Program Manager Tommy Alving.</p> <p>We are opposed to the proposed to TxDOT's "preferred alternative" plan for expanding H-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 that portion of Woodland Road which connects the H35 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"><li>1. No below-grade lanes on H35 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, lanes will be lost on submerging roads.</li><li>2. TxDOT is a powerful state agency but it does not have the power to make water stop flowing downhill. Millions of gallons of water drain into the Colorado River at H35 in heavy rain. That water will harm drivers unfortunate enough to be on H35 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 streets during a "ferocious 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 in the area.</li></ol> <p>Closing Woodland will increase congestion on the only other routes across H35 in the area. The traffic from Woodland at H35 will be rerouting onto Oltorf and Riverside, two already overtaxed roads. Oltorf at H35 must already deal with traffic generated by Texas High School. Riverside will be under construction for many years while the mass transit line is constructed.</p> <ol style="list-style-type: none"><li>3. "Affordable housing" can connect with Woodland/H35 cross-traffic. At the open house held at the Milken Center, TxDOT representatives repeatedly stated the existence of a small "affordable" housing complex at Woodland and H35 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 shoulder area at that point is extremely wide, perhaps the widest shoulder areas from Ben White Blvd. to Riverside. There is ample area to expand H35 without disturbing buildings along the frontage. In any event, if TxDOT can justify taking land from minority-owned businesses up and down H35 for this expansion, it should have no problem expanding upon "affordable housing".</li><li>4. Implement "cops and officers" to allow Woodland to remain open across H35. TxDOT proposes to "save and allow" cross roads to connect downtown and east Austin north of the river. The rationale for that plan (removing H35 as a barrier to communities on either side of the highway) applies equally to the area south of the river. Again, shutting down Woodland's cross traffic at H35 means impeding large groups, including communities of color, from convenient access to the areas west of H35.</li></ol>	See Comment #238				
				Rebutals to 130	<p>Our preferred alternative: Stop expanding H35 and reroute through traffic around Austin by reducing tolls on Tolman Rd, TxDOT, the State of Texas, and the City of Austin need to face the facts. H35 no longer functions efficiently as an interstate through major urban areas in Texas. Through traffic, particularly vehicles over two-lanes need to be routed around Austin. The roads already exist and a reduction in tolls on Tolman Rd is all that impedes many trucks from choosing to go around Austin. Taking it all at the cost of expanding H35, the cost of subsidizing multi-lane vehicles using Tolman Rd is minimal.</p>	See comment #3				
				Racial Justice	<p>Do not close Woodland as a throughway across H35. Such closure will perpetuate segregation and racism. Closing Woodland at H35 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 west of that road. TxDOT reinforced that color line by routing H35 along East Avenue. From Ben White Blvd. to the river, Woodland is one of only three roads that connect Lamar Blvd. to South East Austin across H35. Thousands of commuters use Woodland to access their homes on the west and east side of H35. Large communities of color live in the apartments along the Woodland corridor from H35 to Willow Creek. Those communities use the parks, schools, businesses and other amenities on the west side of H35. Shutting down Woodland at H35 will cut these communities off and act as a de facto tool of segregation.</p>	See Comment #3				
ID	C	N	Da	R	d	S	Topic	C	A	p
240	Ann R Dallandis				Rebutals to 130	<p>Model35 Program Manager Tommy Alving.</p> <p>I am a long time resident of South Austin and I OPPOSE TxDOT's plan for 35 and I OPPOSE expansion because it will only 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 TxDOT's book and try providing transit and alternatives to 50th but everyone two weeks to when it comes to a vehicle and parking lot on an off city street.</p> <p>Rethinking 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 expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air, noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief (if that) is NOT worth it.</p> <p>I do not have a car and do not want to need I-35. I need alternatives and expect TxDOT, Austin City Council, and other representatives to stand up for me.</p>	See comment #3			
					True Wear	<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>	See Comment #28			

241	Ann S Graham			MyCause Website Comment Form	Do not widen/ho build	DO NOT ACCEPT THE PLAN AS CURRENTLY DESIGNED. As an almost 30 year resident of Austin, long proximal to IH35 (between Dean Keeton and S 5th St), I am heavily aware of the traffic on IH35. While traffic is recent setting, adding the extensive number of extra lanes will NOT solve the traffic problem. https://www.optima.com/2023/01/06/why-highway-traffic-just-PLEASE DO NOT ACCEPT THE CURRENT PLAN: * It would remove countless businesses and livelihoods of hundreds of Austin residents. * Early plans suggested TxDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	See Comment #9
					Air Quality/Climate Change	*We need greater measurements of air quality during this "reconstruction" review	See Comment #18
					Water Quality	*Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #123
					Cape/Deck Phase	* We should have more caps (bury the freeways in longer segments so we truly create connections between east and west)	See Comment #42
242	Anna Butler	3/1/2023	Email	Community Alternatives	Multi35 Program Manager Tommy Abrego, I live in Austin, I oppose the expansion of I-35. 10 years of construction for a little bit of congestion is not the solution to traffic in Austin. The solution is to Rethink I-35 and make Austin a more valuable and transit friendly city. Expanding I-35 will just cause more traffic at the moment with construction. Most highway expansions are known to not get rid of congestion.	See Comment #4	
243	Anna Clements			MyCause Website Comment Form	Do not widen/ho build	Multi35 Program Manager Tommy Abrego, I am writing to ask you to please reconsider the expansion of I-35! I am a resident of Austin and have been proud to see parts of Austin become more pedestrian and bike safe city. Research repeatedly has shown that highway expansion doesn't work to reduce traffic and it increases congestion, accidents, and pollution. Please, city council, put this city and its people before the demands of all companies and car manufacturers for more highways and stand up against I-35 expansion.	See Comment #5
					Community alternatives	There are a number of alternatives, including rejecting I-35 with a boulevard, increased public transportation, and safer bike routes that would serve to reduce the traffic on I-35 while also increasing access to safe and affordable transportation and protecting the nature and beauty of Austin.	See Comment #4
244	Anna Foster			MyCause Website Comment Form	Do not widen/ho build	The plan to bury and cap large 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 highways that require people to climb long ramps extending their trips is a waste of money, throwing good money after bad. This is a once-in-a-generation chance to get this right. It is really expensive to be cheap.	See Comment #5
					East/West Connectivity	Improving east-west connections are vital to the future health of the city.	See Comment #20
245	Anna Gingrich			MyCause Website Comment Form	Do not widen/ho build	Multi35 Program Manager Tommy Abrego, I'm a resident of Travis county in Austin TX, and I oppose the current version of I-35 expansion. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Anna Gingrich	See Comment #5
					Latent/Induced Demand	This plan ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals.	See Comment #18
246	Anna Hagg	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	
247	Anna Kammert	3/7/2023	Email	Do not widen/ho build	Multi35 Program Manager Tommy Abrego, Something earlier failed to reduce traffic in Houston. This is a bad idea that will not solve our issues and will only create more.	See Comment #5	
248	Anna Kewitt			VOT	Do not widen/ho build	Don't expand I-35! The businesses along it are valuable and more lanes will mean more traffic.	See Comment #5
					Public transit / Multimodal transportation	Please divert this investment into public transportation.	See Comment #13
249	Anna Kurlin			MyCause Website Comment Form	Do not widen/ho build	Multi35 Program Manager Tommy Abrego, Hi, my name is Anna Kurlin, 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. I oppose TxDOT's current plans for I-35 and I oppose expansion of this road. I love Austin, and believe the most beautiful, beautiful, and functional parts of the city are the places that cater towards humans, not cars. One example of this are the areas surrounding the Ladybird Lake Hike and Bike Trail, which I used to commute to my job at the Texas Rising Center in 2018. Many people are moving to our city because of the quality of life here. This movement can't be changed, and we have to find ways to expand our city to work for all residents, old and new. Please listen to our voices, reject the I-35 expansion, and create a roadway that protects resident health, happiness, and common sense functionality.	See Comment #5
					Latent/Induced Demand	TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					Air Quality/Noise	Furthermore, highway expansions don't work. They worsen congestion (as I saw when I drove on the Katy Freeway to visit family in Houston), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
					Rethink to I-30	I support the Rethink35 proposal, which seeks to route non-local traffic through SH-130 and transform I-35 into a vibrant, local boulevard. This is a smart solution and learns from the effects of previous highway expansions while meeting the needs of our local community. This proposal has been created by Texans, for Texans.	See Comment #3
250	Anna Mahoney	3/1/2023		MyCause Website Comment Form	Do not widen/ho build	I do not support the expansion of IH-35 or any of the proposed designs presented in the DES.	See Comment #5
251	Anna Moreno			MyCause Website Comment Form	East/West Connectivity	Hi, Please be sure to include east to west crossings with the I-35 improvements throughout Austin and especially the central area, as a cyclist the crossing downtown is the most unsafe and absurd place to be or a bike in the city, please take responsibility to your road and incorporate a light or a pedestrian bridge over/under the frontage and highway. I also support seeking and covering as much of the highway as possible, thank you.	See Comment #20
					Business/Residential Displacement	Please minimize home and business relocations	See Comment #21
					Rethink to I-30	Divert I-8 whether traffic to I-30	See Comment #3
252	Anna Morse	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. Anna Morse Commercial Express Assistant to Margaret Gonzalez, Heritage Title Company of Austin, Inc. is a real estate company that has been in business since 1900. We are a family-owned business and have been a part of the Austin community for over 100 years. We are currently in the process of expanding our business and are looking for new locations to open offices. We are very excited about the opportunity to expand our business and are looking for new locations to open offices. We are very excited about the opportunity to expand our business and are looking for new locations to open offices. We are very excited about the opportunity to expand our business and are looking for new locations to open offices. We are very excited about the opportunity to expand our business and are looking for new locations to open offices. We are very excited about the opportunity to expand our business and are looking for new locations to open offices. We are very excited about the opportunity to expand our business and are looking for new locations to open offices. We are very excited about the opportunity to expand our business and are looking for new locations to open offices. 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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 entitle TxDOT to this large, unregulated point-source pollution, it does not make it right. The risk of contamination to the strong for water quality and sensitive aquatic habitat in the river is appalling. Even outfalling 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 sources that it feeds. The reason we can live here, Please don't use the idea of meeting minimum requirements or budget constraints to justify this massive mistake. As there are many alternative solutions being discussed? Why regulatory agency do I need to call to get an explanation of how this is even legal? Have you informed all the communities downstream that they can forever expect more pollution and lower water quality in the Colorado river? What is specifically being proposed to mitigate for this widespread environmental disaster?	See Comment #125
				Capital Express Segmentation	This false/misleading information is especially glaring and arbitrary because TxDOT split its "Capital Express" Program into three discrete "projects" in order to circumvent a true accounting of the environmental and fiscal impacts of its choices. TxDOT places its definition of the "project area" in a way that shifts their purpose. When the goal is to define meaningful environmental issues, the "project area" is an 8-mile chunk of Central Austin-and excludes the outlying impacts. When the goal is to reject a strong alternative solution to the region's traffic needs, TxDOT treats regional and suburban commuters as "local" traffic users. This is a critical assumption for rejecting community alternatives. Retain35 proposes to take the current 135 right of way to a three-segment boulevard and redesigning SH130 as the interstate to circumnavigate Austin.	TxDOT has determined that there are three distinct improvement projects, with different needs, project characteristics, and potentially serving travelers with different destinations. TxDOT also determined that improvements to each of these segments could be delivered separately with independent benefit to the traveling public, without depending upon the completion of the other projects.
264	Annie Bayer			Do not widen/ho build	<p>Mobility35 Program Manager Tommy Hengen.</p> <p>I am a resident of South Austin.</p> <p>I oppose TxDOT's plans for 135 and I oppose expansion.</p> <p>Higher expansion DOT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.</p> <p>12 years of construction for just a few years of congestion relief is NOT worth it.</p> <p>I don't want to see an interstate highway for my local trips.</p> <p>I expect TxDOT, Austin City Council, and other representatives to stand up for me, Annie Bayer</p>	See Comment #5
				Community Alternatives	I am FOR The Retain35 proposal.	See Comment #4
				Latent/Induced Demand	TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed	See Comment #28
265	Annie Dackoway		McCupe Website Comment Form	Do not widen/ho build	<p>I strongly oppose TxDOT's current plan to widen 135.</p> <p>- Capping the highway as far north as 51st 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/separates/cuts off neighborhoods when capping the project need to neighborhoods together on Long Horn's Macdonalds parks and bike trails. Austin needs greenways and allow for more economic development in the heart of Austin. A similar project done in Dallas (Dalya Warren Park) was very effective example of this city / state partnership.</p>	See Comment #5
				Reverts to 130	As an alternative, diverting from traffic around Austin has not been effectively explored by TxDOT. While there was a highway built for this, the legislation was not fully analyzed which means that trucks aren't incentivized to use it. We'd be able to reduce traffic using 35 if this diversion was incentivized just like for commercial on 35. This is far less additional cost and potential revenue for the state. We also know for a fact that more highways = more traffic not less.	See comment #3
268	Andrehauee Thap	3/1/2023	Email	Do not widen/ho build	<p>Mobility35 Program Manager Tommy Hengen.</p> <p>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, no wider no higher.</p>	See Comment #5
267	Anonymous	1/4/2023	McCupe 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 - <a href="https://en.wikipedia.org/wiki/Big_Dig">https://en.wikipedia.org/wiki/Big_Dig</a> . And spend money on pushing all vehicles passing through Austin to utilize a bypass.	See Comment #25
268	Anonymous	1/18/2023	McCupe Website Comment Form	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 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 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
269	Anonymous	1/20/2023	McCupe Website Comment Form	Do not widen/ho build	I am against the 135 plan and for the bus and/or rail plan, expanding 135 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	McCupe 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 presence of a reliable fast rail transit would be a huge relief to me and many others, and make travel between these cities so much easier. While there always will be drivers, there are many who would be greatly relieved of the comfort and safety of riding on a train instead of being in the behind the wheel on an often stressful and potentially dangerous highway. I imagine particularly those who commute between the two cities who often would especially enjoy this option. There could even be trains that allow one to bring their personal vehicle with them on the trip, in special vehicle transport train cars, so they have their car with them at the destination, which would make even greater convenience to travelers. An example is the Auto Train from Virginia to Florida. And for those who do drive on the highway, they would also experience a benefit as less people on the road and using a train would mean less traffic. Studies have shown that expansion of highways only lead to more traffic and congestion, as well as less desire to drive, and there are those who would love to travel this much but are unable or unwilling to drive it regardless of the condition of the highway for a variety of reasons such a wideable train would give these people the ability and freedom to travel too. People in general might be more willing to travel between A and SA more often with this option. As such I believe it would be a great benefit to both cities economically. As the Austin and San Antonio areas continue to experience rapid population growth, the road wide, convenient, environmentally friendly, and overall fast option for moving large numbers of people along the Austin-San Antonio corridor is to not just expand the highway, which will not really make traveling any better in the long run and will make it even more difficult, congested and dangerous with all the construction, but to instead focus on creating and expanding on a modern, reliable, timely, fast, safe and convenient rail transit option. These efforts offer substantial benefits. I believe that having reliable, dependable, and fast rail transit options would be a huge boon for all Texans to have the freedom and ability to travel around our state safely, efficiently and comfortably without being stuck solely depending on a vehicle on a potentially dangerous highway if they don't want or are simply unable to. Thank you.	See comment #1
271	Anonymous	1/20/2023	McCupe Website Comment Form	Do not widen/ho build	As a civil engineer working TX, I am against the 135 expansion. I am in favor of mass transit rail similar to the one proposed Lane Star Rail. The GOP controlled state government has more than enough surplus to do a trial run from San Antonio to Austin. Traffic can be diverted to the toll roads as construction works on 135 rail. The construction can shut down 135 segments from one toll road to the next to avoid huge traffic delays.	See Comment #5
272	Anonymous	1/20/2023	McCupe Website Comment Form	Do not widen/ho build	Why would TxDOT expand 135 when in the past it has chosen to cause more traffic with construction and what not, I would love to suggest a high speed railway instead	See Comment #5
273	Anonymous	1/20/2023	McCupe Website Comment Form	Do not widen/ho build	<p>Additionally, 135 has some of the WORST traffic ever experienced by a transportation corridor, increasing commutes to comically high averages. I live in the San Antonio and San Marcos areas but work in Austin. The traffic regularly experience on 135 is the worst traffic I have ever experienced in my life. Congestion, in part due to draw-out, near constant "construction", has added anywhere from 15 to 45 minutes DAILY to my supposed 40 minute drive-way commute and used to add upwards of 2 hours to my last 40-hour-long commute on the end of the day. Gas prices are already high and I expect there to continue climbing with future gas-related and climate conditions. They aren'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, I have experienced roadkill strong due to under the influence drivers EXCEEDING THE SPEED LIMIT on 135. Texas has not given a single day without a fatality caused by an under the influence related accident in TEXAS. I have also driven past an accident almost every day I have been on 135. We are at constant risk of being harmed by other people's poor decisions to being forced into roads due to the sheer lack of transportation choices. The over-dependency on the area makes it impossible to avoid these consequences. Terrible traffic, high prices, and reckless driving also make me less inclined to go of areas I live in, or to visit ATN for recreational and social purposes. If I could take a train, I would save SO MUCH MORE based on the ease and affordability of public transit. I know this to be true for most people. I don't understand the lack of action by these cities and TxDOT on this issue, rail systems should have been put in place years ago.</p>	See Comment #5
				Regional Connectivity	<p>BEYOND THE LOW SPEED RAIL, HIGHWAY, AND RAILROAD LOCAL RAIL, EXTENSIVE OPTIONS. We need comprehensive into and identify rail options for the SA and ATN metro areas. The over-dependency of this region on sufficing it and its residents. We are left with very little choice but to own cars so comfortably and realistically travel in and around the SA and ATN metro areas, requiring us to take to 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.</p>	See comment #1
274	Anonymous	1/20/2023	McCupe Website Comment Form	Do not widen/ho build	Adding lanes without improving transit is a waste of money. It only induces more demand and results in the same traffic, and even more pollution. We have seen this done before with no improvement. 135 does not need more lanes.	See Comment #5
				Public transit / Multimodal transportation	We need better public transport options like railways.	See Comment #13
275	Anonymous	1/20/2023	McCupe Website Comment Form	Do not widen/ho build	I do not support the 135 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	McCupe Website Comment Form	Reverts to 130	Please support <a href="https://retain35.com/">https://retain35.com/</a> plan to re-route non-local traffic around Austin and replace the in-town section of 135 in Austin with walkable boulevards.	See comment #3
277	Anonymous	1/26/2023	McCupe 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. 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	McCupe 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. 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	McCupe 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. This is a public transportation project that is MUCH MUCH overdue. Thank you for your dedication to serving the citizens of Texas. Roger Buggert	See Comment #8
280	Anonymous	1/27/2023	McCupe Website Comment Form	Regional Connectivity	Please consider commuter rail between San Antonio and Austin	See comment #1
281	Anonymous	1/28/2023	McCupe 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.	See Comment #8
282	Anonymous	1/28/2023	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 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 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. Regards, Mark	See Comment #8

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 odd a great idea to build a rail system between San Antonio and Austin	See comment #1				
286	Anonymous	1/31/2023	McCuEx Website Comment Form	Regional Connectivity	I love San Antonio, but I would love to be able to work for work in Austin. Being able to commute there quickly with rail transit would motivate me to stay here in San Antonio and look for work over there with a much easier commute. Please consider adding this transit. It would be beneficial to both economies and ease the headache of traffic that the San Antonio Austin commute is known for.	See comment #1				
ID	C	N	On	R	d	S	Text	C	A	P
287	Anonymous	1/31/2023	McCuEx Website Comment Form	Regional Connectivity	I am in full support of a tollroad/ticket train system connecting San Antonio and Austin. I would even propose extending it all the way up to Dallas. Riding trains 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 den 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	2/6/2023	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				
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 Heather Vice President   Business Development Wells Fargo Middle Market and Technology Banking - Austin Market Wells Fargo Commercial Banking	See Comment #8				
296	Anonymous	2/8/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 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 nationally ranked 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 demolish north of 480th The bus house is really important for the community, and brings so much to Austin.	See Comment #21				
302	Anonymous	2/11/2023	McCuEx Website Comment Form	Do not widen/ho build	Do not expand north of 430th, there's no point, and it would be a pointless disruption.	See Comment #5				
302	Anonymous	2/11/2023	McCuEx Website Comment Form	Do not widen/ho build	Don't expand at all. If you must, don't expand north of 355.	See Comment #5				
303	Anonymous	2/11/2023	McCuEx Website Comment Form	Do not widen/ho build	There are great local businesses that will be negatively impacted by the expansion.	See Comment #21				
303	Anonymous	2/11/2023	McCuEx Website Comment Form	Do not widen/ho build	Don't expand. If you must, don't expand north of 1. 55.	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 minimize 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 ramps between managed lanes and frontage roads for transit vehicles. TxDOT has also held several cross-agency meetings including team members from the City of Austin, CapitalMetro 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 over crossing parallel to I-35, into downtown. More information can be about Project Connect on the Central website: <a href="https://no35downtown.com/projects/i-35-capital-express-central/">https://no35downtown.com/projects/i-35-capital-express-central/</a> . The addition of widened 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. At the present time, public transit buses, carpools, registered van pools and emergency vehicles must remain in traffic with all other vehicles on I-35.				
306	Anonymous	2/23/2023	McCuEx Website Comment Form	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				
306	Anonymous	2/23/2023	McCuEx Website Comment Form	Do not widen/ho build	East/West Connectivity East/west crossings should be at least every 1/4 mile	See Comment #20				
306	Anonymous	2/23/2023	McCuEx Website Comment Form	Do not widen/ho build	Air Quality/Noise Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat related 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 double decker portion of I-35 and expanding the roadway, increasing rider/inhabitant 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 demand acceleration is linked to the transit 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 landlocking opportunities for light rail and transit through Austin metro rather than impale it.	See Comment #8				
307	Anonymous	3/3/2023	McCuEx Website Comment Form	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 place 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				
307	Anonymous	3/3/2023	McCuEx Website Comment Form	Air Quality/Noise	The negative impacts of an I-35 expansion are numerous. These include air pollution, water pollution, noise pollution, vehicle related injuries and deaths, construction impacts, mobility and accessibility to name a few. With more vehicles comes more pollution including PM10, PM2.5, and CO2. These pollutants have serious health impacts on nearby residents and travelers. Placing these pollutants in a densely populated area is inappropriate and negligent. Increasing impervious area is also being directed by the Colorado River and Lady Bird Lane will cause water pollution and have negative impacts on water quality for all cities along the river. Noise pollution has been shown to increase sleep 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 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. Due to the 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 Austinians and visitors all at the cost of a few minutes saved for drivers (more on that later).	See Comment #34				



308	Anonymous		McCaule 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 inhomogeneous racial groups" (yes, this is a quote from section 325 of the FHWA's Understanding 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 constraints. Options to redesign, reroute or remove the freeway or introduce meaningful transit infrastructure were never offered. By giving different versions of the same option posed as alternatives,	See Comment #4		
				Community Engagement	TxDOT is misleading the public into a specific project to benefit special interests rather than the citizens of Texas. However, I would like to highlight one reasonable option that should be studied that can still benefit all parties—re-routes.	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 realignment of I-35 along the US 183, SH 130 or another route saving 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 quieter, less polluting highway in its downtown and citizens from all over Texas would benefit from increased capacity and a reduction of congestion when they drive or their freight moves along the I-35 corridor.	See comment #3		
				Latent/Induced Demand	It is important to note that congestion along the preferred alternative is unlikely to improve as latent and induced Demand are likely to greatly increase vehicle volumes along the road. It is unlikely that many Texans would prefer to see billions of dollars spent on a project that may provide less benefits than a project that could cost millions of dollars such as a reroute. It would be worse if the more affordable option was not even studied.	See Comment #18		
309	Anonymous	3/6/2023	VOH	Do not widen/no build	This project is inhumane - too wide and too hostile to pedestrians and cyclists. At a minimum, TxDOT should fund all of the dedicated, not put that burden on the local taxpayers who will suffer living next to this huge polluting barrier that will still divide our city. I'm glad you added more cross-walk connectivity, but I agree with the Austin City Council and Travis County Commissioners Court that for more frequent crossings are needed. It's pretty simple, really - just look at where people are currently dying on I-35 right now from sprinting across the highway. It's when the separation between crossings is too far so they don't walk to a safe crossing. Please don't make this same mistake as the previous highway designers made. Also, managed lanes don't work without variable tolling. Every transportation expert nationally knows that. If politics are preventing you from being able to do variable tolling, then put the project on hold until the managed lanes can be constructed as tolled managed lanes. Once they're constructed with 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	C	N	Due R	id	Topic	R	A	g
					Bike (and safety)	For bike and pedestrian infrastructure, don't just plan on the back about shared use paths. Those are fine for suburban or constrained projects. You are doing a full tear-down and eliminating the area (including people's homes and businesses/hoodhousdreams), so you should at least come back in with separate behind curb bike lanes, sidewalks, street trees, etc. to separate faster traffic (bikes/cyclists) from slower pedestrians.	See Comment #30	
310	Anonymous				Do not widen/no build	Multi535 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. This worsens congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5	
					Reroute to I-30	I am FOR The Better35 proposal, redesigning another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project, and money and time going elsewhere.	See comment #3	
					Latent/Induced Demand	TxDOT's process in this project is flawed. It ignores induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and the traffic resulting in a flawed	See Comment #18	
311	Anonymous			McCaule Website Comment Form	Air Quality/Noise	Expanding IH-35 will only increase traffic, pollution (noise and air). The cost and time of construction will be outrageous.	See Comment #34	
					East/West Connectivity	and create a greater divide between the east and west Austin.	See Comment #20	
					Public transit / Multimodal transportation	The time and money should be spent on reducing traffic by building public transportation.	See Comment #13	
					Bike (and safety)	Bike and pedestrian infrastructure and green spaces that we all can enjoy.	See Comment #30	
312	Anonymous			McCaule Website Comment Form	Latent/Induced Demand	In 2023 why are we still disregarding the abundance of reputable research and knowledge proving that highway expansion negatively affects traffic congestion? and reduction in environmental pollution?	See Comment #28	
					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			McCaule Website Comment Form	Do not widen/no build	I strongly oppose the expansion through Central Austin. I live near 35 and E 51st and do not want the access road any closer to my home.	See Comment #5	
					Public transit / Multimodal transportation	We should invest in mass transit, like high frequency bus lanes and dedicated bus lanes, instead of widening the highway.	See Comment #13	
					Latent/Induced Demand	Better public transit will decrease demand on the highway.	See Comment #18	
314	Anonymous			McCaule Website Comment Form	Do not widen/no build	This entire expansion is a waste of money! Shame on everyone involved in this corrupt project.	See Comment #5	
					Latent/Induced Demand	It will make traffic and	See Comment #18	
					Air quality/Noise	pollution worse.	See Comment #34	
315	Anonymous			McCaule 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 this traffic.	See comment #3	
					Public transit / Multimodal transportation	The expansion goes against the city's aims to be less car dependent -	See Comment #13	
					Do not widen/no build	Reconsider, please.	See Comment #5	
316	Anonymous			McCaule Website Comment Form	Do not widen/no build	This project wastes so much please demolish it and	See Comment #5	
					Reroute to I-30	move the highway to the 183	See comment #3	
					Do not widen/no build	To the Staff of the Texas Department of Transportation: We previously provided TxDOT with our comments to the proposed expansion alternatives during TxDOT's brief notice and comment period in 2021. In that letter, we expressed concerns that the favored build alternatives would radically reduce air quality of the while expanding the many east-west divides in our city. Having carefully considered the alternatives presented in the current DEIS, we urge TxDOT to choose the No Build Alternative because the benefits of Modified Build Alternative 3 would not justify the costs and impact on our community. As noted by many well-informed members of our community: The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. It would be difficult for our community to support a proposal to expand a highway that has a deep history of dividing the city without providing significant and meaningful improvements in connectors across it. Capping the highway downtown goes after a movement essential to reconnect our urban fabric and to territorially unite the geographic division that began with the 1928 master plan. However, the downtown effort alone does not adequately address the east-west west barriers that I-35 represents today. In fact, the planned expansion erects new barriers outside the downtown core. For example, 51st Street is currently the only crossing in our area between Airport Blvd. and U.S. 290, a distance of 1.5 miles. Although unbuilt when I-35 was originally planned, it is no longer sufficient due to the development of Mueller community and anticipated growth along the Airport and Cameron Road corridors. These neighborhoods and communities—North Loop, Ridgesc, 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 adequately sized land coming to reach schools, such as employment, education, healthcare, and food. We rely on these corridors to connect with our families, friends, and neighbors. Our choice 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 weaving on across or along I-35 is a daily reality for residents in our community. As some of the stakeholders most personally and directly impacted by this project, we are willing to work with TxDOT on a more aspirational vision for this roadway. We view this highway expansion as much more than a simple roadway - and hope that you do as well.	See Comment #5	
317	Anonymous			McCaule Website Comment Form	Latent/Induced Demand	TxDOT's projected traffic growth and commuting times are exaggerated because commuters will change their driving patterns as alternatives become more available or 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	Inopportunistically 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 I-35H 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 at grade, include ample space for pedestrians and bicycles, and connect spaces that are designed in their detailing, speed limits, and scale to reinforce seamlessly with our neighborhood grid. The addition of these crossings 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 fuel-based transportation of the last century but is flexible enough to anticipate the technologies of the next generation.	See Comment #13	
318	Anonymous			McCuEx Website Comment Form	Barriers/Induced Demand It's really critical that as much of I-35 is buried as possible. Additionally, it's critical that the caps over the highway wide, and are extended from where's being proposed. The caps will allow for reclamation of land that can be used for parks or other community use. Not capping the highway would be a major risk and disappointment for the city. Extending the caps from Riverside to north of the I-10 corridor would be an incredible addition to the community. Please, if nothing else, include the caps and incorporate the distance that's being proposed from the City. Perhaps also consider charging stations for electric vehicles as part of the infrastructure. I would also recommend that overhead utilities are buried along the highway and that green spaces and trees are plentiful.	See Comment #25	
				Regional connectivity	It would also be great if the project could somehow incorporate future rail into the design.	See comment #1	
				Business/Residential Displacement	I know businesses will be displaced. They should be compensated for having to move.	See Comment #21	
319	Anonymous	3/1/2023		McCuEx Website Comment Form	Latent/Induced Demand I don't think it's been well communicated how the plans will benefit the region and the traffic flow.	See Comment #18	
320	Anonymous			WV at me I	Community Engagement Hello, I-35, expansion, I'm calling to call 86 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 janky, and I've seen no examples of meaningful input from the community used in any highway project before. Shame on you for creating the experience of public input, when, in fact, you're doing everything that is just development. It's completely private interests. And the public interest is spoken for by elected interests. Shame on you for attempting to engage your community that you're not prepared to engage with. You have consistently abused the amount of input the community can give. The proposals you put on your website are three versions of the exact same thing - an expanded I-35. We don't want to lose connectivity to learn lessons by learning from the past of what we've experienced. You are essentially using public engagement. And, yes, shame on you. You're asking us bad faith. Shame on you. We don't want I-35 expanded. We want 35 to stop. 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 alternative 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 to ensure that key stakeholders were informed about the project and able to provide input during the COVID-19 pandemic, which began in March 2020. Opportunities for the public to learn more about the project and provide input included public and agency scoping meetings, agency coordination, public meetings, stakeholder meetings, as well as the following outreach methods: • The project team hosted pop-up meetings in diverse neighborhoods to talking of more than 12 locations including transit centers, farmers' markets, Goodwill, community events, Juneteenth Festival and other community gathering spaces. • TxDOT collaborated with neighborhoods by hosting meetings with all neighborhood groups along the corridor to share concerns and receive input. • Outreach outreach was provided to diverse groups by using creative strategies to engage traditionally hard-to-reach populations, including translated meeting materials, walking tours to assess ADA accessibility, and sharing information through existing networks (non-profits, schools and more). • Coordination with the community has occurred during meetings with the community, elected officials, non-profit organizations, local businesses and community groups to share information and receive input. • TxDOT hosted meetings with elected officials, non-profit organizations, local businesses and community groups to share information and receive input. • Eight Capital Vision meetings have been held since May 2021, as virtual and in-person community engagement opportunities. These meetings are held approximately every other month and will continue as the project moves forward. The focus of the workshops is to provide additional information about the environmental process and hear from the community on key issues. • TxDOT heard extensive feedback about the need for better east-west connectivity, transit accommodations and the desire to put a stop to I-35. The preferred alternative, Modified Alternative 3, proposes to accommodate potential caps which would be locally funded. • TxDOT is working closely with the City of Austin, which is leading the analysis of caps and other local enhancements. • TxDOT has and is continuing to coordinate the Environmental Impact Statement (EIS) with cooperating and participating agencies at key points in the project development and National Environmental Policy Act (NEPA) process. • TxDOT has and is continuing to hold ongoing and future Section 108 public involvement outreach, as well as incorporation of historic resources as part of the NEPA public involvement process. To ensure equity with groups who may not have non-standard shifts and have difficulty attending an in-person public hearing event or are more comfortable avoiding in-person events, all the materials for the project public hearing were available online from Feb. 9 - March 7, 2023. This allowed the public opportunities to review the project documents and information at their convenience, at their own pace, and from their preferred location. All comments submitted at the in-person event or through the virtual public hearing will be entered into the project record and will be addressed in the Public Hearing Summary Report. More information on public and agency involvement on this project is available in Chapter 4 of the EIS.	
				Do not widen/no build	We and a lot of people here in Austin don't want 35 expanded, we don't want more lanes.	See Comment #5	
ID	C	N	Do	E	S	Topic	
321	Acosh Hester				Community alternatives	Dear 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 as 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 shown in the TTI study purporting to show the "benefits" 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 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 Rebuild35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it is no way 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. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #4
				Do not widen/no build	Please run the rigorous analysis found throughout thousands of pages of EIS on the Rebuild35 and Reconnect Austin proposals.	See Comment #5	
322	Anthony	3/1/2023		Email	Do not widen/no build The I-35 expansion as it makes Austin into a worse, noisier, and uglier place. Its proposed crossings for foot, bike, and other non-car traffic are awful and outright dangerous in many places. Turning Fortrage road into 6 lanes of "freeway" allows through 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 Bellas	3/1/2023		VOH	Do not widen/no 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 over in Houston are living with their highway expansion mistakes. 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	1/31/2023		McCuEx Website Comment Form	Regional Connectivity Meeting to show support of a high speed rail system to be installed in Texas, mainly 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		McCuEx Website Comment Form	Regional Connectivity Texas needs a better passenger rail network. Commuters are getting worse because of the number of cars on the road and expansion isn't alleviating the problem. Please revive the Lone Star Rail proposal so we can have true high-speed rail and decrease traffic along the I-35 corridor.	See comment #1	
326	Anthony Paskus	3/1/2023		VOH	Do not widen/no build I appreciate the efforts undertaken by TxDOT to take new approaches to the project. However, I fear 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		VOH	Do not widen/no 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 bike lane only goes as far south as Woodrow, which is completely inadequate. The proposed bike lane should be expanded to at least Slaughter Lane for greater accessibility. Thank you for your consideration.	See Comment #5	
				Rebuild to I-35	I strongly urge the Texas Department of Transportation to reroute interstate traffic around the city of Austin instead of through it, to include enhanced public transit options, and a more expensive boulevard.	See comment #3	
328	Anthony Lagrima				Do not widen/no build MultiCity's Program Manager - Timing Request. 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 problems Austin faces. It shows 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 Rebuild35, would allow for better access to the city from the growing suburbs without clogging the downtown stretch with even more traffic. I STRONGLY OPPOSE the TxDOT I-35 lane expansion plan and hope they stop wasting the city's money on efforts that make the matter even worse.	See Comment #5	
				Latent/Induced Demand	We have numerous real-world examples of highway expansions leading to EVEN WORSE traffic congestion, such as the Katy Highway expansion, through a well-documented phenomenon known as "Induced Demand." Billions of dollars are spent, lanes are widened, and what we are left with? More 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 ludicrous rise in rental prices Austin has faced in the last decade, many of these residents will likely be unable to relocate.	See Comment #21	
				Public transit / Multimodal transportation	There are many alternatives. One would be to actually invest in public transportation. Installation of a light rail or subway that actually services high-traffic areas would be the most effective strategy for decreasing traffic.	See Comment #13	
				Community Alternatives	Rerouting traffic around Austin, as proposed by Rebuild35, would allow for better access to the city from the growing suburbs without clogging the downtown stretch with even more traffic.	See Comment #4	

	Anthony Sore			Do not widen/ho build	Mobility35 Program Manager Tommy Arango,  I am a resident of Austin and I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me, Anthony Sore	See Comment #9		
				Renovate to I-35	I am FOR The Reflow35 proposal, reconfiguring another highway such as SH-130 as an interstate, a boulevard going through town, a public transit first project.	See comment #3		
				Tire Wear	TxDOT's process in this project is flawed: it ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18		
330	Anthony Stevens			Do not widen/ho build	Mobility35 Program Manager Tommy Arango,  I am a resident of Austin, in Travis county, and I strongly oppose the existing plan for I-35 expansion. I agree that I-35 has been a mess for a long time. However this plan only seems like it will take a mess, and spread it around, just leaving a bigger mess. Looking at the plan, it doesn't look like we are really expanding the lanes of 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 causes by construction. I-35 is currently 4 lanes both directions (at the upper and lower decks). This plan simply removes the decks and puts 4 untolled lanes in with 2 tolled lanes. Again, the tolled lanes are simply for people who can afford this, it does not help the working class at all. Lane 1 (Mopac) was expanded in a similar way as being proposed. The traffic during rush hour is still just as bad as it has ever been. This is again because the toll lanes are simply there for people who can afford them. A teacher who has to commute across the city every day can not afford \$4 dollars a day just to get to work. This plan would also close a major access point for Ladybird Lake recreation use for up to 8 years!! This lake is the heart of the town, and it's just unacceptable to close one of the most accessible access points. If this plan does go forward, I hope we include many more protected (or isolated) bike paths, and other transit options, and improved access to Ladybird Lake. Anthony	See Comment #9		
				Renovate 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	MyCause Website-Comment Form	General support	Why not	See Comment #8		
332	Anthony Weing			Do not widen/ho build	Mobility35 Program Manager Tommy Arango,  For my whole life, central Texas and Austin have been home. From summer day trips to Barton Springs and learning about the salamanders as a kid to stories of my mom's high school graduation at the Frank Erwin Center, this area is all that I know. The special nature of my home has not gone unnoticed by a plethora of people. A better future is always possible and if Texas wants to keep faith with its claim, and promise, as a leader in the 21st century this is it. The car sequencer makes the "leader" in a battle with TxDOT's unimagined benefits. Therefore I oppose expansion to I-35 and the standing plans made almost exclusively by TxDOT. A once in a lifetime opportunity to meet the transportation needs of all, not just to cater to multimodal cars and light trucks - but from young kids to the elderly, the Barton Shiguards to the graduates.	See Comment #9		
				Racial Justice	Freeway 35 was constructed through a once idyllic green hills and stable capital town but unthinkingly embedded in institutional racism. It is no accident a vessel for large quantities of transnational shipments cut right through the historically black residences of East Austin, instead of wealthy white pockets to the west of Mopac such as Tarrytown. What message does it send to these same communities affected by redlining, plight, then gentrification that there is no harm in drastically expanding the size of I-35?	See Comment #3		
333	Arden Hatfieldwood			Community Alternatives	Mobility35 Program Manager Tommy Arango,  As a born and raised Austinian I have seen this city grow tremendously and have also seen I-35 traffic get worse and worse. I agree with Reflow35 that the current proposal will not resolve the issue.	See Comment #4		
				Renovate 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 incite more traffic through the city and will have irreversible health effects to our citizens.	See comment #3		
334	Antonia Taylor	1/23/2023	MyCause 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 Montenegro			Do not widen/ho build	Mobility35 Program Manager Tommy Arango,  Hello,  I would like to gently 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 (Bastar and San Francisco to name a few) that the idea of expanding the highway system not only does not decrease congestion, it causes harm to the city and its residents that is nearly irreversible without a significant investment. The mass of highways that Austinians currently have to navigate as-is just to get around this city, not to mention the years of disruption that this project will cause should be enough of an indicator that this is the wrong action to take. Measure time, not once. Please. Sincerely, Antonio	See Comment #9		
				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, societal, and commercial aspects of the city just to create a band aid solution for a problem caused by the exact same methodologies that put the highway there to begin with just makes my opposition even stronger.	See Comment #34		
				Community Alternatives	I expect TxDOT, the state government, and the local governments of the Austin metro area to listen to the voices of the people, truly look at the city in its current and future states, and create a plan (or adopt) something along the lines of the Reflow 35 proposal that will actually meet the needs of the city now and for many many many years to come.	See Comment #4		
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336	Antonio Penuela			Do not widen/ho build	Mobility35 Program Manager Tommy Arango,  For the last 70 years, time and time again it's been shown that widening roads and building more highways have done nothing but temporarily solve traffic problems.	See Comment #9		
				Public transit / Multimodal transportation	Instead of wasting money on road widening, invest in public transport! Promote carsharing! PLEASE	See Comment #13		
337	Antonio R. Casanovi			Regional connectivity	As a frequent traveler to Austin, San Antonio, Dallas, Waco, and Killeen, TX for past 8 years, here is my suggestion.  Again, this requires understanding both to achieve right-of-way, express buses and inter-city super fast train between Austin, San Antonio, Houston, Dallas, Killeen, Waco, Midland, and El Paso. These transportation systems feed into local bus nodes, Uber, Lyft, etc. Could significantly reduce traffic between the Austin to San Antonio TX corridor if incentives are added in. Follow the transportation model of Germany's IC inter-city fast trains and Metro of Washington DC. Washington DC light rail Metro system grew 60 miles outside of the city lying in cities such as the Pentagon, Silver Spring, Alexandria, Fairfax VA, Bowie, Baltimore, Fort Myers, universities (Howard, Georgetown, Catholic, American, University of Maryland, etc), Fort Meade, airports (BWI, Reagan National, Dulles) and major points of interest (Tourism 1989 Memorial, Washington Monument, museums, National Air & Space Museum, etc.)	See comment #1		
				Renovate to I-35	If you are going to pursue this massive project without considering Express buses and light rail <b>yes</b> , then I-35 must be also expanded 10 miles outside of Austin, TX in both directions to relieve traffic jams from rush hour time. Major arteries crossing I-10 and I-35 such as State Highway 1604, 290, 6, 835, etc. must be expanded to accommodate traffic flowing into and off of I-10 and I-35. I-10 through Austin TX is a parking lot during rush hours and traffic bottlenecks at several choke points. Also to prepare for future growth, I-35 from Austin through Waco through San Antonio must be expanded 20 miles outside these cities to accommodate future growth potential. Construction of 1604 and I-35 has been going on for the past 3 years with no end in site.	See comment #3		
338	Arya Gandavadi			Do not widen/ho build	Mobility35 Program Manager Tommy Arango,  Please don't expand the I-35 freeway. Please consider a different way to expand transportation that is more sustainable and long term and doesn't hurt people that have been hurt for generations.	See Comment #9		
				Community Alternatives	The reflo35 plan or other plans to expand public transportation should be considered instead.	See Comment #4		
339	Apache Bailey	1/31/2023	MyCause 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 S.A.	See Comment #8		
340	Art Sabatini	3/7/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Arango,  I'm a resident of Austin. The green spaces are some of the city's best highlights, and I am VERY OPPOSED to the TxDOT's plans for the I-35 expansion. Highway expansions just make congestion worse and ruin air quality, noise, water pollution, safety, etc. Ten years of construction is absolutely not worth it. There are no benefits enough to justify this. I do NOT want to use the interstate for my local trips. I expect local representatives to stand up for what will actually help Austinians.	See Comment #9		
341	Ariana Penella	3/7/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Arango,  Highway expansion is not the answer. The construction time alone will lead to worsening traffic. This cannot be the best option available.	See Comment #9		
342	Ariana Rodriguez		MyCause Website-Comment Form	Do not widen/ho build	This plan should revive the Lane Star Rail proposal. Widening roads without improving transit is a waste of money because it only induces more demand and results in the same traffic and more pollution.	See Comment #9		
				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	Mobility35 Program Manager Tommy Arango,  I am absolutely opposed to the highway expansion. I currently live right off of I-45 in Houston, and this expansion of I-35 directly impacts what can occur in my city. Expansions are not a long term solution. I hope you consider all of the words of these advocates on this petition who take their future seriously.	See Comment #9		
				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	Arjan Johnson	3/7/2023	MyCause 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 #9		

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 existing children, older adults and people with respiratory problems. We already endanger our lives 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		
				Remains to L35	Better idea: build a connection from I35 connecting to L35 on both north and south sides so the big rigs go around Austin. Then add additional lanes to that portion of L35.	See comment #3		
346	Arman do Castro sala	3/6/2023	Email	Do not widen/ho build	Multi325 Program Manager Tommy Krogan. Hello, It pains me to know that Texas Department of Transportation is considering expanding highways when it is abundantly clear that we should be reducing and tearing down highway infrastructure that exists within urban centers. Young voters of today will look up 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 more walking routes between commercial areas and safe, high speed transit systems. I grew up in Dallas and moved away for college. I want to return to Texas where my family lives but it is very hard for me to do this when I know that what awaits me in Texas is highways and highway expansions. It has been an incredibly liberating feeling of freedom being able to live my life without a car. This is simply not possible in Texas. Americans do not want cars. They do not want to be forced into traffic. They do not want highway expansions. Stop the highway expansion and save lives. Reduce traffic fatalities by reducing traffic and keeping speeds low. Maintain Austin culture by not bulldozing urban zones into cars.	See Comment #5		
347	Aspat Talaks	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	Astoria Arriaga			Do not widen/ho build	Multi325 Program Manager Tommy Krogan. 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 the contrary, 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 use. 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	Azema Tapaswini	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. Azema Tapaswini	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. Until you have read seed of HCS, you do not understand how cut off and disconnected the HCS drives makes think I can't not see how safe this is. I am not as naive as you think that the state will stop this project but we can still resist it... Austin is our capital and the beautiful 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 use HCS 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 28-vehicles from Mexico?	See Comment #5		
				East/West Connectivity	We need more east-west connections over I-35. It is worth the investment to drop the highway underground entirely between 290 and Lady Bird Lake.	See Comment #20		
				Capex/Opex Phase	FUND CAP AND STITCH: Modify the plan to include better pedestrian crossings and east-west bridges at ground level that can support future development.	See Comment #42		
351	Ashley Keith	3/6/2023	Email	Do not widen/ho build	Multi325 Program Manager Tommy Krogan. 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		
					The proposed alternatives for rebuilding I-35 through the central segment do not meet Delwood 2 neighborhood needs and actually cause mobility issues. The proposed highway designs do not meet Delwood 2 mobility and access needs. The proposed alternatives call for closing one of the four entrances to the neighborhood. This will increase the difficulty of getting in and out of the neighborhood, and increase the cut through traffic in the neighborhood when the right hand lane traveling north on Airport backs up, which it does regularly at all times of day. Neither of the proposed alternatives address this issue, and instead focus on the left turn to go south on I-35, a section of traffic that only backs up briefly during rush hour. The proposed pedestrian/mixed use pathways to navigate the Airport/I-35 intersection without a car are unnecessarily hostile to anyone without a car. Instead of diverting our 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 turns or stairs in the paths. The proposed pathways also include an unnecessary proposal of "underpasses" for pedestrians. For pedestrians, including a very long segment in which pedestrians are expected to pass under the I-35 bridge of Airport Blvd instead of crossing at the intersection above ground. These turnpike take pedestrians out of sight of anyone around, which is uncomfortable and unappealing in any mixed use path users, including the young and disabled, especially after dark. Furthermore, given that TxDOT is well aware of the number of people who use highway infrastructure as shelter because Austin lacks sufficient affordable housing, it is inconceivable that the turnpike will not be forced into shelter for these people, resulting in poor outcomes for everyone. As a first point, this intersection regularly sees issues with flooding during heavy rain, making pedestrian turnpike an even more unreliable proposal. Cars can easily navigate a lot of water on the road. Expanding pedestrian and cyclists to do so is illogical. All of the above issues appear to be driven largely by the choice of intersection of 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 in 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 turnpike or designated indirect paths is not an appropriate solution for these road users. Proposed highway designs have negative environmental impacts that outweigh the purported benefits. The proposed alternative highway designs reduce connectivity through the central region, including the Delwood 2 neighborhood area, by removing connections across I-35. This reinforces and exacerbates the historic and current racial and economic segregation in central Austin. There are no existing or plans for capping north of Airport Blvd, which is the current section of the highway where people of color and people with fewer economic resources are currently concentrated. The removal of highway crossings also increases the risk of environmental impacts 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 versus. Proposals for elevated mixed use crossings do not eliminate 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 as 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 Schurr	3/6/2023	McClure Website Comment Form	Detriment	All of the above issues appear to be driven largely by the choice of intersection of 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 in 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 turnpike or designated indirect paths is not an appropriate solution for these road users. Proposed highway designs have negative environmental impacts that outweigh the purported benefits. The proposed alternative highway designs reduce connectivity through the central region, including the Delwood 2 neighborhood area, by removing connections across I-35. This reinforces and exacerbates the historic and current racial and economic segregation in central Austin. There are no existing or plans for capping north of Airport Blvd, which is the current section of the highway where people of color and people with fewer economic resources are currently concentrated. The removal of highway crossings also increases the risk of environmental impacts 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 versus. Proposals for elevated mixed use crossings do not eliminate 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 as 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		
					Multi325 Program Manager Tommy Krogan. Please consider renovating the highway without expansion, such as implementing a design like Hyde Warren Park in the DFW area. This highway turned park is now one of the main attractions to Dallas's central arts district. Austin has so much more potential to implement greenery in its concrete spaces. After all, we are blessed with such amazing (but dwindling) nature. Because of our city expanding and people moving here, we need to put in extra effort to consider how to keep Austin Beautiful and Green. As a born and raised Houstonian, I can speak from first hand lived experience that highway expansions DO NOT WORK. Houston has 8-10 lane highways that CONTINUE to get more and more backed out. Highway expansion is a failure, an illusion. Please hear the people out, we are asking you to consider alternatives to the I-35 highway expansion. Seriously, asking	See Comment #5		
353	Ashley Yun			Do not widen/ho build	There are intricate, special businesses along I-35 that would no longer exist with the expansion.	See Comment #21		
				Business/Residential Displacement	Multi325 Program Manager Tommy Krogan. Staunchly opposed to widening projects be the empirical data suggests it just doesn't solve traffic problems.	See Comment #5		
354	Ashlin Savindori Davis	3/6/2023	Email	Do not widen/ho build	Multi325 Program Manager Tommy Krogan. 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		
355	Atlee Bug	3/7/2023	Email	Do not widen/ho build	Multi325 Program Manager Tommy Krogan. 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 river. Bus only lanes	See Comment #34		
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357	Audrey Straus			Do not widen/ho build	Multi325 Program Manager Tommy Krogan. Hello, I'm a native Central Texan. I live in Austin off of Koenig and work at I-35 and William Cannon. I oppose the I-35 expansion proposal in its current state. I would support a proposal that: Expanding 35 as proposed does not solve our problem long-term. Please consider some of the solutions.	See Comment #5		
				Remains to L35	1. Reduces through traffic to I-35, or the I-35 toll, either as affordable 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. Puts public transit at the forefront. We cannot continue to rely on cars. Austin "must" improve the routes and reliability of our public transit.	See Comment #13		
				East/West Connectivity	3. Thoroughly connect east and west sections of the highway	See Comment #20		
				Capex/Opex Phase	4. Create more green space - eg. transit sections, greenway terms.	See Comment #42		
					Re 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 "inevitable" as a function of density, especially density of desirable destinations. Dismisses Austin as "bargain" 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. Why not manage demand through tolling? Why are we working against the public transit investment being made in the City of Austin? Why are we compromising the health and safety of Austin residents for the sake of suburban commuters? I do NOT support the destruction of my city. I would like to see the freightly upper decks removed and NO expansion. No additional lanes. It is challenging enough to access my daily needs from the Charwood neighborhood. I have to make I-35 or State L-35 to get to my local HEB, to my gym, and to work. My children are walking when I have to actually get OFF the sidewalk because there are giant transformer poles blocking my path, or lying 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 \$22,000 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/central-express) and consider the impact of traffic fatalities and disabilities in Austin. The problem is clear: TxDOT facilities are not safe, especially not for people outside of cars. Is TxDOT a public agency or a car sales company? The expansion project is a huge mistake. I don't believe that it's too late to evolve this project into something beneficial.	See Comment #5		
358	Azema Tapaswini	3/7/2023	Email	Do not widen/ho build	Chairman Bugg & Commissioners, With the new proposed schematics and alternatives I see that there is significant attention paid to drainage when going southward. After spending some years living in Houston I 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 it in their approach. Otherwise, I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you.	See Comment #8		
359	Azema Tapaswini	1/26/2023	McClure Website Comment Form	General support	Chairman Bugg & Commissioners, With the new proposed schematics and alternatives I see that there is significant attention paid to drainage when going southward. After spending some years living in Houston I 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 it in their approach. Otherwise, I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you.	See Comment #8		
360	Azema Silva			Do not widen/ho build	Multi325 Program Manager Tommy Krogan. I am a resident of Austin and live near I-35 in Windsor park. I don't want to use an interstate highway for my local trips.	See Comment #5		

				Latent/Induced Demand	I OPPOSE TxDOT's plans for I-35 and I-OPPOSE expansion. TxDOT's process in this project is flawed. It ignores induced demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and the traffic modeling is flawed.	See Comment #18
				Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #34
361	Austin Climate Coalition			Do not widen/ho build	Dear those interested in the future of I-35:  We write as a youth-led local Austin environmental 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 in high school that are eager to invest in college/higher education. As not just environmentalists, but citizens of the United States, we've noticed a pattern in desirable college locations: a city with sufficient public transportation. Cities that implement these systems into their infrastructure become more preferable places to live. We, as the humans of the future, believe it is of the utmost importance that our government listens to our seniors. Austin is a beautiful city of nature and it would be heartwarming to watch it prosper.  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 effects, we would like to see conversations concerning alternatives to expansion, such as Route365.	See Comment #4
				Climate Change	ACC needs to advocate for green cities in the current political atmosphere surrounding climate legislation. From hosting 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—jeopardize the safety and sustainability of the city that we hope to create into a college and adulthood.	See Comment #51
				Do not widen/ho build	Mobile35 Program Manager Tommy Hingst,  I do not support the proposed plan for 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 lanes, the forecasted congestion is so tight it's made to get the project through environmental review. The supposed 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 date is now "forecasting" for 2045 (as if these traffic models are remotely plausible or could even be remotely considered scientific). This project does not serve the interests of those who actually live in Austin, but rather serves to promote environmentally destructive greenfield development in new suburbs miles away from the city. I-35 is the apparently critical link both geographically & in time. There it would be wholly unacceptable to reduce its capacity for the better part of a decade to expand it. The very fact 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
362	Austin Downtown			Do not widen/ho build		See Comment #5
				Reroute to I-35	Rerouting 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 highway traffic, as it was before the highway was crisscrossed through to be a barrier between black and white neighborhoods.	See comment #3
				Racial Justice	This project is racially unjust, condemns the future of Austin to car dependency for decades to come, and is climate-arcane.	See Comment #5
363	Austin Hsiang			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	Mobile35 Program Manager Tommy Hingst,  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
				Latent/Induced Demand		See Comment #18
365	Austin McMillaine	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. Austin McMillaine 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 call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete 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	Mobile35 Program Manager Tommy Hingst,  I OPPOSE TxDOT's plans for I-35 and I-OPPOSE expansion.	See Comment #5
				Air Quality/Noise	I don't find highway expansions to be effective. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
368	Austin Talbert	3/7/2023	Email	Do not widen/ho build	Wanted to ensure I checked back in for the round of public comment.  I do not support proceeding on the current preferred build alternative, "modified build alternative 2" as I do not support expanding a freeway through the heart of any city, much less the vibrant capital of a growing state such as Texas. Freeways have never belonged in the heart of cities, as they become dividers and boundaries, regardless of how many billions of dollars we spend to attempt to "seam" them up. The last time I saw the last final a maine road such as this plan, does not belong in this location, I never saw and I never will. More capacity could be built for less money in almost any location in the entire Austin metro area, much less the state, making this both also a costly mistake for all Texans.  We face many growing needs for transportation throughout the state, and doubling down, by digging down, on a plan like because it already exists (a freeway in the middle of Austin) is unnecessary and unhelpful for us as a state to meet our shared goals.  The draft EIS did not include all reasonable alternatives, and as I mentioned in the last rounds, the TxDOT funded TR report on further options, including a removal option, was insufficient and unreason.  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-435-I-385 to accommodate future flexibility.  Austin Talbert	See Comment #5
				Latent/Induced Demand		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
369	Austin Warner	3/7/2023	Email	Air Quality/Noise	Mobile35 Program Manager Tommy Hingst,  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 # R N Du R id S Team P						R 9
370	Austin Warner			Do not widen/ho build	Mobile35 Program Manager Tommy Hingst,  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 get them 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 option.  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 sadistic 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, walkability and bikeability. The highway cuts heavily reduce the value of everything around it making the city poorer. With I-35 already in existence and not at capacity, it makes sense to not at least try to divert some traffic that way. Especially all of the people who are passing through Austin and do not live here, I am also very curious about what the point of having massive frontage lanes running through the middle of downtown? The current design is already dangerous enough. Continuing frontage roads through downtown isn't only adding more highway lanes but that lanes that again discourage 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 crossing, more pedestrian friendly crossings, burying the whole highway and capping it with TxDOT dollars, and no frontage lanes.  I understand the necessity of the state of Texas to get people to drive with the state's deep history in it and the current government's choice to go 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 I really feel like this state is stuck in the past and actively fighting thinking towards the future.	See Comment #5
				Latent/Induced Demand	Finally, I would like to raise the issue of induced demand. With 10 years of construction, have you considered what the time lost vs. the predicted amount of time saved? Will construction last longer than it takes for induced demand to kick in? Do you have any studies on induced demand in regards to this project?	See Comment #18
				Reroute to 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 SH as the only option, but would prefer other routes? Taking 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 both sides of the city that have been intentionally torn apart for so many years. It would add back very important urban space that was ripped away from the city. It would provide a safe way for locals to travel through the city without having to compete with outside traffic. It would provide Austinites alternatives to using the highway and it would be a first start moving into the future.	See comment #3
				Latent/Induced Demand	The research on induced demand, properly values of highways, pedestrian friendly features, and so much more is not 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/IRON ABENDANO			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 destinations.	See comment #1





392	Ben Frusto		VOH	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 at lake lanes and the most dangerous part of the trip is crossing the bridge north along I-35 already. Adding more lanes and making the distance to cross larger will only make people's lives worse just to save drivers a few minutes until Induced Demand congests the highway again.	See Comment #20				
				Public transit / Multimodal transportation	I also do not believe we should be embarking on a decade long process to travel in the most inefficient, carbon-emitting mode of transportation when other forms of sustainable transportation are lacking. Funding such as bike lanes, buses and project connect-I-35 should be demolished and replaced by a meshwork network of complete streets, or at a bare minimum should be funded as is and capped the entire length through the city	See Comment #13				
ID	C	N	Da	R	d	S	Topic	C	R	P
393	Ben Goldensberg	1/11/2023	McCluskey 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				
394	Ben Goodson	3/7/2023	Email	Do not widen/ho build	<p>Mobility35 Program Manager Tommy Kingin.</p> <p>We don't need to keep making these highways bigger, designing what's left of our land in the process. It creates a huge inconvenience to locals lives 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-35. There's no good reason for expanding the highway. Leave our state the way it is.</p>	See Comment #5				
395	Ben Herrell		McCluskey 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 Rebuild I-35, 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 freight road speeds would be reduced to 35-40 mph and posted speeds for the general purpose lanes of I-35 would be 60 mph.				
396	Ben Hogen	1/11/2023	McCluskey Website Comment Form	General support	Make this row.	See Comment #8				
397	Ben Kenderling			Air Quality/Noise	<p>Mobility35 Program Manager Tommy Kingin.</p> <p>Good morning, I am a resident of East Cesar Chavez neighborhood and reside at 1203 Willow Street, Austin 78702. I am categorically opposed to TxDOT's current plans to expand I-35 through the heart of our city. I've seen I-35 and already believe it's a tragedy for our city to have this cancer of a highway right through our neighborhoods. The pollution is awful as the volume of traffic is already terrible. And expansion is only going to increase traffic and pollution. There are many schools and millions of people that will be breathing this bad air, they are the ones that live in the city and the ones that will pay the price for this expansion.</p> <p>The expansion is rushed. The noise of the people who live in this city must be heard. The noise of those that live here who will suffer many many years while this work is ongoing, those that will be displaced because of this work, and those that live near this monstrosity and will be breathing even more polluted air, during construction and even after it's all done.</p> <p>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.</p> <p>Thank you for listening and looking forward to cooperating with you on this.</p>	See Comment #34				
				Public transit / Multimodal transportation	We want all this traffic channeled around the city and a boulevard with bus lanes and cycle lanes as the mode of transport. Making this expansion will only encourage people to drive through the city more whereas they should be discouraged from that and encouraged to take public transport or walk or cycle. Driving should be the least attractive option. Induced Demand is real, and this will only increase the problem we are already facing.	See Comment #13				
398	Ben Kessler	3/6/2023	Email	Do not widen/ho build	<p>Mobility35 Program Manager Tommy Kingin.</p> <p>I oppose today's I-35 expansion in the absence of substantial transportation demand reduction options. Thank you.</p>	See Comment #5				
399	Ben Laffer	2/7/2023	McCluskey 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 turning a water run 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 any renovations are as equitable, sustainable, and future forward as possible.	See Comment #3				
400	Ben Lasker			Do not widen/ho build	<p>Mobility35 Program Manager Tommy Kingin.</p> <p>Please don't expand the highway.</p> <p>Thank you.</p>	See Comment #5				
				Latent/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 email	Do not widen/ho build	I don't support you	See Comment #5				
402	Ben Owea			Do not widen/ho build	<p>Mobility35 Program Manager Tommy Kingin.</p> <p>Hi, my name is Ben Owea 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. I have been repeatedly shown that highway expansions do not improve traffic. This expansion will only worsen traffic, air quality, and division in austin.</p>	See Comment #5				
				Reroute 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	<p>Mobility35 Program Manager Tommy Kingin.</p> <p>I commute using I-35 3-4 times a week and despite the traffic getting noticeably worse widening will not help solve the congestion. Currently there is little to public transportation despite a high demand for it. I hope you all consider taking action in this direction.</p> <p>Best,</p>	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	<p>Mobility35 Program Manager Tommy Kingin.</p> <p>I am a resident of 78752.</p> <p>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.</p> <p>I expect TxDOT, Austin City Council, and other representatives to stand up for me.</p>	See Comment #5				
				Community Alternatives	The Rebuild35 proposal, redesigning another highway such as SH-130 as an interstate, a boulevard going through town, a public transit first project, etc.	See Comment #4				
				Latent/Induced Demand	TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from 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 Thoma			Do not widen/ho build	<p>Re TxDOT TxDOT.</p> <p>We are prioritizing the wrong aspects of transportation. We don't want more lanes like Houston, San Antonio, and Dallas. We want more transportation options and more innovative solutions. Please ban into the "Transportation" part of your department's name. You're not the Texas Department of Cars' Successor.</p> <p>Ben Thoma</p> <p>Ben Thoma</p>	See Comment #5				
				Reroute 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				
406	Ben Tolson	2/7/2023	Email	General support	<p>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 stretch of infrastructure into a roadway that will accommodate the rapid and immense 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.</p> <p>Managing Principal</p> <p>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.</p>	See Comment #6				



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. 2609 Shoal Creek Boulevard, Suite 300 Austin, Texas 78701 T.B.P.E. Firm No. F4899 WIRE FUND RAISING: Please be aware of increased use of text by wire fraud. Considered and received by wire transfer. If you receive a message requiring payment via wire transfer it is fraudulent. Please disregard. If payment via wire is preferred, please call Consent to confirm wiring instructions before wiring funds. Thank you.	See Comment #6						
409	Benjamin Burg			Do not widen/ho build	Mobility35 Program Manager Tommy Alving. To whom it may concern, I am writing this to ask that you reconsider your I-35 expansion plans. Given how much maintenance costs run for these highways, as well as how there are numerous studies that suggest highway expansion makes congestion worse, this seems ill advised.	See Comment #5						
				Public transit / Multimodal transportation	It would be more pertinent to reinvest this money towards other forms of public transit.	See Comment #13						
410	Benjamin Bitner	2/13/2023	Email	General support	Completely approve of the I-35 expansion in Austin. Our great State's fast growing capital city needs it! Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8						
411	Benjamin Bradshaw		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;						
				Route to I-30	TxDOT needs to listen to the evidence. Re route into city traffic to SH-130 and connect I-35 to a boulevard or business route.	See comment #3						
ID	C	N	Do	R	D	S	Topic	O		F	N	S
412	Benjamin Burrow	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	Mr TxDOT TxDOT, I oppose expanding I-35. I don't want to travel around Austin on an interstate highway, whether it is 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 Givensmanghant			Do not widen/ho build	Mobility35 Program Manager Tommy Alving. 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						
				Community Alternatives	I support the alternative network 35 proposal and the creation of additional public transit and bike infrastructure. Our current public transit is effectively useless.	See Comment #4						
415	Benjamin Korman		My Org is We	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/Check 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	Greetings, This is a comment on the I-35 Project in Austin. I have lived in Austin my whole life. As a local I really like having lanes that bypass local exits and entrances to keep local and interregional traffic as separated as possible. I like the innermost lanes on the proposed design with no local entrances and exits because they shield interregional traffic from local traffic. I also like that the design utilizes vertical spaces in the downtown area to maximize traffic flow because it minimizes the need for new ROW acquisitions. I do not like that the design uses a "boulevard" style in the downtown area because it presents traffic circulating on my main corridors 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 from approaching the university campus. This would cause more congestion and would force UT commuters to sit at several lights before getting on and off the freeway increasing overall commute time. Overall, I think the boulevard style unnecessarily introduces ramp access for UT traffic. I would like to see more options for UT traffic to get on and off the interstate, for example, direct ramp access for the major UT arteries including Mopac/Cycle Liftstation, Dean Keeton, and MLK. I would like the design committee to consider additional additional on/off ramps for UT traffic and replacing the boulevard style with conventional service roads if necessary to build more ramps. Also do not be that the intersection at Dean Keeton removes the non-lighted intersection on the east side of the interstate. I think drivers move more smoothly with as few traffic lights as possible and congestion/unable driving has not been a problem at this intersection. Thank you so much. Ben	TxDOT has been coordination with the University of Texas on ramp access. Please reach out to UT for more information or to provide feedback.						
417	Benjamin Romano			Do not widen/ho build	Mobility35 Program Manager Tommy Alving. 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. Those backroads will eventually be filled in by other drivers, meaning newly added lanes on 35, current lanes on 35, and backroads will all be filled still by single occupant drivers who have no other choice to get around Austin. As a fourth-generation Austinite, me and my family have seen the evolution of Austin roads and traffic with little innovation which we need now more than ever. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. I am for the network35 proposal.	See Comment #5						
				Public transit / Multimodal transportation	We need less lanes for just cars and more public transit for everyone.	See Comment #13						
				Racial Justice	35 has also served as a giant racial and economic barrier that my family has dealt with for generations.	See Comment #3						
418	Benjamin Winshaw			Do not widen/ho build	Mr. TxDOT TxDOT, I oppose expanding I-35 in Austin because TxDOT has proven in the past that their highway expansion projects just don't work. In fact the TxDOT proposals put forward recently are junk science and engineering that has been a proven failure already in Katy for the 250 freeway expansion. I want a safe, green, and pedestrian-friendly street through Austin that borrows I-35 below ground with a cap of a tree-lined boulevard allowing pedestrians and cyclists to safely cross. I also want to see more mass transit infrastructure on top of a buried I-35 to reduce passenger vehicle trips.	See Comment #5						
				Air Quality/Noise	TxDOT's expansion plans will worsen traffic and increase other problems such as air, water and noise pollution. It will also displace vulnerable populations and further worsen the divide between Austin's downtown and 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 in 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 Redlink-35 plans to be fully studied and I want to see TxDOT abandon their junk plans for a widened I-35 that will cause a massive amount of harm to our community.	See Comment #4						
419	Bennett Burke	McClure's 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 hellcape 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 going to happen to I-35. Traffic will always be a problem regardless of how wide a highway is. This is due to a very basic principle: most people are pretty fast drivers. When we build a society whose primary form of transportation is individual machines that all act independently from one another, it is inevitable that those machines will crash into one another at some point or another. We can have a 100-lane highway and this problem will still not go away. Texas highways are already enough as things currently stand and I don't need more people driving and worsening this problem. If we as a state are truly committed to Vision Zero, we cannot expand highways any further. This is a matter of life and death. Please, for the love of God, do not go forward with the plan.	See Comment #5						
				Route to I-30	The ONLY acceptable alternative to I-35 expansion is rerouting through traffic to I-30 and turning I-35 in Austin into a boulevard. I love my city so much in spite of all of its flaws, and one of the largest flaws is the disgusting gash through the heart of the city that is I-35. If TxDOT widens I-35 you will ruin Austin and have the disdain of a city's citizens for eternity.	See comment #3						

	Bernadette Rothstein			Blue/yed safety	My TDOOT TDOOT. Expanding the highway is such a horrible decision for this city. It will encourage more drivers, which is not what we should be moving towards as a city. Encouraging traffic and more cars on the roads is the worst idea for this city. Have you seen Houston? If you expand 35 it's exactly what will happen. If the highway is expanded I don't see myself using it or traveling 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 "welch" city into a hell hole. Don't make it worse.	See Comment #30					
				Multimodal Transportation	We should be expanding pedestrian and bike paths to encourage green modes of transportation, which are not only better for the city's health but also the environment and noise pollution.	See Comment #20					
421	Bernardo De 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	Multi35 Program Manager Tommy Krogan, 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 residents much much worse, and ultimately segregate our downtown for tourists. Expanding highways DOES NOT WORK to improve traffic and will make it worse (have you been to Houston??).	See Comment #5					
				Community Alternatives	I oppose the expansion and ask you consider alternatives, including the within35 proposal. I do not enjoy cruising 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 be the leadership we need 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					
					Email Copy: Dear TxDOT I-35 Cap Ex Central Project Team, Please see attached and below for a memo from the Austin Outdoor coalition regarding community feedback for I-35 Cap Ex Central.  Austin Outdoor 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 fumes of dies in the center of Austin. This will exacerbate local air pollution resulting in more health problems and fatalities and will add to Greenhouse Gases (GHGs) instead of reducing our region's climate impact. *Current build scenarios propose dumping untreated and untreated water from I-35 into the Colorado River, degrading water quality and adding pollution. Additionally, we have concerns that water outflow pipes across from Ray S. Ganssman Metropolitan Park could cause future damage to the park. * There will be significant direct and cumulative impacts to riparian and natural areas, including, but not limited to, Palm Park, Waterloo Greenway, Lady Bird Lake, Tom Lake Metropolitan Park, Walter Beach, Edward Rendon Sr. Park at Festival Beach, and the Butler Trail. The current project does not do enough to protect these natural resources. * Migration strategies for I-35 and 410 in Austin. The mitigation strategies should be applied throughout the project corridor. * Shared use paths along frontage roads are unprotected from moving traffic, behind a 4-foot clear zone. This project would be much improved with street trees, which provide protection from moving traffic, shade for people in our hot climate, and help mitigate increased air pollution from adding lanes.	See Comment #100					
424	Beth Larkin	3/1/2023	Email	Parks							
425	Beth Pepricia	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 Pepricia	See Comment #8					
ID	C	R	N	De	R	P	S	Topic	S	R	P
426	Bethany Luffing well	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 Luffingwell	See Comment #8					
427	Bethelaine Corral	3/6/2023	Email	Public transit / Multimodal transportation	Multi35 Program Manager Tommy Krogan, 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. Bethany Luffingwell	See Comment #8					
429	Blake Vazquez			Do not widen/ho build	Multi35 Program Manager Tommy Krogan, I am a resident of San Antonio TX and I oppose TDOOT's plans for I-35 expansion. Working and driving in the area I do know that I-35 does have a huge congestion issue, however I don't believe the solution lies in building more highway. I believe expanding the highway will lead to more congestion as more people are forced to drive. Expanding the highway will not improve the I-35 situation, and could even make it worse.	See Comment #5					
				Air Quality/Noise	More vehicles on the road will only lead to more noise, air and water pollution. Not to mention increase risk of accidents.	See Comment #34					
				Public transit / Multimodal transportation	What is needed is more mass public transit options such as a passenger train and/or increasing the cities walkability to decrease the need for motor vehicle usage. People should be able to get to work and the store riding a bike, taking a train or walking.	See Comment #13					
430	Broadie Kumar	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. Sent from my iPhone	See Comment #8					
431	Bruce Milan	1/11/2023	MyCuPe Website-Comment Form	Regional Connectivity	To build Railway between San Antonio and Austin	See comment #1					
				MyCuPe Website-Comment Form	I work for Cap Metro as a bus driver. I am frequently affected by road projects in and around the Austin area. Project Connect, although not part of the I-35 expansion shows a lot of similar problems. Where to find the extra room for expansion, blocking traffic to build, taking property through innocent 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, just 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 10 to 15 mile tunnel under parts of Austin to alleviate our traffic problems.	See Comment #25					
432	Bill	3/1/2023		Bury/tunnel							
433	Bill Black	2/7/2023	Email	<a href="#">General support</a>	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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@ORNDEN 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 Reid	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 B. Reid EVP & Senior 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			Bury/tunnel	I think it is imperative to make sure all of I-35 is underground through downtown. The time to do this is now. If we wait until I-35 has to be redone in another 30 years traffic congestion and pollution will just get worse. Put it all underground with a boulevard on top.	See Comment #25					
				Caps/Deck Phases	If this can't be done then as many caps and offramps as possible should be constructed. We also need to make sure that as few as possible properties are seized by innocent domain.	See Comment #42					
438	Bill Zapater	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 Zapater	See Comment #8					
439	Bity Mendez			Do not widen/ho build	Multi35 Program Manager Tommy Krogan, Wasting adding lanes will not solve the traffic problem. The US has tried this over and over for decades and where has it succeeded?	See Comment #5					
				Public transit / Multimodal transportation	The real answer is better public transit and safer walking/biking trails. Be a leader!	See Comment #13					



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	2/6/2023	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. Bob Gass	See Comment #8	
460	Bobby Sautner			Do not widen/no build	Hi TxDOT TxDOT, Please don't turn 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 Cops over the highway for large sections where I-35 runs through dense communities. Ideally adding west-to-east connectors clearly 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	
				Re-route to I-35	We should Reroute I-8 elsewhere traffic to SH 130	See comment #3	
463	Borri Myles	2/8/2023	Email	Emergency services	The Austin Fire Department and Austin Police Departments continually use the Woodland Avenue to proceed from East to West/West to East. This is because the DSRF and Westside intersections are not possible during heavy traffic. The proposal cuts off the Woodland Avenue path, leaving it only for pedestrians. This has been shared with your department previously and appears to be disregarded. We have personally discussed the issue with your Fire Department Officials. When this intersection is cut off, I-35 will cost time 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 lower the bars to enable access for emergency vehicles in the event of an emergency? The area on the east side of I-35 is already part of an electronic dog park we have had some cars entering the horse show arena and property owners were left without electricity for a week as the grouping of homes was way to large to turn on or include in the rotation of electricity for a few hours each day. Now, we will watch our homes burn while emergency vehicles sit at traffic...people will die as it is impossible to make it through traffic slowly. How is this acceptable? Your study does NOT consider the full impact and has NOT worked extensively with these officials.	The purpose of the proposed project is to improve this critical local, regional, national and international thoroughfare by: •Enhancing safety within the corridor. •Eliminating demand by prioritizing the movement of people, goods and services through and across the corridor. •Improving operational efficiency. •Creating a more dependable and consistent route for the traveling public, including bicyclists, pedestrians, emergency responders and transit. TxDOT continues to coordinate with the Austin Police Department, Austin Fire Department and EMS as the project moves forward. The Preferred Alternative, when compared to the No-Build Alternative, improved emergency response times for EMS, police, fire and hospitals through decreased travel time and access to HOV managed lanes. It would provide direct access from the HOV managed lanes to the frontage roads near major regional health care facilities, and wider shoulder widths would improve emergency vehicles' maneuverability.	
464	Borrie Culbert			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 relocation without an adequate outcome is not forward-looking. I understand that this plan has been years in the making, but that is part of the problem. The solutions have been so narrowly viewed and are connected to past.	See Comment #5	
				Re-route to I-35	We need to look an entirely new future, looking at brighter more creative solutions, getting truck traffic off of the central corridor and prioritizing neighborhoods and business over highways.	See comment #3	
465	Bruce Knigsen	3/7/2023	McGuffey Website Comment 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	Bruce 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	Bruce 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 interstate in its current corridor... this project could end as an award-winning lesson of good faith abandonment, 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	
				Re-route to I-35	The State should exercise good faith and bear the burden of fully capping the project from Airport Blvd to Hwy 36. 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/Cash Pitches	A full cap will also give the State the unique opportunity to capture and filter the heavily polluted air the expansion will directly cause from the additional traffic it generates.	See Comment #42	
468	Bruce Helbert	1/31/2023	McGuffey Website Comment Form	Regional Connectivity	I support fast service between San Antonio and Austin and beyond.	See comment #1	
469	Bruce 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 building more was always going to be the answer. The opportunity to cap bridge and improve multi-modal transport is great, but none of that requires hearing down crowded 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 seem big just as full as the current, as TxDOT knows from other work in the state.	See Comment #21	
470	Bruce Maynes	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. Bruce Maynes   Managing Director, Travelnet Crow Company	See Comment #8	
471	Bruce 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. Bruce Philp	See Comment #8	
472	Bruce 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. Bruce Robinson	See Comment #8	
473	Bruce Robinson	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	
474	Bruceford Fuls			Community Alternatives	Hi TxDOT TxDOT, Please explore community alternatives to expansion, including Reconnect Austin and ReLink35. 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	
				Re-route 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	Bruceley Schaefer	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	Bruceley Wilkins	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 reality is that we need to get rid of them and all of the infrastructure that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete 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	Bruceley Sawyer	3/6/2023	Email	Bike/ped safety	Hi TxDOT TxDOT, My firm's study has shown that expanding highways makes traffic WORSE. We should absolutely not make 35 worse than it already is as 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. DONT DO IT.	See Comment #30	
478	Brendan Cawthon	1/31/2023	McGuffey Website Comment Form	Regional Connectivity	I just want some rail options, man.	See comment #1	
479	Brendan Lamb	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. Brendan Lamb 832.722.0831	See Comment #8	



489	Brendan Witnuck				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 downtown and the boulevard portion within the constrained right-of-way between the University of Texas and M. Conway Cemetery. NCHC supports the Cherrywood and Harwood Neighborhood Associations' call for capping, at a minimum, between 32nd Street and 38 1/2 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 St Street, to include considerations such as widening or relocating ramps. The absence of schematic and cost estimates for future cap options in north-central is an arbitrary omission and prevents the City of Austin and other interested parties from estimating cost and value of these options.</p> <p>Specifically, we call for TxDOT to demonstrate consideration of:</p> <ul style="list-style-type: none"><li>Modeling for existing evidence necessary for future covering or "capping" between E. Dean Keeton Street and E. 53rd St Street.</li><li>Feasibility of expanding "utilid" locations into full "caps."</li><li>Reconfiguring or removal of design elements – including managed lane direct ramps and "Reverse Turn-around" lanes – that interfere with potential future covering or "capping."</li><li>Modeling of the relocation of direct access ramps from E. 32nd Street to Dean Keeton Boulevard, which is a major transit corridor.</li></ul>	See Comment #42
					<a href="#">Benefits to T20</a>	Comment #1: Revise 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.	See comment #3
					<a href="#">Auto Street Connections</a>	Comment #2: Increase the total number and frequency of east-west crossings and provide all-grade pedestrian and bicycle access at all intersections.	See Comment #20
					Capex/Deck Phases	Comment #3: Design for future covering or "capping" through the entire central segment.	See Comment #42
					<a href="#">Benefits/Neighborhood Development</a>	<p>Comment #4: Redouble efforts to work within existing TxDOT right-of-way. The overwhelming majority of this project's land purchases are proposed between Dean Keeton Street and the Red Line. I-35 has long represented a divide in central Austin communities; this project proposes to widen that divide by more than 100 feet through the north-central section. This approach will substantially increase crossing distances, undermine visual connectivity, discourage walking and active lifestyles, consume valuable central Austin land and neighborhood amenities, and subject thousands of current and future central Austin residents to a dangerous, loud, and obnoxious 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"><li>Modeling the removal of 38th St Street ramps.</li><li>Revising 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.</li><li>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.</li></ul>	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 inappropriately to bicyclists and pedestrians – especially children, the elderly, and users with mobility impairments. We envision frontage roads that function as part of the local street network and provide a commensurate level of comfort and access reflective of their proximity to residential neighborhoods.</p> <p>We appreciate TxDOT's inclusion of shared-use paths as part of this project; however, without substantial improvements to frontage road design, the project as shown does not provide the community a minimum level of comfort and safety befitting neighborhood streets. In some cases, it promotes designs that will encourage higher-speed traffic entering residential areas than currently exists. Lower design and posted speeds are warranted for neighborhood safety and call for maximum 30 mph design speeds for the central segment, including frontage roads north of Airport Boulevard. Additionally, bikeways, sidewalks, and shared-use paths should employ the most direct routes possible and avoid "meandering" movements that increase travel distances.</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"><li>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).</li><li>Providing shade trees and a minimum standard of a 7-foot planting area between frontage road and shared-use paths.</li><li>Providing separated bicycle and pedestrian facilities, implementing shared-use paths only in specific areas of constraint.</li><li>Providing closed barriers between frontage roads and main lanes, such as the low walls TxDOT has indicated would be design features at "enhanced intersections."</li></ul>	See Comment #395					
					<a href="#">Construction</a>	<p>Comment #6: Provide clear information on construction disruption.</p> <p>North-central neighbors will have to live with nearly a decade of construction disruptions as a result of this project; they deserve to have better information available to them about what these disruptions will entail. TxDOT has failed to recognize that its proposed construction schedule, now beginning in 2024, overlaps both with the City of Austin's corridor reconstruction program on major streets including Airport Boulevard and with the Transformational Project Connect light rail investment, set to begin construction in 2025.</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 means TxDOT's analysis of the overall resident equity impacts is insufficient and opaque. Additional mitigation and consultation 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 in other TxDOT. The current design is unacceptable as proposed in the CDS. We do not support Modified Alternative 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 Witnuck 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>One piece of the design that recently jumped out to me is your proposed new connection to 45th Street. I think this is a VERY good idea. However, I'm concerned the proposed geometry will have the unintended effect of encouraging high-speed traffic to enter Harwood/Hays Park at 45th Street when exiting traffic encounters a green light there.</p> <p>Think a simple fix would be to higher than that turn is 90 degrees and potentially add a medianization space, as there's simple ROW. This will better ensure safe travel speeds entering the neighborhoods. As an additional consideration, you might look at making this connection two-way, in which case traffic from 45th Street could enter NB I-35 without going to the Airport interchange, reducing the overall pressure on that intersection.</p> <p>Also worth noting that 45th Street is only one lane west of Airport CDA right about the street around green light as only a single westbound lane is needed. This configuration also makes for more opportunity to develop parcels on both sides of the 45th extension for future housing or other uses (I know TxDOT isn't in this business but the State could certainly offset the price tag of this project by identifying parcels for future sale).</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	Brennan Adams	3/7/2023	VCH	Business/residential displacement	Any staging areas should avoid obstructing city residents access to Austin's natural resources. Properties should not be forced to be secured to expand the highway, unless the space is used to include passenger rail through the Texas 130 corridor.	See Comment #21	
492	Brenna Lissner	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 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.	See Comment #6	
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493	Brett Powers	2/22/2023	Email	General support	I support this project and reversion.	See Comment #6	
494	Bret Hirsch	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 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. Thanks, Bret Hirsch	See Comment #6	
495	Brett Ames	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 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.	See Comment #6	
496	Brett Hall				Do not widen/redo build	<p>Modis325 Program Manager Tommy Horag.</p> <p>I've been an Austin resident since 2020 and a Mueller resident since 2017. Throughout my time in Austin, I've said 35 as little as possible for many reasons. I will continue to use it as little as possible because I believe that amount of traffic moving between our city, splitting it both physically and metaphorically does nothing positive for the city itself, our residents.</p> <p>There are so many more options to solving transportation issues in this Austin that would likely cost no more, if not much less than this expansion, and that would likely positively impact more Austinites, if not just a more varied pool of them. And simple fixes to our existing traffic controls could go a long way. For example, the Archicad use of roundabout 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 expense that only serves one purpose while causing multiple issues is not the solution and should not even be a part of solutions. Austin can do better. I expect my representatives to do better for Austin.</p>	See Comment #5
					Multimodal Transportation	Bring in more alternative forms of direct transportation: use electric assist bicycles, scooters, or even small carts or micro cars. Of course, a better public transit system altogether is needed and study offer study shows the benefits of those. There is already plenty of infrastructure in place to build on top of or around to support that.	See Comment #20
497	Brett Larson	2/10/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank 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.	See Comment #6	



505	Brian Furlong	3/2/2023	Email	Do Not Widely Re-Build	<p>Email Copy: Barbara,</p> <p>I request your name from Matt Lacy, who I know from the regional election. Max said that you are the person to reach out to so as to set up a meeting with the mayor. As explained in the attachments, I'd like to meet with him about the I-35 expansion. Please let me know if this is possible.</p> <p>Brian Furlong: The complete PDF is located in the public hearing summary, appendix F: Project Connect may eliminate CBD turnboks due to lost 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, at the same time as the majority of the greatly expanded trip count from the Navy District enters the traffic system of Cesar Chavez/Red River Street. None of this is considered part in the I-35 traffic planning. When managing the redevelopment of the Cesar Chavez and River Street intersections, and associated road closures, consider that these interactions must accommodate traffic growth from a Navy District that is doubling their icon tripling 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 Navy 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 Navy District and Convention Center, currently enter I-35 northbound at the de-eliminated Cesar Chavez location. There are going to be persistent and severe traffic jams along the northbound service road north from Cesar Chavez through 8th Street if the Cesar Chavez entrance is eliminated without a nearby substitute. A northbound entrance to I-35 should be added between Holly and Cesar Chavez Streets, branching off from the flyover bridge that will bring 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 Navy District and provides access to the MDCD 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 level of new high-rises now being constructed in the Navy District, (c) East Austin below 8th Street and (d) that majority of Downtown residents and workers which are south of 8th Street will be uncharacteristically funneled on to the 3-4 lanes of new I-35 service roads that run from Cesar Chavez through 8th Street. That stretch of service roads will become unworkably overcrowded.</p> <p>Cesar Chavez Street will also be overwhelmed, particularly during the 6 years of I-35 construction starting in 2025. During that time frame, TxDOT will routinely 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. At the time to happen while the highway continues to develop.</p> <p>During the same construction time frame, the many thousands of new residents arriving to occupy the multitude of new 40-70 story Navy 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 Navy. 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 rail lines on or above Cesar Chavez Street west of Trinity which will likewise 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 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.</p> <p>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 in surrounding areas on its project.</p> <p>TxDOT considers traffic and its built context only before the project starts, then after it is done. TxDOT must consider their disclosure how conditions will be during the six years of construction. How and where will construction jams begin, 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-billion Project Connect and Convention Center expansion projects are to be built along Cesar Chavez right when TxDOT rebuilds Cesar Chavez's 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 Malley	2/2/2023	McCauley Website-Comment Form	Regional Connectivity	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 grip or funding education system.	See comment #1				
509	Brian Morgan		McCauley 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 this "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 into lanes along funded TxDOT actually plan for rail here. That would be truly awesome! but we need PREFERRED transit options. Early plans suggested TxDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?</p> <p>Thank you, Brian</p>	See Comment #34				
				Water Quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #125				
				Caps/Check Ponds	We should have more caps (bury the freeway in longer segments so we truly create connections between east and west)	See Comment #42				
510	Brian Mulvaney	1/30/2023	Email	Community alternatives	<p>Dear Chairman Bugg and Commissioners: Here's my suggestion. Make I-35 a toll road for all 18 wheelers. Double the toll for whatever is currently charged on 45/130 for these trucks. Remove the toll for 18 wheelers on 45/130. That's all. B. Mulvaney Sent from my iPhone</p>	See Comment #4				
511	Brian Pickett	*****	VOH	Air Quality/Noise	<p>This plan is worse than nothing. I'd rather keep the upper decks than literally convert a plan this bad into our city for decades. The widening will lead to higher carbon emissions and pollution, poisoning the surrounding neighborhoods. Please return to the drawing board.</p>	See Comment #34				
				East/West connectivity	E-W connectivity is a huge problem right now, and this plan doesn't make that any better.	See Comment #20				
512	Brian Stingerland	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.</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 Vallari	3/7/2023	Email	Do not widen/ho build	The proposed I-35 expansion is bad for Austin neighborhoods and won't solve congestion on I-35. Refrains of	See Comment #5				
514	Brianna Cohen	3/7/2023	Email	Public Transit / Multimodal Transportation	<p>McCauley35 Program Manager Tommy Kings.</p> <p>Re: 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 Mirian		McCauley 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:pm before the midnight deadline and I can'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! Right?</p>	See Comment #21				
				Laborer/Induced Demand	<p>It will also do nothing to relieve congestion along M55 through central Austin.</p>	See Comment #18				
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516	Brianna Evans						Do not widen/ho build	<p>McCauley35 Program Manager Tommy Kings.</p> <p>Re: 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> <p>My name is Brianna Evans, I am, I'm 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 Harter 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 McCauley35 project provides viable options that can increase equity in our city.</p>	See Comment #4	
517	Brianna Penney						Air Quality/Noise	<p>McCauley35 Program Manager Tommy Kings.</p> <p>Re: 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> <p>Hi, 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 #34	
							Reverts to I-35	<p>Shipping should be diverted around the city on I-35 and other roadways and public transit should be invested in to alleviate local traffic. When I get out on I-35, it's almost always empty and faster and seems like a great solution for us. I can't imagine 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 #8				
519	Bridge Kenny	3/7/2023	Email	Laborer/Induced Demand	<p>Hi TxDOT TxDOT,</p> <p>Good Morning -</p> <p>I think widening 35 will not help any of 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 McKenney	3/7/2023	Voicecall	Do not widen/ho build	<p>My name is Bridge McKenney. And I'm opposed to the plan. It's 30-40 on the weekends.</p>	See Comment #5				







					Capex/Deck Phases	2. Were more at-grade crossings considered? Without these, automobile, bicycle, and pedestrian traffic will all be constrained. 3. Should more of the corridor be constrained by decking or capping? Has TxDOT engaged stakeholders such as the city, the university, and the private sector to conceptualize creative funding solutions? Containing noise and air pollution and creating new space for urban use would be a win-win for all stakeholders. 4. How can the impact on surrounding neighborhoods be reduced?	See Comment #42				
551	Byron Davis	3/7/2023	McCuife 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 effort into no driving water, the increased carbon emissions, the reduced ability to cross east to west and west to east and the danger for the value of the public on this. We need to move beyond car-centric infrastructure to catch up to other states and the rest of the world. Texas should be leading on this; this project is a huge step backwards.	See Comment #5				
552	Byron Wyche			Do not widen/ho build		To whom it may concern: As a resident of the Hyde Park Neighborhood of Austin, TX, I have serious concerns over the I-35 Capital Express Corridor project as currently proposed by TxDOT. As recently discussed by Dr. Kara Rockswold from the University of Texas at Austin at our local news (1), 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 intra-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. As a minimum, I believe TxDOT owes it to the citizens of Texas to more comprehensively answer the following questions.	See Comment #5				
				Reverts to I-35		1. Has TxDOT considered requiring truck traffic to bypass the downtown I-35 corridor by way of SR-130? It is appropriate for a constrained corridor through an urban environment to be a major route for commercial truck traffic? It does not feel that this fundamental question has been sufficiently addressed.	See comment #3				
				Slow/ped safety		2. Were more at-grade crossings considered? Without these, automobile, bicycle, and pedestrian traffic will all be constrained.	See Comment #30				
				Capex/Deck Phases		3. Should more of the corridor be constrained by decking or capping? Has TxDOT engaged stakeholders such as the city, the university, and the private sector to conceptualize creative funding solutions? Containing noise and air pollution and creating new space for urban use would be a win-win for all stakeholders.	See Comment #42				
				Business/residential displacement		4. How can the impact on surrounding neighborhoods be reduced? Thank you for your consideration. (1) <a href="https://www.austin.com/traffic/traffic-projects/1-35-expansion-project/">https://www.austin.com/traffic/traffic-projects/1-35-expansion-project/</a> ; a report explains how induced demand could impact I-35 projects congestion relief/	See Comment #21				
553	C Wils	3/7/2023	Email	Widening		As a resident of Wilshire Blvd, I am asking for TxDOT to mitigate traffic for the proposed 4-lane Blvd extension to Wilshire Blvd that would increase traffic significantly as a cut-through to Airport Blvd in our 100% residential neighborhood. The proposed 4-lane Blvd extension would be extremely disruptive and would only divide our Wilshire neighborhood. The current dramatic increase in daily traffic will discourage parents from walking their children from their houses to our elementary school, park and churches. And roadways, as, so there are existing physical 3 blocks in either direction. SR 1/2 Street and Airport Blvd. that currently handle much higher traffic levels and could absorb more traffic with much less impact and change of use than coming up our neighborhood boulevard. If it's deemed absolutely necessary for the 4-lane Blvd and Wilshire Blvd connection, then it's imperative to preserve our neighborhood's unity and safety that a longhorn be installed at that intersection that would require a left-hand turn to route people directly to Airport Blvd.	See Comment #9				
554	C Brian Cassidy	1/23/2023	Email	General support		Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense 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. It is vital to the economic prosperity of our region and of the State as a whole. Please do not be persuaded by some of the naysayers who will suggest that we do not need to improve or expand I-35. The improvements are desperately needed and years overdue. Thank you for your consideration of this request.	See Comment #6				
555	Gudrun Timmerman			Do not widen/ho build		Meeting/PS Program Manager Terrence Alving, I am a resident of District 8 in Austin, Texas. I OPOSE TxDOT's plans for I-35 and I OPOSE expansion. 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 will greatly hinder quality of life for locals, impact TxDOT, Austin City Council, and other representatives to stand up for me and value LOCAL residents over commuters.	See Comment #5				
				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. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #18				
				Public Transit / Multimodal Transportation		I am FOR a public transit first project and re-designating a different highway (SR-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	Cesar Javier Villegas A.S.	1/31/2023	McCuife 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 SR2 become more I-35	See comment #1				
557	Craig Johnson	3/6/2023	Email	East/west connectivity		Hi TxDOT TxDOT, Dear TxDOT, 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 walk near it. The problem lies in that the east and west parts of downtown need to be connected. Minimum amount of separation between them is ideal. If I live on the east side and I work in downtown, I shouldn't have to survive a life-threatening situation every week. Please consider taking your entire team to I-35 and getting on bikes or walking. Cross it at each opportunity. Wait until dusk and then cross it again. You will see what I mean. The bigger 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.	See Comment #20				
558	Gale LaClair			Do not widen/ho build		Meeting/PS Program Manager Terrence Alving, 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 have traffic from I-35. When I-35 was built, it cut the city in two. Now it is a major source of air pollution, noise pollution, and water pollution. In addition, it is the cause of hundreds of deaths a year both human and wildlife. Expanding I-35 is not a solution to congestion in the city, it will only worsen congestion. I expect TxDOT, Austin City Council, and other representatives to stand up for me, Austin city residents, and future Austin city residents by doing what, in the long run will be best for the city. Please oppose the expansion of I-35 and instead use funding to create more mass public transit. It is the only way to end congestion.	See Comment #5				
				Lateness/Induced Demand		It has been seen time and again, expansion only encourages more people to drive and adds more congestion, more cars, more noise, air and water pollution, and more death. TxDOT's proposal is flawed. It ignores Induced Demand, construction impact.	See Comment #18;				
				Air quality		particulate pollution from the wear, and the historical failure of almost all highway expansions.	TxDOT conducted an Environmental Impact Statement (EIS) which evaluated studies on several environmental topics, including air quality. To review the findings of these evaluations, please see Section 5.12 in the FES. 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 Corridor project is in accordance with the Austin/Round Rock 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 Toolkit: <a href="https://www.txdot.gov/institute-bddts/division-environmental/compliance/toolkits/air-quality-toolkit">https://www.txdot.gov/institute-bddts/division-environmental/compliance/toolkits/air-quality-toolkit</a> )				
				Community Alternatives		am for the Redlink 35 and a public transit first project.	See Comment #4				
559	Cara Spanewh	1/28/2023	McCuife Website-Comment Form	Regional Connectivity		As a State employee who cannot afford to live where I work, I commute every day from San Antonio to Austin. On the bad of days I spend about 2.5 hours total on the road, on the worst days which are increasing due to new construction I can spend anywhere from 3-4 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 ease the issue of traffic and major accidents by lessening them, it could also benefit the state as a more profitable revenue stream than toll roads. We have the tools and space to create something that will make our roads safer, support our budget, and better the lives of Texans all over the state. I hope that you'll have a great day and thank you for your time!	See comment #1				
560	Caitlin E Fuglen	1/26/2023	McCuife 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 Corridor design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #6				
561	Caitlin Park			Do not widen/ho build		Hi TxDOT TxDOT, I oppose expanding I-35 in my dear home city. Not only will expansion worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes, but it is also unnecessary and a common policy failure.	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 safe, convenient Austin in already falling to residents in. Wide polluting highways through town are not what I want for Austin. I want safe, pleasant, and walkable and bikeable streets where I can enjoy the air and nature that Austin has to offer. Not to mention, this highway would have devastating consequences for climate change- something Austin is already becoming unbearable from. I want community alternatives like Reconnect Austin and Redlink35, to be fully studied, considered, and implemented.	See Comment #13				
562	Caitlin Gary			Reverts to I-35		I-35: I am a Cherrywood Resident. 1) Doubling 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 Phases		2) Expanding the highway as far north as 52nd st. 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 could be neighborhoods together (e.g. long Hyde Park to Mueller via parks and blue trails). Let's bring the neighborhoods together- people will spend more \$ at local businesses if it's convenient. 3) Capping addresses noise pollution	See Comment #42				
ID	C	N	Da	R	d	S	Topic	C		R	P
563	Caitlin Giddings					Do not widen/ho build	Hi TxDOT TxDOT, I adamantly oppose expanding I-35. Let's focus on solutions that will actually work! Thank you for your time.	See Comment #5			

				Latent/Induced Demand	Studies and real-world results have shown that expanding highways does nothing to lessen traffic!	See Comment #18
				Public Transit / Multimodal Transportation	To move Austin forward into the future, we need to focus on 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, <a href="https://news.austin.gov/news/2023/09/05/austin-city-council-votes-to-reject-a-135-capital-expense-control/">https://news.austin.gov/news/2023/09/05/austin-city-council-votes-to-reject-a-135-capital-expense-control/</a> At the end of the day, I don't want to spend the commute home on a dogged 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 gas for the same reason. I want to spend \$1.50 for a bus pass or other transit option. The highway is too bad, dangerous, and environmentally unfriendly. This is not the future that I want as a lifelong Texan, current and future resident of Austin, and current public policy and regional planning graduate student at the University of Texas at Austin. The future I want includes a walkable and bikeable community accessible to all.	See Comment #5
				Racial justice	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 apart and show the city's Black, brown, and historically marginalized communities that their access to the city is not important – even less so if they do not own or operate a vehicle.	See Comment #3
				Air Quality/Noise	Expanding the highway will worsen health and climate effects of air pollution and heat islands, and cause more accidents resulting in injury and death.	See Comment #34
				Public Transit / Multimodal Transportation	I want to spend the commute home on the bus or, ideally, a light rail. This is what TxDOT should be investing in. Not another lane.	See Comment #13
				Community alternatives	TxDOT needs to fully consider alternatives to expansion, including Reconnect Austin and Rethink35.	See Comment #4
565	Caleb Fletcher	3/1/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Kings. TxDOT's process in this project is flawed: It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #5
566	Caleb Oger	1/11/2023	McCuEx 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	1/11/2023	McCuEx 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 Dawes			Do not widen/ho build	Mobility35 Program Manager Tommy Kings. Hello, My name is Celia Dawes and I am an Austin resident. I firmly oppose the I-35 expansion project. Highway expansion plans historically do not work and only invite more cars and congestion to our city. This plans specifically will further encroach on the already vulnerable east Austin, as well as bring more noise, pollution and safety concerns to the area. This plan ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
				Community alternatives	I support alternative plans like Rethink35, and an investment in other transportation infrastructure such as public transit and bike and pedestrian path networks. The only way to reduce congestion sustainably and long term is to offer alternatives to driving.	See Comment #4
569	Cathryn Kates	3/1/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Kings. 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	Catie Fowler	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 Expense Control design as proposed by TxDOT. Thank you for your consideration of this request. Catie Fowler. Sent from my iPhone	See Comment #8
571	Catie Hardin	3/7/2023	Email	Air Quality/Climate Change	Dear I-35 Capital Expense Control, 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 finishing the Final Environmental Impact Statement: - 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 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 various 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(s).	See Comment #18
572	Caitie 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 single leads to more air and noise pollution, creates heat islands, is an already hot city, and results in adverse health impacts in our communities. TxDOT planners should be aware of these issues and acting accordingly to not exacerbate them. However, road expansion is the only solution that has been proposed, despite its proven failures across the state.	See Comment #18
				Public Transit / Multimodal Transportation	As an Austin resident, I am not interested in 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 footprints, pollution, and congestion. While these projects are long-term, capital intensive, and require a transformation of our infrastructure, such conditions are also true of the proposed expansion. I strongly urge you to invest in a reimagined future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and Rethink35, to be earnestly considered and invested in.	See Comment #13
573	Catie Taylor	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 Expense Control design as proposed by TxDOT. Thank you for your consideration of this request. Catie Taylor. Senior Director Economic Development	See Comment #8
574	Chen Hengtingshaw	3/1/2023	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 #6
575	Chandon Dufree	1/11/2023	McCuEx Website Comment Form	Regional Connectivity	A railway would lower the global GDP more than the push to electric as well as lower car dependencies.	See comment #1
576	Channon Bottomley			Air Quality/Climate Change	We need greater measurements of air quality during this "environmental" review	See Comment #18
				Water Quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source).	See Comment #125
				Public Transit / Multimodal Transportation	We should have direct BUS ONLY car trips and off ramps so that travelers get a pretty one one person one vehicle. We should have bus only lanes (or better yet a plan for rail here - that would be truly awesome) - but we need PREFERRED transit options.	See Comment #13
				East/West Connectivity	We should have more cabs (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
577	Channon Harber			Do not widen/ho build	Mobility35 Program Manager Tommy Kings. Hi I'm Ben Harber and I'm a citizen who has been working in Austin downtown traffic. Finally, I'd like to point to the normalized, well researched, and pretty logical conclusion the more lanes don't improve traffic. Look at Houston, did the Katy Freeway expansion help traffic? Not one bit. This kind of decisions from an organization like TxDOT, who has some of the best engineers in the country, and Austin City Council, who claims to care about marginalized communities and environmental impact, are shockingly harmful and negligently complicit.	See Comment #5
				Air Quality/Noise	Instead of putting money into more lanes which increase pollution and will have a substantial negative impact on vital greenparks and residences along US through central Austin.	See Comment #34
				Public Transit / Multimodal Transportation	Why not spend that money developing public transit and rail infrastructure along 35 which would decrease the number of people needing to drive. Texas roadway death rates are skyrocketing and people generally don't want to drive, we want to sit on our phone or listen to a podcast. I've seen politicians 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	Channon Johnson	3/8/2023	Email	Multimodal Transportation	Mobility35 Program Manager Tommy Kings. Rather than investing in more expensive, pollution causing highways- please investing in clean infrastructure that will help clean my family and neighbors from the dangers of pollution	See Comment #20

579	Garrison Llewellyn	3/7/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Alving. Hi, I'm a concerned constituent and would like to vocally oppose I35 expansion. most urban austinites don't want to use I35 to travel, especially locally. traffic will only increase, especially if you intentionally choose to incentivize it, any critical thinking about this issue would be greatly appreciated.	See Comment #9
580	Garrison McQuinn	3/7/2023	Email	Community alternatives	Mobility35 Program Manager Tommy Alving. 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	Garrison McQuinn	3/7/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Alving. 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 #9
582	Carr Bateman	3/8/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Alving. I've lived in Texas for a majority of my life from Austin to Dallas. I35 has been a continuous shit show. If you choose this expansion it means you want to waste Texans money.	See Comment #5
583	Carr Bateman	3/7/2023	Email	Do not widen/ho build	Hi TxDOT TxDOT, Hello, I am writing to express my opposition for the expansion of I35. I believe that expanding I35 will further decrease our air quality, create more vehicle congestion and most importantly decrease access to public transit and bicycle use in the city. Please consider alternatives for this expansion and protect our communities.	See Comment #9
584	Carr Bateman			Do not widen/ho build	Hi TxDOT TxDOT, Hello, I am writing to oppose the I35 expansion. There are many studies showing how freeway expansion doesn't actually improve traffic flow. This expansion will actually make our mobility worse. It will close many businesses and homes, make walking and biking less attractive with more room for highways, make our overall health worse due to carpool pollution, and the list goes on.	See Comment #9
584	Carr Bateman			Public Transit / Multimodal Transportation	What makes Austin special is the ability to get anywhere in the City using side streets. We should to continue to invest in walkable, bike able, and bus friendly neighborhoods. Wide pushing highways will leave Austin impractical and run this great city into the ground. Please review Reconnect Austin and Redline 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	McCuEx 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	Carr Bateman	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	Carr Bateman			Do not widen/ho build	Hi, As an person who currently lives off I35 and East overstate, I see the current impact that I35 is currently having. It's not a positive impact either. This is currently my response to I35 expansion: 1. No Higher No Wider- don't expand to 20 lanes 2. No more I35 widening 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 I35.	See Comment #5
587	Carr Bateman			Capex/Deck Phase	2. A full cap from Lady Bird Lake to Airport Blvd 3. Don't preclude future widening Airport Blvd to 290	See Comment #42
587	Carr Bateman			Reconnect to I35	4. Reuse I35 to SR 130	See comment #3
588	Carr Bateman			Do not widen/ho build	Mobility35 Program Manager Tommy Alving. 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 car traffic is more dangerous. Building a fast lane is not good for Austin's safety. 2) Specifically, I support the North Central Corridor proposed 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 #9
588	Carr Bateman			Labor/Induced Demand	1) Increasing road capacity does NOT decrease traffic. In fact, bigger roads lead to more cars. If you build it, they will come. 2) Current traffic on 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 inaccurate projections.	See Comment #18
588	Carr Bateman			Public Transit / Multimodal Transportation	3) 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
588	Carr Bateman			Business/residential displacement	4) 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	Carr Bateman	3/1/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Alving. Dear sir/madam, I oppose expansion of I 35 and the proposed plan put forth by TxDOT. Highway expansion is a fallacy, 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 interstate doesn't belong in the middle of a city! As a resident of central Austin, I'd like 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 sensible, representing the city folks who called for them to do exactly that. Thanks for listening.	See Comment #9
590	Carr Bateman	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	Mobility35 Program Manager Tommy Alving. I am a resident of Travis County. I oppose TxDOT's plans for I35 and I oppose expansion. I do not believe a highway expansion will make traffic or congestion better and will negatively impact communities and businesses. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
591	Carl Cheng			Reconnect to I35	With Austin's continued growth, we have to think of better alternatives and I am for the Redline35 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.	See Comment #8
594	Carl Condon	1/13/2023	Email	Business/residential displacement	I've been at this model for about 20 years, every time I get close to getting out, rental prices go up. Getting out means that I have enough money to move to another place. I don't. I don't have a credit report that's current. I have no furniture. I have a debit card not a credit card. That means I can't rent a car to move. I'm old. I'm employed and net about 27%. No car and use the wonderful capmetro. Seriously, I like capmetro. I'm trying to figure out how to make it. Making it a great idea is making it a reality. 20 years ago I was using both rental and dealer at each Austin car center through third party. made it real. 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 see the southern end you have a big piece that requires before you need to get to work. If you need parking it's 500k away. I've done it, son you/What housing ideas do you have? There's no simple answers. But please have some compassion. I was a real person but I'm not even. In other words, have the most alone, or provide affordable alternatives for the kids trying to get by. Long term affordable alternatives are paramount. Please give a shit about low income employed folks. Thanks for reading my rant. Truly... Empty wallet. No credit card. You are lucky enough to have a valid government issued id. If you're a history and a 100k house. You have a business, what is it? Sorry. Oh go. See from Yahoo Mail on Android	See Comment #21
595	Carl Condon	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 Condon	1/11/2023	McCuEx Website-Comment Form	Regional Connectivity	San Antonio is the largest city in the US without a passenger rail. Please consider the proposals of San Antonio for Rail Transit to connect Austin and San Antonio by rail, and consider connecting any practical sections of the city itself.	See comment #1

597	Carla Katsun	3/6/2023	Email	Aesthetics	<p>Mobile35 Program Manager Tommy Krings.</p> <p>I like my neighborhood and I am happy about expanding its eastside.</p> <p>In fact, I-35 would like to maintain a slimmer and faster physique by streaking AROUND Austin instead of packing on the pounds and lumbering through Austin. I-35 has been admiring the SH-130 exercise route and thinks it would be the key to attaining I-35's high-intensity traffic-flow workout goals.</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>- FIRST LOOK is the sleek, athletic, look-at-me-as-I-drive-around-Austin-as-SH-30 look that makes I-35 the envy of all the other interstate highways as it curves traffic around Austin like a cheetah.</p> <p>- SECOND LOOK is the friendly, approachable, apple-powered-boulevard-and-cow look that gets "business 101" violations by all the local errand 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>	<p>To honor and celebrate Austin's cultural and community diversity, TxDOT launched Low35 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-roads and east-west connections that resonate with Austinites. This will improve east-west connectivity and allow for the widened 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.</p>				
598	Carlos A Cuadra			Do not widen/no build	<p>Re TxDOT TxDOT.</p> <p>I understand that the Texas Department of Transportation proposes to widen Interstate Highway 35 through Austin. I think this represents a disservice to all Austinites, whether or not they use I-35. Not only is it well demonstrated that adding freeway lanes increases congestion rather than relieving it, but widening I-35 will magnify one of the most destructive, ugly scars of Austin's recent past. It will further beleaguer and discourage those Austinites who do the right thing by cycling, walking, or using public transit.</p>	<p>See Comment #5</p>				
				Community alternatives	<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 newly opened road and on the city's existing pathways, and reappropriate the swath of former freeway for transit, public amenities, and dense residential development in the city's core. This would enhance urban density, quality of life, and tie back all at the same time. Widening I-35 through town would have the opposite effect on all counts.</p>	<p>See Comment #4</p>				
599	Carlos Mendola	3/7/2023	Email	Do not widen/no build	<p>Mobile35 Program Manager Tommy Krings.</p> <p>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 fix. However, I do support the National35 proposal and am hopeful that Austin City Council and TxDOT will take that into consideration instead.</p>	<p>See Comment #5</p>				
600	Carollita McLean	1/16/2023	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>	<p>See Comment #8</p>				
601	Carly Baurer			Do not widen/no build	<p>Mobile35 Program Manager Tommy Krings.</p> <p>As a lifelong Austinite, I vehemently oppose any I-35 expansion.</p>	<p>See Comment #5</p>				
				Business/residential displacement	<p>For one, it would uproot residents from their homes and force beloved local small businesses such as Auler's Ethiopian restaurant to relocate, if not close down altogether.</p>	<p>See Comment #21</p>				
				Labels/Induced Demand	<p>Not to mention, expansions such as these don't even suffice 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>See Comment #18</p>				
				Public Transit/ Multimodal Transportation	<p>For the good of my community, I hope representatives in the government draw the line here. I-35 has enough lanes. I would greatly prefer if my tax dollars went to public transit, the only proven way to permanently lessen traffic. I would also appreciate if my representatives in city and state government would have TxDOT focus more on maintaining existing roads instead of expanding them. Thank you for reading.</p>	<p>See Comment #13</p>				
ID	C	N	Da	R	d	S	Topic	C	A	P
602	Carly Christopher	2/6/2023	Email	General support	<p>Dear Chairman Bugg and Commissioners:</p> <p>I thank you for recognizing that I-35 through Austin is one of the most 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>	<p>See Comment #8</p>				
603	Caro Valero	1/11/2023	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> <p>Caroline</p>	<p>See Comment #8</p>				
604	Carol Burk Bunker			Do not widen/no build	<p>I am very concerned about the planning for I-35 in downtown Austin. I, I, I. 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 in Windsor Park, University Hills, and St. Johns/Commodore Hills neighborhoods in the latest re-working of the I-35 and SR3 interchanges. The current plans reflect title original thought and require significant expense which will be realized by the time it is complete. Please hold off on these proposed changes until you have a plan that actually actually provides a significant advantage over what we have currently.</p>	<p>See Comment #5</p>				
				Air Quality/Noise	<p>2) Consideration needs to be in place to deal with air and water pollution from gasoline-powered vehicles.</p>	<p>See Comment #34</p>				
				Multimodal Transportation	<p>3) Dedication to different modes of transport (i.e., e.g., bus, personal vehicle, rail, bicycle, pedestrian, and goods transport, trucking... would be safer if each had their own space.</p>	<p>See Comment #20</p>				
605	Carol Goodwin			Do not widen/no build	<p>Mobile35 Program Manager Tommy Krings.</p> <p>As an Austin District 9 resident, I strongly oppose the TxDOT I-35 expansion proposal.</p>	<p>See Comment #5</p>				
				Air Quality/Climate Change	<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>See Comment #18</p>				
				Community Alternatives	<p>I have reviewed the "National35 Plan" and urge TxDOT to adopt this exciting, creative approach that will enhance Austin's quality of life in the near future and for future generations. Thank you.</p>	<p>See Comment #4</p>				
606	Carol Landry	1/30/2023	Email	General support	<p>I fully support I-35 improvements. Two things are interesting when one gets older: 1) These outdated year after year (decades) road-as traffic is discussed and studies are done repeatedly, but the years pass, and the traffic only worsens. 2) Travel - seeing how other cities have managed their traffic really makes Austin look ridiculous. So many smart people here, and all the data available about growth... let's take a huge highway! Otherwise other cities.</p>	<p>See Comment #8</p>				
607	Carol Pfeifferlyer	3/7/2023	Email	Do not widen/no build	<p>Re TxDOT TxDOT.</p> <p>Research shows that expanding a highway doesn't solve traffic problems. Expansion of 35 would cause more problems with traffic, pollution, city environment, walk ability, biking, red lining of neighborhoods. No good can come of it.</p>	<p>See Comment #5</p>				
608	Carolina	1/11/2023	M/Carex Website Comment Form	Regional Connectivity	<p>Would love a commuter rail between Austin and San Antonio. Would make commutes to Austin a lot more simpler</p>	<p>See comment #1</p>				
609	Caroline Chamberlain			Do not widen/no build	<p>Mobile35 Program Manager Tommy Krings.</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>See Comment #5</p>				
				Labels/Induced Demand	<p>Adding lanes will only add more traffic, not stop it.</p>	<p>See Comment #18</p>				
				Community Alternatives	<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>	<p>See Comment #4</p>				
610	Caroline Gentile			Air Quality/Noise	<p>Mobile35 Program Manager Tommy Krings.</p> <p>I am a student at UT Austin majoring in Sustainability Studies and Economics. Through my passion and study in sustainability, it is apparent that TxDOT's proposed expansion is a monumental health and environmental hazard. If you care about the residents of Austin, you will oppose this expansion and choose an alternative option.</p> <p>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>See Comment #34</p>				
				Labels/Induced Demand	<p>Additionally, as an Economics student, we have learned how highway expansion does not solve traffic problems. There is a concept called Induced Demand where an increase in supply will cause an increase in demand. We have seen this phenomenon in multiple highway expansion cases across the globe. Expansion does not solve traffic problems and will only lead to additional harm.</p>	<p>See Comment #18</p>				
611	Caroline M. Wright		M/Carex Website Comment Form	Reroute to I-30	<p>Expanding 35 in Central Austin will be a blight on the desirable neighborhoods that abut the freeway. It will cause more displacement, noise, pollution and traffic to choke our city. A large boulevard, on the other hand, could be a way to treat the urban forest and make it more friendly to pedestrians, cyclists, public transit, 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.</p>	<p>See comment #3</p>				
612	Caroline M. Wright	2/17/2023		Business/residential displacement	<p>My children (8 mo and 2 yrs) are students at Escuelas 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 reroute in Austin now, it's extremely unlikely they could reopen in a place that would serve their central Austin families, so would be forced to close permanently. They are a longstanding part of the community, already once displaced from Congress Avenue. They are crucial 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 socially beneficial for our city. Escuelas I-35 is sending a message around the center.</p>	<p>See Comment #21</p>				
				Reroute to I-30	<p>Are you considering routing I-35 around and making this part a I-35 business road? What about going underground? Or diverting some of this money to public transportation and infrastructure for safer transit? I also want to mention that I like the expensive very much on the upper deck. It is rarely a place of accidents and I got a nice view of the sky while waiting in traffic.</p>	<p>See comment #3</p>				
613	Caroline Promake			Do not widen/no build	<p>Re TxDOT TxDOT.</p> <p>I am writing to oppose the I-35 expansion.</p>	<p>See Comment #5</p>				
				Labels/Induced Demand	<p>Studies have shown us that adding more lanes to highways just attracts more cars, leading to worse congestion.</p>	<p>See Comment #18</p>				
				Air Quality/Noise	<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>See Comment #34</p>				
				Public Transit/ Multimodal Transportation	<p>As resident who has lived in other cities around the US, having car travel as my only option is a huge negative. We need investment in other forms of transportation such as public buses, trains, biking paths, or sidewalks, all of which reduce our carbon footprints, pollution, and congestion. It is vital now more than ever to invest in a reimagined future where transportation alternatives are accessible, affordable, and even preferable to individual car use. Please consider research and investing in transportation that benefits everyone, not just gas car salesmen.</p>	<p>See Comment #13</p>				

E14	Caroline Reynolds, PE	3/7/2023	VOH	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 CH2D. You have a lot of Professional Engineers to protect the public's safety, welfare and property. Will this plan really protect or improve the welfare of Texas and the rest of United States trade and transit? The world is watching.	See comment #1
E15	Caroline Tsarna	3/6/2023	Email	Do not widen/no build	Multi335 Program Manager Tommy Arango. I am a resident of Travis County. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR the Relint335 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, and the traffic resulting in flawed, highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond adding 10 years of construction for just a few years of congestion relief in 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
E16	Carsten 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
E17	Carmie Cunningham		VOH	Do not widen/no build	No higher and no wider highway through our central city. 35 does not need to expand to 30 lanes!	See Comment #5
				Reroute to 520	Reroute all trucks to SH 420	See comment #3
				Caps/Check Phases	A full cap from early bird lane to airport without precluding future capping from airport to 290	See Comment #42
E18	Carmie Parsons			Do not widen/no build	Dear Sir or Madam: I have lived in Austin for twenty years, frequently traveling on I-35 between Austin and San Antonio, where I have regularly volunteered for ten years. Despite that regular use, I am requesting that you please consider a No Build option. I suffered a serious accident on I-35 many years ago while there was construction in New Braunfels. The construction conditions, along with one of our strong Texas thunderstorms, culminated in being struck by an 18-wheeler.	See Comment #5
				Lower speed limits	Heavy construction in Central Austin (alongside Project Connect) will adversely affect my ability to volunteer in San Antonio. I am also very concerned about the additional safety risk from the construction itself. For better safety on I-35, I would urge reduced speed limits (including a return to additional reduction during nighttime hours).	See Comment #401
E19	Curtis Smith	3/6/2023	Email	Do not widen/no 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 Relint335 instead.	See Comment #5
E20	Carroll Rabalais			Do not widen/no build	Multi335 Program Manager Tommy Arango. Austin should not be carved up so 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
				Likely/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 demolition is a vital part of the city. There should be a more environmental, public transit and community conscious plan developed.	See Comment #21
E21	Carson Masten	3/11/2023	VOH	Do not widen/no build	Please do not widen I-35.	See Comment #5
				Business/residential displacement	This will destroy local businesses and only increase traffic. We should be routing cars outside the city center!	See Comment #21
E22	Carson Masten			Do not widen/no build	I'm a longtime Austin resident. My feedback is to please do not expand 35 to 30 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/Check 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 lake to airport that with the option for future caps to 290.	See Comment #42
				Reroute to 530	Finally I read your paper on why routing trucks doesn't work/aren'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 pool traffic including trucks should be routed around the city core as much as possible if their destination is not in the core. This can be accomplished through new laws, signs, incentives, and reduced tolls.	See comment #3
E23	Carter Edwards	3/11/2023	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
E24	Casca Capistril	2/11/2023	Email	Business/residential displacement	I read an article that the I-35 expansion might require Star Seeds to be torn down. Star Seeds is a huge part of Austin's culture and music history. This was the place to meet up with friends after a concert, or before a movie. The food is amazing! The tables cover the place, and where else can you get an ingredient from pa? I love Star Seeds. Leave it alone.	See Comment #21
ID      E      N      Do      R      B      Team      C						E      P
E25	Cassy Casper	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
E26	Cassy Corless	2/4/2023	McCauley Watson-Comment Form	Regional Connectivity	Build a commuter train from San Antonio to Austin please.	See comment #1
E27	Cassy Mayer	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
E28	Cassandra Taylor	3/11/2023		Do not widen/no 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 won't solve Austin's issue of safe safety for ALL.	See Comment #5
				Lower Speed Limits	I have lived right off of 35 for 23 years and our neighborhood streets will be not 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 on Incorporated Austin, Relint335 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
E29	Cassidy Cox	3/11/2023	VOH	Do not widen/no build	I am really disappointed in TxDOT's proposal. Firstly, most cities in the US (Detroit, Rochester, etc.) are NOT expanding highways. Further, TxDOT needs to do more in terms of the environment leaving run off water go straight into Lake Bar Lake to be toxic. I am someone that lives 10 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 sink I-35 altogether to finally get rid of the racial fear and divide that I-35 has caused the city. TxDOT needs to look to the creativity of other cities and abandon this project.	See Comment #5
				Bury/ Tunnel	Instead, highways are being sunk-creating new, valuable green space.	See Comment #25
				Rail/road 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 & making the highway more.	See Comment #20
				Air Quality/Noise	Additionally, the project will create much more pollution that will simply off shore Austin thanks to the Dallas invasion layer.	See Comment #34
E30	Cassidy Howard	3/22/2023	McCauley Watson-Comment Form	Regional Connectivity	A rail would benefit me and so many other people who don't love cars, as well as decreasing Texas' transportation emissions. Bikes 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 Uber or do some sort of ride share service, having a railway would not only virtually eliminate their issues, but having a statewide rail would also give y all more money.	See comment #1
E31	Cassie Thornton			Do not widen/no build	Multi335 Program Manager Tommy Arango. Hello, My name is Cassie. I live in central Texas. I'm sitting to voice my opposition to the proposed expansion of I-35. Highway expansions historically result in the division of communities without helping their system purpose of transportation.	See Comment #5
				Public Transit / Multimodal Transportation	The only way forward is a substantive investment in public transportation options including bus and light-rail. Anything else will harm the city and make life more difficult for poor and disabled individuals to move throughout the city.	See Comment #13

632	Catherine	1/20/2023	McCluskey Website Comment Form	Regional Connectivity	We want trains not more highway	See comment #1
633	Catherine Chan			Latent/Induced Demand	Mobility35 Program Manager Tommy Almag. Dear TxDOT, My name is Catherine Chan and I'm a sophomore sustainability major at UT. I'm originally from Katy, Texas, which is a suburb right outside of Houston. The widest part (26 lanes) of I-10 goes right through where I live. Since my boyfriend lives in Houston, I make frequent trips home to see him, meaning I have to pass 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 due to experience has taught me, I always have to budget in another half hour for the inevitable slowdown. Whether it's because of a car crash, construction, or simply too many cars, the fact is, we still get stuck constantly. The whole point of this expansion is to ease traffic, but every time I visit home, I'm just reminded of how badly that plan failed when they tried it in my hometown.	See Comment #18
				Air Quality/Noise	Secondly, I have suffered from asthma my whole life. Pollution and asthma are very closely linked and although TxDOT has considered the pollution that will come from the construction, they haven't considered how much pollution will come from all the cars that're entering onto the highway. Instead.	See Comment #34
				Community alternatives	I would love to emulate something like the Cullen-Waller 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 it's only to college, but as I think about my future, I'd like to be a mother one day. I need my kids to grow up in a city that feels safe, welcoming to the community, and listens to their concerns. 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		McCluskey Website Comment Form	Do not widen/no build	In response to the summary of Induced Growth and Cumulative Impacts presented at the 2-9-23 Public Hearing for the proposed Modified Alternative 3 at Airport Blvd: The claim that this plan will produce no cumulative impact is patently untrue. It makes a mockery of	See Comment #5
				Latent/Induced Demand	The increased throughput that this project enables for non-local traffic, coupled with the induced demand in local traffic,	See Comment #18
				Air Quality/Climate Change	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/ped safety	The pretense to claim that this project will have no cumulative impact, since increasing throughput is the stated purpose, and the pedestrian cyclist crossings are so negligently designed as to force even those of us trying to reduce our own 'impact' back into vehicles just to cross the future I-35.	See Comment #30
				Water Quality	In response to the plans presented at the 2-9-23 Public Hearing for the proposed Modified Alternative 3: The unrestrained downstream that will be diked under Caesar Chavez and into the Colorado River below the dam will have negative impacts on water quality and sensitive aquatic habitat. Even out falling such a pipe in bedrock 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 habitats, could be large and would go on perpetuity. There are many alternative designs to consider here that would not make a reckoned and ill-thought out impact on our local communities.	See Comment #125
				Caps/Deck Phases	In response to the summary of Bike and Pedestrian Facility Features presented at the 2-9-23 Public Hearing for the proposed Modified Alternative 3: It is irresponsible and negligent for TxDOT to have chosen "bottleneck" and "bottle-neck" solutions for their plan and not to consider the impacts to the community and the environment. The "bottleneck potential deck phase" at Caesar Chavez and Dean Keeton (among others) should become a part of this project as key pedestrian corridors re-connecting Austin with the downtown and campus districts. I	See Comment #42
635	Catherine Chisale		McCluskey Website Comment Form	Bike/ped safety	TxDOT should be planning not just for motorized vehicles, but for all of the residents of the state of Texas that rely on foot and bicycles or other non-motorized transportation to traverse the I-35 corridor.	See Comment #30
				Long/Short 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 "forcing" what is currently is, not to mention the change in elevation that people on foot or bike are forced to navigate due to tunnels and overpasses. This is my route to the grocery store, which I walk or cycle, and I can clearly see how unfortunate it will be with this proposed design. Please consider redesigning the crossing at I-35 - to protect its safety, it is a terrible design. The current design will cut off my neighborhood and many others, deeply impacting not only our quality of life but also the environmental impact of this project.	See Comment #20
				Bike/ped safety	The shared use paths at the Airport Blvd intersection are clearly not designed with the needs of pedestrians or cyclists. Single Point Urban Interchange (SPUI)s are optimal for vehicular travel but make the pedestrian crossings longer and less appealing, increase general exposure to environmental hazards including air pollution, noise, the sun, and increase risk of injury. SPUIs discourage non-vehicular transportation and should be included as a cumulative impact and considered as part of induced growth.	See Comment #30
636	Catherine Clark	3/1/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Almag. I oppose the I-35 plan. It is too expensive and underestimates the construction impacts (for at least 10 years). It is too expensive and unlikely to improve traffic flow on the Interstate through Austin. I am not sure what would improve the traffic flow, but I think the proposed project is too expensive and won't just "solve" Texas' worst-traffic flow on I-35.	See Comment #5
637	Catherine Gaffey	1/20/2023	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. Sent from my iPhone	See Comment #8
638	Catherine Palmer	3/6/2023	Email	Public Transit/Multimodal Transportation	Mobility35 Program Manager Tommy Almag. 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		McCluskey Website Comment Form	Do not widen/no build	No. Just no. Bigger roads bring more traffic. "We know how to do it build roads," said a friend of mine. He's right. I realize you have a state government funding the I-35 Express but I think there are few people who work for TxDOT who don't believe that bigger highways are the answer. I did see how. We would have ended in California. And moving heavy traffic around the city center is what they I-30 was for. And it is more of the same "old" ideas. And now we are being pushed around and Laid off. I realize it's on the East side of I-35. Since the deadline is tonight, I thought I'd write once again of how much I hate this project. You should too. It's not built for the times we are in (moving toward alternate means of transportation). And I'm not even a person who believes you shouldn't own a car. No. Just no.	See Comment #5
				Relocation	I do know that I-35 increased the racial separation in the city. Six of the past seven I've lived by a bigger gulf and guaranteed getting of the property on the west side of I-35 for development. But I don't think TxDOT thought a thing about it in their design. They only responded when they got their hand slapped.	See Comment #3
				Air Quality/Noise	I do believe the environmental impact is understated. I do believe that where I live 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 7 blocks from I-35 - if I step outside, 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 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. Cathy & Rick Conway	See Comment #8
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641	Cathy Conway	1/18/2023	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. Texas Real Estate Commission Information About Brokerage Services	See Comment #8
642	Cathy Tuttle	3/1/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Almag. 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	Celeste Rauer			Do not widen/no build	Re TxDOT TxDOT, As a community member, I fully oppose expanding I-35. This is a move backward - giant traffic-filled highways are a thing of the past, and we should be innovating toward the future. Here below are just more space for more traffic. Do better! We can get creative and find ways to make traffic around the city, so that it doesn't clog up and segregate our communities. Thanks for doing real work to find better solutions.	See Comment #5
				community alternatives	We should be making our city friendly to cyclists and pedestrians, not huge, polluting highways. As a young parent, I find it stressful to have to get on and off interstate highways to just get around town with my baby. I don't want to be merging and worrying about safety just to get to the store or a friend's house! We should be listening to community alternatives like Reconnect Austin and Metrolink35, which have done the hard work of studying how to keep our city moving. I want you to do your due diligence in fully studying these alternatives.	See Comment #4
644	Cécile Fariñas			Alternate to I-30	Leave our City alone! Build a highway AROUND Austin if you want to keep focusing on roads.	See comment #3



				Regional connectivity	But when are we going to see things that actually help alleviate traffic congestion (the 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	Mobility35 Program Manager Tommy Klings. My concern with the I35 expansion is the potential loss of green Spaces. I especially don't want to lose any of Federal Beach Food Forest or the community garden or any of Chicago park.	See Comment #150					
646	Cecilia Laster		McCuEx Website-Comment Form	Do not widen/ho build	Expanding I35 is a very expensive, very short-term fix for our congestion and transportation issues! I DO NOT support expanding I35, but if it is going to happen despite the citizens wishes, we should, at the very least, ensure plans include more pedestrian-friendly areas (cops) all the way up to 54st St.	See Comment #5					
				Label/Inherent Demand	Studies have shown that expanding roadways temporarily decreases congestion but the decreased congestion leads to increased demand and the roadway becomes more crowded than it originally was.Let's work on real, long-term public transportation solutions for our growing city.	See Comment #18					
647	Cecily Foster			Do not widen/ho build	Mobility35 Program Manager Tommy Klings. I grew up a mile from I35 in Texas Heights, using it nearly every day of my life. Before I could drive, the highway made me feel trapped and isolated, dependent on my parents to go anywhere. Once I had a license and a car, the highway terrified me. I have numerous friends who have lost family to traffic violence and it scares me every day that someone I love will die in a crash, or I will die getting hit on my bicycle and have behind ever more grief and heartbreak. We KNOW highway expansions don't improve congestion. PLEASE, TxDOT, swallow your pride and earnestly reevaluate this corridor. Other forward-thinking cities and countries are moving away from highway expansion. Will this be one of the first projects to do it right or one of the last to do it wrong?	See Comment #5					
				Public Transit / Multimodal Transportation	Austinites have shown over and over again in our local elections that we want better choices for transit, biking and walking.	See Comment #13;					
				Community Alternatives	I strongly support Refit35's boulevard proposal.	See Comment #4					
648	Celinde Padilla			Do not widen/ho build	Re: TxDOT TxDOT. Expanding I35 past other highways in Austin is not the right route to take. Austin has mismanaged (or not managed at all) the rapid growth. These expansion plans will create a gross, hot, smelly, hot, slow moving parking lot and it's effects will be long lasting.	See Comment #5					
				Racial justice	I35 was poorly designed in the beginning, effectively separating White Austin from Black & Brown Austin. These plans will only serve to further the divide of East and West Austin.	See Comment #3					
				Public Transit / Multimodal Transportation	I've been here for 33 years, and as the city grew and traffic worsened, Austin did nothing. Put more money into buses that run more often and go where people want to go. Put money into building shade structures at bus stops (how hard can it be?)	See Comment #13					
				Do not widen/ho build	Dear TxDOT Staff: Thank you for taking the time to review my comments. Most of the points made here are not new to you as I've shared them over the last several years as a member of the Texas House of Representatives and actively engaged with you on issues around transportation technology, mobility and safety. Early versions of I353 had access I appreciate. 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 tenuous with non-attainment and public health impacts show up in worsened allergies and childhood asthma. There is a direct impact to public health and I suggest you start with air quality studies.	See Comment #558					
				Water Quality	Water quality - I'm hearing more and more concerns about direct runoff into the source of our drinking water. Let's be the best if other projects don't do this then let's be the one to say we did. With more severe weather events we should anticipate flooding that addresses capture and treatment of this runoff.	See Comment #125					
649	Celia Israel		McCuEx Website-Comment Form	Reverts to I30	Alternate routes - with my leadership and the help of former State Senator Erik Womack, the legislature passed two pilot programs to look at removing the tolls for multi-lane tollroads to encourage them to utilize BR130. The tolls were never created. 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 violators streaming through Austin to get to South Padre or an A&M game or other parts of the state. We need modeling on how lowered speeds on the highway as well as on the planned frontage roads would help save lives. I always appreciated the TxDOT voice when it comes to traffic safety. Let's let this highway be a beacon to safety around the country.	See Comment #395					
				Public Transit / Multimodal Transportation	Transit priorities - We are now an urban state with more density and more potential for us to correct the planning sins of the past and use walking, biking and transit to help us be more connected and less reliant on our personal vehicle scenarios. We need to reevaluate 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 entry and exits. I don't see evidence of long range planning with Capital Metro and CMTS for future transit financing. Transit ridership will grow when we plan assets like a new freeway to seeing your interface with CapMetro on North South potential vs. only "project connect" potential is in order.	See Comment #13					
				Racial Justice	Connectivity/Equity - I believe we should engineer a larger "corridor" to connect East and West to one another and repair the damage of the past. We should be able to engineer that corridor and look to I35 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 far we are only waiting our public funds and squandering an opportunity to build an asset that could be built and visionary. I've always appreciated your work during our time working together, but I've also always given you my upfront opinion without filters. Thank you for your work, your professionalism and the time you've taken with me over the years now and in my role as a public official.	See Comment #3					
				Do not widen/ho 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 Texas A&M Transportation Institute on the Refit35 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 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 Refit35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #5					
650	Cher 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 Refit35 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 Refit35 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 Barden	2/6/2023	Email	General support	Dear Chairman Buggs 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					
652	Chad Marsh	2/7/2023	Email	General support	Dear Chairman Buggs 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					
653	Chad Michael Sees	1/11/2023	McCuEx 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					
654	Chad Miller	3/1/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Klings. 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 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	Re: TxDOT TxDOT. While I35 greatly needs updating the 20+ times is not the answer. I35 severs East Austin from downtown creating congestion and pedestrian/bicycle dangers. An I35 expansion that included bringing together the two halves of Austin, promoting mass transit, and being safer for all is the most desired. Time and again in many cities (Los Angeles is a perfect example and so is Houston) adding more lanes is at best a temporary fix of massive taxpayer expense. Smarter lanes, traffic management, and using highways as arterial corridors for mass transit would be far more effective. For example adding more lanes to the I35 with the east side toll roads that would then merge back into the toll roads through basic economic signaling would go a long way towards utilizing existing infrastructure and realizing the goal of a metro bypass for the series looking to just pass through. This is a once in a generation opportunity to get it right versus just cutting a deeper and wider swath through the matrix that like a sugar high crashes back to reality all too soon.	See Comment #4					
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656	Chad Peters	1/27/2023	Email	General support	Dear Chairman Buggs 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					

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 call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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	Charlene Stodick	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
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 call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Charlene's iPad Pro	See Comment #8
660	Charles Betts	1/31/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete 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	2/6/2023	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
662	Charles Davis II	3/6/2023	McCuEx 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 issues, as well as make a city walkable and therefore more livable. I know that Austin will have to deal with more traffic as it grows, but this will require rethinking 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	<p> Mobility35 Program Manager Tommy Hargis,  Regarding US-35 I-35, I am not a traffic engineer. In fact, I might actually make a worse job than the Houston Katy Freeway! <a href="https://www.google.com/maps/@29.764238,-95.363224,15t/data=!3m1!1e3!3m1!1sI-35+EXPANSION">https://www.google.com/maps/@29.764238,-95.363224,15t/data=!3m1!1e3!3m1!1sI-35+EXPANSION</a>. 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. </p>	See Comment #34, See Comment #125
664	Charles Frederick Leonard IV		McCuEx Website - Comment Form	Do not widen/ho build	Please don't expand I-35. More lanes equal more traffic and the whole thing is a giant on the city.	See Comment #5
				Blue print 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	McCuEx 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 reconnecting our communities, protecting our environment, and reducing motor deaths. It's a worthwhile investment.	See comment #1
666	Charles H Zetzel		My view on Co-own etc	Do not widen/ho build	This "wasting" isn't. It's propaganda. I totally oppose this plan. I don't want my tax dollars going to this project. It bothers me that the reasonable / logical technical solutions is blocked by bureaucracy.	See Comment #5
				Roadside to I-35	Trucks and truck traffic should use I-35 - make it I-35, not through the bureaucracy blocking this.	See comment #3
				Racial justice	<p> Mobility35 Program Manager Tommy Hargis,  I am writing to express my strong opposition to TxDOT's plans to expand I-35. Furthermore, a boulevard would help to address longstanding issues of inequality in our city. By providing better transportation options for all residents, regardless of income or zip code, it would create a more equitable and just community. This is particularly important in light of the disproportionate impact of highway construction and expansion on low-income communities and communities of color.  In conclusion, I urge TxDOT to reconsider its plans to expand I-35 and instead embrace the vision of a boulevard that will improve mobility, enhance our environment, and promote greater equality in our city. </p>	See Comment #3
667	Charles Harrison			Latent/Induced Demand	While I understand the need for improvements to our transportation infrastructure, I believe that expanding the highway will only exacerbate the existing problems of congestion, pollution, and inequality in our city. Highway expansions don't work. While possibly improving total throughput, they will lead to congestion and increase VMTs through induced demand. This is contrary to the goals of Imagine Austin and our strategic mobility plan, which aim to REDUCE the VMT per capita in Austin. There are many reasons why a boulevard would be a better option than expanding the highway. First and foremost, it would reduce congestion by providing more transportation options and reducing the number of cars on the road. It would also improve air quality by reducing emissions from idling cars and trucks. Additionally, it would provide economic development by creating a more attractive and welcoming environment for businesses and residents alike.	See Comment #18
				Community Alternatives	Instead, I urge TxDOT to consider an alternative plan to turn I-35 into a boulevard, following the Redbird35 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 boulevard would improve mobility for all modes of transportation, while also creating a more livable and vibrant community for the residents who live and work in the area.	See Comment #4
668	Charles Osuna			Do not widen/ho build	<p> Mobility35 Program Manager Tommy Hargis,  I am a resident at the University of 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 Redbird35 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. </p>	See Comment #5
				Latent/Induced 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 Potts	1/31/2023	McCuEx Website-Comment Form	Regional Connectivity	I fear the rail network would be more the economics of both cities, reduce traffic and maintenance costs along I-35 and prepare the area for population increases.	See comment #1
670	Charles Reucke		McCuEx 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 existing aging transportation infrastructure. As far as I can determine, that solution has been ignored by city leaders and the Highway Department in favor of the proposed scheme that will benefit no one but the companies that receive contracts to undertake the project.	See Comment #5
				Business/residential displacement	The proposed changes will unnecessarily displace businesses and homes.	See Comment #21
				Air Quality/Noise	and will do vast and unnecessary damage to the environment.	See Comment #24
				Roadside 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 Wichita maly	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 Zetzel	3/7/2023	Email	Air Quality/Noise	Mobility35 Program Manager Tommy Hargis, 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	McCuEx Website-Comment Form	Do not widen/ho build	This project will increase traffic and be a gigantic waste of money. Turning water into a construction zone for the better part of a decade will hurt our city in the long term. The hundreds of businesses and homes impacted by this construction should be our top concern. Smaller, operational improvements could make I-35 more efficient and safer rather than a full reconstruction which adds lanes and therefore more traffic. I hope TxDOT listens to its constituents who have spoken loudly and clearly against this project.	See Comment #5
					<p> Email: I-35 Capital Express Central Project Team  Please find attached the official Travis County Commissioners Court comments approved unanimously at its February 28, 2023 Voting Session to be included in the Public Comments for the I-35 Capital Express Central Project Draft Environmental Impact Statement. Thank you for the opportunity to provide comments on this important project within Travis County.  The complete PDF is located in the public hearing summary, appendix F. The I-35 Capital Express Central Project should ensure that I-35 Central is designed and built in a way that does not preclude adding additional connections and additional capacity in the future. I-35 needs more east-west connections that will work for all users including cars, bikes, and pedestrians.  The I-35 Capital Express Central Project should include water quality controls to treat and filter runoff from I-35.  The I-35 Capital Express Central Project should continue to collaborate and prioritize reducing the environmental, traffic, and safety impacts of I-35, especially the frontage roads. Frontage roads and east-west crossings should prioritize service to the local street network and should have speed limits and design speeds no higher than the adjacent local street network.  The I-35 Capital Express Central Project should substantially revise the I-35 Draft Environmental Impact Statement to reduce the burdens of the project placed on residential communities in Travis County, prior to the release of a final EIS and Record of Decision.  The I-35 Capital Express Central Project should conduct a study of existing and future particulate matter 2.5 (PM2.5) in the I-35 corridor, with monitors placed directly adjacent to the highway and throughout the region. PM2.5 is a significant public health threat. Existing and future air quality is especially vulnerable. This study should specifically analyze existing and future PM2.5 at schools and other sensitive facilities 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. </p>	See Comment #18
674	Charlie Wells			Air quality/Climate Change		

<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 oxides (NOx), which cause ozone, as well as other pollutants that affect the population. Air pollution represents a significant public health threat. This study should specifically analyze existing and future air pollutant levels both adjacent to the highway and across the region and should be included in the final ES and inform this project moving forward.</p> <p>The I-35 Capital Express Central Project should conduct a full study of non-tailpipe pollutants from traffic, including but not limited to brake dust, soot, 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 ES, 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 ES and inform this project moving forward.</p> <p>The I-35 Capital Express Central Project should mitigate future air pollution. This expansion represents 42 lane-miles of added highway capacity. This will lead to an increase of 320 million vehicle miles driven every year, burning the equivalent of 2.7 million more gallons of gasoline every year, and generating 550,000 tons of CO2.</p>									
ID	C	N	Date	R	S	Topic	C	A	P
675	Charlotte Davis	3/7/2023	Email	Do not widen/no build			Multistage Program Manager Tommy Kingin.  If you are reading this, you can make a difference. You may think you're only one person and your actions don't matter but they do. You likely know that we are in a deep climate crisis, and that adding lanes to congested highways will make it worse, and will only very temporarily make the congestion better. Think of your children, or the generation of children coming after you. You can be on the right side of history by rejecting the lie that's been sold to you that expansion is the only way. What will we 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.	See Comment #5	
676	Chase Lee	2/11/2023	VOH	Do not widen/no build			Don't expand at all and if you do don't expand north of US	See Comment #5	
677	Chase Coffield			Do not widen/no build			No TxDOT TxDOT. Dear TxDOT & elected officials, I and many others vehemently oppose the I-35 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 health of the corridors they encroach upon. Reconnect Austin and Return35 need to be re-approached, rethought, and reworked from the ground up with the people that live here and visitors in mind. As we know, people are heavily considering leaving Austin in droves and a new highway is a fast lane to degrading this beautiful city. Please, do better. Chase	See Comment #5	
				Public Transit / Multimodal Transportation			Mass transit is the only solution to the problem for busting through the traffic headaches that currently exist and future traffic projections. The less paying voters of this once great city demand cycling, walking, and mass transit solutions. As it stands, this project will heavily discourage non-car transportation. Widening highways is leading cause of increased pollution in cities. I want safe & pleasant walking, biking, and public transportation options. I want a community that has alternatives to car focused solutions.	See Comment #13	
678	Chase Eskey	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. Chase Eskey Multistage Capital Markets NDMARK	See Comment #6	
679	Chase Eastering			Do not widen/no build			Multistage Program Manager Tommy Kingin.  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 respect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5	
				Community Alternatives			I am FOR the Return I-35 proposal including ideas like reimagining another highway such as SR-130 as an interstate, a boulevard going through town and a public transit first project.	See Comment #4	
				Latent/Induced Demand			TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. I believe the city of Austin needs to increase density and decrease motorist traffic for the health of its citizens. That is made more difficult by further driving it by a massive freeway that will induce more traffic to flow through the city. Induced Demand is the biggest enemy of creating walkable, economically vibrant communities. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18	
680	Chase Eastering	1/14/2023	McCrack Website Comment Form	Do not widen/no build			I vehemently oppose the expansion of the I-35 corridor through Austin. Countless studies have shown the effects of Induced Demand via road expansion, which would lead to more traffic in the city and surrounding areas, causing more pollution and congestion. Given the current state of the climate crisis, the government needs to focus on building more walkable, connected communities. Studies have 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 offshoot.	See Comment #5	
681	Chelsea Acres			Do not widen/no build			No TxDOT TxDOT. I oppose expanding I-35. Bike and walking should be at least every 1/4 mile. All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users.	See Comment #5	
				Air Quality/Noise			Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts, and crashes.	See Comment #34	
				Community alternatives			I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets. I want community alternatives to expansion, including Reconnect Austin and Return35, to be fully studied.	See Comment #4	
682	Chelsea Burns			East/West connectivity			Multistage Program Manager Tommy Kingin. Dear TxDOT, 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 crowded even more challenging for people in other modes of transportation. Some of the pedestrian and bicycle crossings are truly heroic, in addition to forcing people to cross a loud, high highway as it goes particulate matter into the air. Moreover, it makes an even deeper scar out of Austin's historical segregation lines. Why keep replicating historical wrongs? Austin should be reconnecting these two halves, not making it more difficult to cross. Please—please—reconsider the plan to expand I-35. I am happy to talk more about any of this—thank you for considering.	See Comment #20	
				Community alternatives			I really, I'd like to see it removed. Having lived in two cities where the center city highway was removed (Philadelphia, NY and Boston, MA), I can tell you that it is transformative to the community in a good way. Visitors and residents alike are excited to be downtown in a way that centers people rather than cars.	See Comment #4	
683	Chelsea Gomez	3/7/2023	Email	Do not widen/no build			Multistage Program Manager Tommy Kingin.  It's been proven highway expansion doesn't work and worsen congestion and air quality. We need more public transportation and bike lanes not highways	See Comment #5	
684	Chelsea Lake			Do not widen/no build			Multistage Program Manager Tommy Kingin.  The best way to solve the Austin area and within that time, travel of around within and just outside Austin. Texas area did there 35 needed to be larger or hold more lanes. The wildlife around us is suffering enough with all of the construction and new buildings. We do not need another addition for their downfall. With all of the new residents and their homes, we need a faster way to travel. The greed for more revenue for the city has grown over the years, and it's not being given back to the community. The community has been giving great points, I think it's time you all listened.	See Comment #5	
				Community alternatives			Traffic itself is the issue. Most of the highways in Austin turn into a toll road, even still inside the city. You're forcing the people on to the main roads, preventing them from accessing their destination quicker. Implementing a new law, to prevent drivers from going under a certain speed compared to the limit on the roadways has proven efficient in other areas, other cities. This would allow traffic to move together, rather than lag behind. The opposite would be to get more officers putting over the "speedsters" who tear up the roads both day and night, everywhere.	See Comment #4	
				Public Transit / Multimodal Transportation			Public transport is another option, whether that's updating the trains and buses we do have or something else worth looking into. All great large cities have good public transport, and I feel as if we've been left behind.	See Comment #13	
685	Chet Courtney	2/23/2023	Email	Reverts to I-30			No TxDOT TxDOT. I am against the expansion of I-35 because it will displace so many individuals and businesses, and actually bring more traffic into Austin. I have always thought I-30 should be fixed, and 35 tolled. It makes much more sense to send traffic around the city, just like the loops on most every other city in America! Please spend our tax dollars on something more important than this ridiculous idea.	See comment #3	
686	Cheryl Dagen	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. Cheryl Dagen	See Comment #6	
687	Chet Morrison	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	

688	Chayenne Weaver	3/7/2023	Email	Community Alternatives	<p>Re TxDOT TADOT.</p> <p>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 heard sounds with trees and green spaces.</p> <p>We need alternative plans to expansion, including Reconnect Austin and Rethink35. Those should be fully studied! Thank you.</p>	See Comment #4	
689	Chip Bray (76)	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. Highest regards,</p>	See Comment #8	
690	Chloe Crosse	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	
691	Chris		McCouff's Website Comment Form	Do not widen/ho build	<p>Any expansion or extension of I-35 is an embarrassment, a measure waste of taxpayer time and money, and proof that the people at TADOT have no respect or care for the people of this state. I</p>	See Comment #5	
			Business/residential displacement	<p>This project will displace people and businesses in favor of concrete that does not and will never generate enough revenue to justify it's contribution.</p>	See Comment #21		
			Public Transit / Multimodal Transportation	<p>Instead of putting money into alternative forms of public transport like mass transit, TADOT continues to push for road expansions and embraces the "more lanes" mentality, despite the fact that no amount of lanes will alleviate the fundamental problem of too many vehicles on the road, and that cars will always cause delays and traffic jams.</p>	See Comment #13		
692	Chris Boscoe			Do not widen/ho build	<p>To Whom It May Concern:</p> <p>I am a lifelong Austinian and have driven I-35 my entire life. As Austin has grown, so too has traffic on I-35, but so has the divide between the east and west side of I-35, with all of the historical issues present in that division. I urge you to put a pause on this work and choose the no-build option. The last thing we need in central Austin is a decade of road construction. Far better to do no harm and allow the finalization of the local plans than to rush into a massive expansion of an already incredibly highway.</p>	See Comment #5	
			East/West Connectivity	<p>An expansion of I-35 by widening the already single highway through the heart of central Texas and Austin would only deepen the divide between east and west.</p>	See Comment #20		
			Latent/Induced Demand	<p>would create as much traffic and induced Demand as it would allow.</p>	See Comment #18		
			Multimodal Transportation	<p>More roads is the answer of the past, not of a multi-modal future being created in Austin right now via Project Connect and other innovative programs.</p>	See Comment #20		
ID	C	N	Do	R	S	Year	
693	Chris Boyd	2/25/2023	Email	Bike/ped safety	<p>Re TxDOT TADOT.</p> <p>I pretty much have I-35 in my back yard - I live near Riverside and I-35. Don't make it worse for me. Expansion will bring more air pollution, more noise, and more toxic compounds in the rain runoff. Crossing I-35 by bike to get to places like Groves Park is a nightmare. Expansion makes it more of a nightmare. Please make Austin a more pleasant place to walk or bike (I do both), rather than worse. Please look for solutions that encourage transit use, enhance biking, and make it easier to walk. Reconnect Austin and Rethink35 have some interesting ideas. Please consider them.</p>	See Comment #30	
694	Chris Braux			Do not widen/ho build	<p>Moist35 Program Manager Tommy Kingle,</p> <p>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.</p>	See Comment #5	
			Latent/Induced Demand	<p>I'm an Austin resident and university student who has to experience commuting on a regular basis. As someone who's experienced living in Dallas before I transferred to UT, I've seen it both ways. I've experienced extended roadway 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, drives 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 near and around it. The Katy Freeway, Georgetown road extension in Dallas, and Fort Worth are great representations of how plans like these only increase traffic and congestion. It increases variability in lane merging which leads to more highway fatalities and dangerous crashes.</p>	See Comment #18		
			Business/residential displacement	<p>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 leaving the city out of the picture. This is not smart or efficient, it's a nightmare in the making and a complete waste of Texas taxpayer money spending billions during a recession on something that will benefit absolutely no one.</p>	See Comment #21		
695	Chris Brause	3/7/2023	McCouff's Website Comment Form	Parks	<p>I would not want to live out on valuable park space indefinitely, seeing part of water beach park for this plan that will only induce traffic is a loss/loss for Austinians. 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 or something that will only harm businesses during this inflationary period. The increased lanes will bottleneck traffic during rush hour resulting in even worse traffic.</p>	See Comment #150	
696	Chris Portland	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. Chris Portland, Austin Resident.</p>	See Comment #8	
				Moist35 Program Manager Tommy Kingle, <p>As a long time resident of Austin, a father of three, an architect, and a bike enthusiast, I am writing to express my passionate opposition to the expansion of I-35 in Austin. The environmental damages, the increased traffic caused by induced demand, and the loss of walkability between east Austin and central Austin are 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 humongous setback for the entire city. We must find a way to reroute 35 OUTSIDE of the city.</p> <p>The construction will take a decade, and the five years of congestion relief that the expansion promises are not worth the environmental cost. The people of Austin deserve better. I do not want to 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.</p> <p>I expect TxDOT, Austin City Council, and other representatives to stand up for me, my family, and my community. We need strong leadership to protect our environment and provide sustainable, equitable transportation solutions. The people of Austin have spoken, and we demand that this expansion be halted immediately.</p>	See Comment #5		
697	Chris Garrison			Do not widen/ho build	<p>I expect TxDOT, Austin City Council, and other representatives to stand up for me, my family, and my community. We need strong leadership to protect our environment and provide sustainable, equitable transportation solutions. The people of Austin have spoken, and we demand that this expansion be halted immediately.</p>	See Comment #5	
			Latent/Induced Demand	<p>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.</p>	See Comment #18		
698	Chris Hachman	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. Chris Hachman</p> <p>*****</p> <p>This email is confidential and may be privileged. If you have received it in error, please notify us immediately, delete the email, and do not copy it, disclose its contents or use it for any purpose.</p>	See Comment #8	
699	Chris Hagen			Do not widen/ho build	<p>Moist35 Program Manager Tommy Kingle,</p> <p>I'm a resident of Austin, currently living in the Crestview neighborhood near Airport and Lamar. I am against the proposed expansion of I-35.</p> <p>Adding more lanes is an easy non-solution to a hard problem. It makes it look like the folks at TxDOT are doing something when they're really just going through the motions. Stop being lazy TxDOT. Do your job and come up with a solution that actually works!</p>	See Comment #5	
			Latent/Induced Demand	<p>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.</p>	See Comment #18		
			Reroute to I-35	<p>I want to see the city council and TxDOT collaborate on a solution that routes more local traffic around downtown, and provides solutions for local traffic that take more cars off the road.</p>	See Comment #9		
			Public Transit / Multimodal Transportation	<p>If I could easily and safely bike or take a train across I-35 I would! But those options don't exist.</p>	See Comment #13		
700	Chris Lyons			Do not widen/ho build	<p>Re TxDOT TADOT.</p> <p>Dear TxDOT,</p> <p>I am writing to you today to express my dismay at the potential I-35 expansion plan that TADOT 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.</p>	See Comment #5	
			Bike/ped safety	<p>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 not given, crossing the broadened frontage roads will be dangerous and daunting for any pedestrian or cyclist.</p> <p>No matter one walks for this project it is to have frequent, at-grade, pedestrian crossings that do not involve navigating the frontage roads. Or, alternatively, to drive 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.</p> <p>To ensure safe driving speeds, the roads must be designed to that speed.</p>	See Comment #20		
			community alternatives	<p>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.</p>	See Comment #4		

701	Chris Nunn				Do not widen/ho build	<p>Multi35 Program Manager Tommy Arango.</p> <p>Good day and thank you in advance for hearing my feedback.</p> <p>Failures include increased travel time, increased pollution, and decreased safety.</p> <p>The one long term benefit lies solely with the construction companies who receive the contracts for these expansions and all car 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, bikeways through Downtown Austin, and the Net30/35 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: every other modern country outside of America understands the detriment of highways and the flawed logic in expanding them. It is inherently 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, oil companies, car companies, concrete supply companies, etc. I'd urge you to ignore them.</p> <p>There will be good natural people in the suburbs of Austin who feel this is a good idea. I'd urge you to inform them of the facts I listed above and encourage better investment (commuter rail, walkability, etc.)</p> <p>Thank you for all of our Construction. TxDOT is run by oil and car executives. I understand the political ramifications of going against that. I urge you to boldly push against anyone. Thank you again for your time and consideration. I respectfully ask for you to do the right thing.</p>	See Comment #5				
					Latent/Induced Demand	<p>I oppose TxDOT's plans for I-35. Countless examples show Americans that large cities that expand highways do not fix traffic. Notable examples include:</p> <p>Washington DC 1-270 Chicago I-90</p> <p>San Jose I-680 Denver I-70 Boston I-83 Seattle I-405</p> <p>Houston I-10</p>	See Comment #18				
702	Chris Pessidio	1-9/2023	Email	General support		<p>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 NMD'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.</p>	See Comment #6				
703	Chris Peak	3/1/2023	Email	Do not widen/ho build		<p>Hi TxDOT TxDOT,</p> <p>big time and energy such for some wild/fame fantasy even Dr Disney wouldn't have been able to conceive?</p> <p>After much more of old ground and roundabouts 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 Buggs and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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				
						<p>Dear Chairman Buggs 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>PS This is a once in a lifetime chance for us 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,</p> <p>Chris Rammer</p>	See Comment #8				
705	Chris Rammer	3/6/2023	Email	General Support							
706	chris randazzo	1/27/2023	Email	General support		<p>Dear Chairman Buggs and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. _____ Chris Randazzo, P.E. 1</p>	See Comment #8				
707	Chris Reed	3/1/2023	Email	Do not widen/ho build		<p>Multi35 Program Manager Tommy Arango.</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 Net30/35 and Reconnect Austin.</p>	See Comment #18				
ID	C	N	Da	R	d	S	Topic	C		R	P
709			3/1/2023				Air Quality/Climate Change		<p>Multi35 Program Manager Tommy Arango.</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 P) only analyzes CO2. Please consider the analysis in DES 2.2.5 and 2.2.6.2: they are bigger health problems.</p> <p>-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.</p> <p>Please do a regional emissions analysis for I-35 and other projects around Austin. Austin has been suffering with climate change, and TxDOT should be studying these.</p> <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 offered by Net30/35 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 ashamed that my generation is effecting this I-35 corridor project in our city and our planet. Please stop the madness. This highway should be removed, not widened.</p>	See Comment #18	
710	Chris Ryeager	2/7/2023	Email	General support		<p>Dear Chairman Buggs and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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				
711	Chris Sengstack	2/24/2023	VOH	General support		<p>I strongly prefer build alternative 3. ANYTHING we can do to limit flyovers and add surface level connectivity is a plus.</p>	See Comment #6				
					Latent/Induced Demand	<p>Multi35 Program Manager Tommy Arango.</p> <p>Your expansion of your highway through our city will hurt our city, and you know it. Induced Demand is a well-documented, well-studied concept (more lanes = more cars over time = more suburban expansion = more dependency on cars and highways = not reducing traffic, and you shamelessly lie about this to the public). Obviously TxDOT is full of intelligent individuals who understand this concept. So, we can only assume you are expanding the highway not to alleviate traffic; you are doing it because it's the way it's always been done. And because without your agency's great legacy of destroying and dividing city communities in the great name of highway expansion, the longevity of your agency would be in jeopardy. So you continue to pile your unpopular plans through cities that beg you to consider the long-term damage you are causing (i.e. Houston). You are encouraging more cars, which creates obvious negative environmental impacts on our city.</p> <p>You and your agency understand Induced Demand and you understand your plans will do nothing to alleviate traffic in the long term and in fact will only increase traffic in the future. But hey, that means you're satisfying a need for yourself in the future, right? You aren't interested in helping people and making cities better. You just use this expansion into 3 projects to intentionally confuse the public and to make public comment more difficult and less impactful so you could advance your unpopular interests into our city. Your agency cares about nothing but your own interests, and you all should be ashamed. But I know from attending your public meetings and listening to your representatives you aren't ashamed ; that's the mark of a true crook.</p>	See Comment #18				
					Racial justice	<p>You are encouraging further division of our city, a continuation of a reimagined, outdated, and racist 1950s vision.</p>	See Comment #3				
					Public Transit/Multimodal Transportation	<p>Austin's strategic vision is to make our city less car-dependent, more sustainable and environmentally friendly, more interconnected, and to give folks who walk, bike, roll, or ride the bus/ train equal opportunities to get around as compared to a car. Our strategic path highlights huge economic strain on people, especially people without a lot of money. Our council members have opposed you but not strongly enough. Your plan goes directly against the vision of our city.</p>	See Comment #13				
713	Chris Warner	3/1/2023	McCuSek Website-Comment Form	Wilshire		<p>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 "bongholes" at this crossing so that cut-through traffic could not enter Wilshire from the 42nd Street crossover, but would be compelled to turn left onto the Forthage road instead, where they will have easy access to Airport Boulevard. The alternative would lead to significant "cut through" traffic. So many apps and maps will redirect drivers onto streets that don't make sense, so we need engineers to take steps to mitigate the risks presented.</p>	See Comment #9				
714	Christa DeFries		VOH	Do not widen/ho 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 it currently 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	<p>Doing so takes out not only existing businesses and residences but PREVENTS future use of this valuable land in the center of the city.</p>	See Comment #21				
					Latent/Induced Demand	<p>Also, this plan will do nothing to combat congestion, due to Induced Demand.</p>	See Comment #18				
					Community Alternatives	<p>support the ideas of Net30/35, and their goal to make I-35 serve the Austin community</p>	See Comment #4				
715	Christelle Vincent	3/6/2023	Email	Do not widen/ho build		<p>Multi35 Program Manager Tommy Arango.</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/ho build	<p>The current approach to 35 through Austin, while better than previous proposals, is still an awful proposal for our future. If we are to spend billions we should spend it correctly.</p>	See Comment #5				
					Reroute to I-30	<p>This highway is key for transportation, especially N/S in Texas, however we should send traffic passing through Austin around the city, and preserve 35 for local transportation.</p>	See comment #3				
717		1/11/2023	McCuSek Website-Comment Form	General support		<p>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.</p>	See Comment #6				
718	Christian Britto		VOH	Do not widen/ho build		<p>Appreciate the work put into this. There is no need to continue expanding interstates through urban cores, capped or not. Barring that, Considering the downtown Austin alternatives alternative would be preferable</p>	See Comment #5				

				Reroute to I-35	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 on I-350 would be a great way to do that.	See comment #3					
	Christian Fagnery			Public Transit / Multimodal Transportation	<p>Mobility35 Program Manager Tommy Kraling.</p> <p>After living in Austin for almost 3 years, I feel confidently say that I-35 is the most universally hated part about this city. Even after living here for a few months, I quickly realized that missing one's life to drive across town on I-35 is the norm. Living in this city, it seems, requires coming to terms with that and throwing up your hands in defeat. But we can do better. When left to Austin voters, it is overwhelmingly clear that public transit, density, and urbanist policies are extremely popular. Indeed, from my own experience canvassing Austinites on local issues, I-35 and road quality are second only to housing affordability in terms of how frequently people bring them up in conversation.</p> <p>Nobody is convinced that an I-35 expansion will alleviate traffic in the long term. The problems with such a proposal are so obvious that they do not bear repeating.</p> <p>Let us instead of completely rerouting I-35 away and connecting Austin's urban core with boulevards and green spaces. How does even without that, there are so many possibilities besides spending billions of dollars over ten years to add a few lanes. This expansion has to stop or it will be a colossal waste of public funds and labor by the dedicated workers who will build it.</p>	See Comment #13					
720	Christian Garcia	1/29/2023	McCaule Website Comment Form	Do not widen/no build	The I35 expansion is a step in the wrong direction. I thought our state was full of great leaders, yet we continue to deny the effects of pollution on our inner cities... not even mentioning climate change here. SOLUTION: We have a 30 Billion dollar surplus. Why not consider high speed rail along the I35 corridor?	See Comment #5					
721	Christian Higgins	2/11/2023	VOH	Do not widen/no build	Don't expand at all, and if you must, don't expand north of I-35	See Comment #5					
722	Christian Kuntz	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. Christian Kuntz, Director of Business Development 3802 Helvia Way, Suite 130 Pflugerville, TX 78660</p>	See Comment #8					
723	Christian Lerman	2/21/2023	Email	Air Quality/Climate Change	<p>Hi TxDOT TADOT,</p> <p>Dear Sir or Madam,</p> <p>I am a resident of Travis County at 2704 Haisell street, Austin, TX 78702. I am VERY worried about the current plan for I-35 adding more trucks, cars and pollution in the middle of our city. I try to do my part using my bike and my EV as much as I can to reduce my impact and footprint on the environment. The State, County, and the City should do the same and support plans that will make our future more sustainable less dependent on fossil fuels, more green and more quiet, less 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>Mobility35 Program Manager Tommy Kraling.</p> <p>TADOT's plan to expand I-35 through Austin is senseless and should be withdrawn.</p> <p>I live in downtown Austin. I live very close to I-35, and the amount of noise pollution coming from it is absurd. I have to wear earplugs every night just to sleep, so that some lonely motorcycle or muscle car zooming through the night doesn't wake me up.</p> <p>There are small efforts in the expansion plan to undo the harm 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>If TADOT really wants to improve transportation in the Austin area, they should take the expansion plan, burn it, spit on the ashes, and then invest the earmarked funds in something meaningful like rail infrastructure, Vision Zero, or protected bike infrastructure.</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 densely live.	See Comment #30					
				Public Transit / Multimodal Transportation	It's absurd - when a city reaches a certain size, they need to start investing in ways to move people around more efficiently than in 5,000 pound one-occupant steel boxes. I-35 expansion would exacerbate this issue, by funneling more and more traffic downtown, where there's already too many cars to begin with.	See Comment #13					
725	Christian Michael Mahoney	1/20/2023	McCaule Website Comment Form	Public Transit / Multimodal Transportation	Widening roads without improving transit is a waste of money. Look at other countries and see how well it works for them.	See Comment #13					
726	Christiana Johnson			Do not widen/no build	<p>Mobility35 Program Manager Tommy Kraling.</p> <p>I am a resident of San Marcos, Texas and I oppose TADOT's plans for I-35 and I oppose expansion.</p> <p>TADOT'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>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 expect TADOT, 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	McCaule Website Comment Form	Regional Connectivity	How the lone star rail project-building more highways is making this state into a tangled concrete filled nightmare! we NEED rail service in the state!! PLEASE	See comment #1					
728	Christina Kelly Burgess	3/1/2023	Email	Wildlife	<p>Hello,</p> <p>I live in Wilshire Wood, a neighborhood bordering I-35 heavily impacted by the changes being discussed to the highway. While I support the elimination of the upper deck, I'm extremely concerned about the impact of the stated proposal to leave Wilshire Boulevard open 24/7 all day. We are a historic (and historic region) of historic places, neighborhood with the real history of Texas that have small children and growing families. We rely on Wilshire Boulevard as the main pedestrian thoroughway to get to Pflumtree Park, and many to get to Maplewood Elementary and even the daycare at St. George's church. We have spent exorbitant amounts of time (and money) 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 be mitigated by diverting traffic at the I-35 opening of Wilshire Boulevard where it would corridor with the east side of the interstate with longforms so that all through traffic couldn't enter Wilshire from the 41st Street crosswalk, 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					
ID	C	N	Da	R	d	S	Topic	C		R	P
729	Christina Salla	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					
730	Christina Veselky	2/1/2023	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					
731	Christine Garvey	3/1/2023	Email	Bike/ped safety	<p>Hi TxDOT TADOT,</p> <p>I write as a concerned citizen. This project would make biking and using public transit challenging, which is already a challenge for sustainable 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	McCaule Website Comment Form	Parks	Why must you destroy Walter Beach? The OB isn't going to help in the first place, did you learn nothing from the Katy Frey? Please, leave Walter Beach alone. I beg of you, the natural beauty if Austin shoud not be destroyed for some worthless highway remodeling.	See Comment #150					
733	Chriselle Cavello	2/9/2023	My photo I can share	Woodland	<p>Please avoid or minimize the width of the pedestrian tunnel under the northbound access road at Woodland Ave. It will be very noisy, making folks not feel safe to cross there. A lot of design time and building cost could be for the length of folks not to use the foot bridge and instead provide a better crossing. 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.</p>	See Comment #238					
734	Christopher Carabie		McCaule 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 downtown cars working for subscription services can solve some of the traffic problems we have with our current infrastructure.	See Comment #20.					
				Reroute to I-35	The most urgent need to protect public safety that I see is to mandate that heavy trucks travel outside of Austin on I-350 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 I-35 and 8th street, pedestrian connectivity to downtown is the primary concern, more than being a road. I-35 currently acts as a barrier to downtown and I don't feel a part of that neighborhood. Also mitigating burnouts is another concern, and eliminating camping.	See Comment #30					
736	Christopher Hansen	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. Christopher Hansen Heritage Title Company of Austin, Inc</p>	See Comment #8					
737	Christopher Herrera		McCaule Website Comment Form	Caps/Clock Phase	<p>I rely to see more caps</p> <p>TxDOT should follow early plans and pay for this project. Why do Austin taxpayers have to foot the bill for the region and the state when plenty of people and businesses outside of Austin will benefit? TxDOT should pay for all or most.</p>	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.					

738	Chris ghar Rutch in	3/7/2023	MyCapEx Website Comment Form	Do not widen/ho build	We could build a sky gondola from the airport. TxDOT could invest in a rail line between San Antonio and Dallas. Expanding highways never does anything but make more traffic. Everywhere, all over the world. Don't expand I-35. Use other solutions.	See Comment #45				
739	Christopher Kleesch	3/2/2023		General support	I35 has long been a scar running through our city. It's a necessary artery, however, and our highway system needs to be able to keep pace with the growth of Austin. The changes made with proposed alternative 3 provide a smart balance of needs, costs, and reflect prudent planning and the input of the community. Let's make it happen!	See Comment #6				
740	Christopher Lowery			Do not widen/ho build	Model355 Program Manager Tommy Riegels. Dear Mr. Arrango, I am a resident of Austin, and I am writing to you to state my opposition to the proposed expansion of I-35 through downtown Austin. It should be abundantly clear by now, in the year 2023, that highway expansions don't work. That years of construction and headaches result in a completed project that barely makes a dent in traffic, and winds up just as congested as the old highway within a few years. I do not want to see I-35 wind turn into the Katy Freeway, particularly since it runs through the vibrant downtown of the state capital.	See Comment #5				
				Community alternatives	As a resident of north Austin who regularly takes 35 for my trips down to South at UT or home dinner downtown, I have hate driving on this highway. I would much rather have a smaller road (the original two-lane road), that was designed when I-35 was first built. Today that I-35 was overly with integrated public transit options. I want East Austin to be better connected to downtown to lessen the social 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 the report.	See Comment #4				
741	Chris ghar Milking in	1/25/2023	MyCapEx Website Comment Form	Regional Connectivity	Needs a passenger rail component.	See comment #1				
742	Christopher Miller	2/1/2023		General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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/ho 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 Retain35).	See Comment #5				
744	Christopher Nelson	2/22/2023	MyCapEx Website Comment Form	Do not widen/ho build	Fervidly opposed to the expansion of I-35 (consider this 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	Blue print safety Enrol Cray AI. Please see the following recommendation from the Bicycle and Pedestrian Advisory Councils regarding the I-35 Project. This recommendation should be recorded as the Bicycle and Pedestrian Advisory Council's official response and comment for the public comment period on the I-35 Capital Express Central Project Draft Environmental Impact Statement that will close on March 7th 2023. Please feel free to reach out if you have any questions or concerns. The complete PDF is located in the public hearing summary, appendix F, NOW, THEREFORE, BE IT RESOLVED, The BAC and PBC do not support any written BAC and PBC written open to collaborating with TxDOT to find designs and solutions that address the Council's concerns enumerated above. BE IT FURTHER RESOLVED, that TxDOT offers a proposed alternative and sufficient design project will provide truly safe, high-quality design detail to demonstrate that the quality active transportation facilities and connections to a complete network, the BAC and PBC do not support meeting forward with any of TxDOT's proposed alternatives for I-35 Central. BE IT FURTHER RESOLVED, the BAC and PBC request that TxDOT respond to each of the specific concerns outlined in the above "WHEREAS" clauses and that TxDOT outline how it plans to respond to concerns raised during the public comment.	See Comment #30				
746	Christopher Parms			Labor/Inbound Demand	Model355 Program Manager Tommy Riegels. To whom it may concern, I'm a resident of Houston who visits Austin with some frequency. And from what I've seen with freeway expansions in Houston, seeing TxDOT's plans for I-35 in Austin upset me greatly. Freeway widening projects do not work. They spend years and billions of taxpayer dollars tearing up homes & businesses in order to provide a very short amount of congestion relief. Take the Katy Freeway (I-10) in Houston. After billions of dollars widening it, the freeway is more congested than it is 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 all cities. Urban freeway expansion is not that. I imagine 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				
				Community Alternatives	In lieu of freeway expansion, I believe TxDOT should pursue alternate proposals, like those pushed by Retain I-35. Through traffic on I-35 can be relocated to parallel SR-130, removing the need for a space-efficient 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 Parks			Do not widen/ho build	Model355 Program Manager Tommy Riegels. As a resident of Austin, I am strongly opposed to TxDOT's plan to expand I-35. The plan to simply expand I-35 is not only poorly thought out, but it is an international embarrassment. If something is going to take a decade to build, it should be designed not in an attempt to address the problems of today, but to address those of the next 40 years.	See Comment #5				
				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				
748	Christopher Parks			Community Alternatives	Please consider the Retain355 proposal instead as well as alternative forms of transportation. I do not want to constantly have to use an interstate to get around Austin. We should have ideas that showcase Texas as a leading innovator in the world. This requires investing in something that isn't just reactionary, but designed with the future in mind	See Comment #4				
				Do not widen/ho build	I oppose expanding I-35, and noise pollution, health impacts, heat island impacts, and crashes. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets. My family and I would consider moving from Austin if this is the future of our city. Are you all really serious? 20 years?? How is that going to help? It's going to take like LA. I might as well move there since they have a beach. We actually make this decision? Please reconsider and use your brain. The money won't last you very long.	See Comment #5				
749	Chris ghar S Beck			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				
				Labor/Inbound Demand	Expansion will worsen traffic	See Comment #18;				
				Air Quality/Noise	other problems, including etc.	See Comment #34				
				Water Quality	and many water.	See Comment #125				
749	Chris ghar S Beck	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 #6			
ID	C	N	Da	R	d	S	Topic	C	A	P
750	Christopher Schum	3/6/2023		Email	Deliver	Model355 Program Manager Tommy Riegels. The proposed alternative for widening I-35 through the central segment does not meet Delivered 2 neighborhood needs and actually create mobility issues. The proposed highway designs do not meet Delivered 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 to go south on I-35, a section of traffic that only backs up briefly during rush hour. The proposed pedestrian/mixed use pathways to navigate the Airport/I-35 intersection without a car are unnecessarily hostile to anyone without a car. Instead of showing our drivers, who can easily traverse hills, grade changes, and increased distances, mixed use path users are deterred. This results in proposed mixed use paths that aren't usable 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 6 lanes of Airport Blvd instead of crossing at the intersection above ground. These tunnels take pedestrians out of sight of anyone around, which is uncomfortable and unexpected for any mixed use path users, including the young and disabled, especially after dark. Furthermore, given that TxDOT is well aware of the number of people who use highway infrastructure as shelter because Austin lacks sufficient affordable housing, it is inconceivable that the tunnels will not be turned into shelter for these people, resulting in poor outcomes for everyone. As a final point, this intersection regularly sees issues with flooding during heavy rain, making pedestrian tunnels an even more unviable proposal. 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 driven largely by the choice of intersection at Airport Blvd and I-35 that TxDOT is proposing. The Single Point Urban Interchange is extremely unfriendly to anyone not in a car. Delivered 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 as 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 being grade tunnels or designed indirect paths is not an appropriate solution for these road users. Proposed highway designs have negative environmental impacts that outweigh the purported benefits. The proposed alternative highway designs reduce connectivity through the central region, including the Delivered 2 neighborhood area, by removing connections across I-35. This reinforces and exacerbates the historic and current social and economic segregation in central Austin. There are no crossings or plans for crossing north of Airport Blvd, which is the current 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 need to walk or use transit. Proposals for elevated mixed use crossings do not ameliorate the lack of connections. Pedestrians, cyclists, and other users should not be forced to climb long ramps or stairs for elevated crossings or be forced so far out of their way. Making these crossings so unappealing and difficult to use will result in them not being used.	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 Gaudin			Do not widen/ho build	TxDOT's proposed design will make matters worse than they currently are on several levels, so I cannot support the proposed design. It is not better than nothing.	See Comment #5				
				Community alternatives	Better alternatives provided by credible community groups have not been addressed directly by TxDOT.	See Comment #4				
753	Cindy Gaudin	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			

754	Corinne Pedraza	3/6/2023	Email	Do not widen/no build	Meeting35 Program Manager Tommy Alings. The data is clear that existing highways do not need to be faster travel times. In this case as a cyclist I am for the new crosswalks 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 up 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.	See Comment #45				
					Re Comments on I-35 Capital Express Central Project T-ODOT'S CONSISTENT FAILURES Regarding the US CORRIDOR FAILURE to include safety concerns beyond to 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, which is a positive sign. However, T-ODOT's roads and highways have increased. In 2022, 74% of all traffic fatalities were on roads owned and managed by T-ODOT, including I-35. T-ODOT's approach has hundreds of design guidelines for their angle-minimized roads and highways. A few pretend to make their overall design safer, which clearly isn't working. As a community, we demand that T-ODOT actively pursue realistic safety standards that work, starting with lower design speeds and a generally more conservative design. FAILURE to respond to public comments made during T-ODOT's "public comment periods" requested by federal law. The official Scoping period generated over 9,500 mostly negative comments and these comments were never meaningfully addressed. It is T-ODOT's responsibility to listen to, and clearly analyze suggestions logically and honestly from the general public regarding intelligent land use and economic development proposals from the community. At one point, T-ODOT's official response to public comments was to parse comprehensive comments for comment. Thanks, SP and then respond to "them" rather than the complex intent of each citizen's submittal. We demand that as a community our concerns are heard and addressed. This has gone on for far too long, we demand change. 3. Proceed with the construction of the underground highway. It's critical that such a disruptive project use a strong time frame offers a reasonable plan to accommodate the public. * FAILURE to remove the barrier by proposing an infinitely more disastrous barrier that contradicts the community's plea "no higher, no wider, no worse." Everyone, including the T-ODOT team, thinks the ONLY barrier is the elevated highway. The elevated highway is like more than an avenue. The following are the far more important physical barriers that make the creation of new urban centers virtually impossible: 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 ramps). Kerensa E. Smith, ALA Protest!	See Comment #45				
755	City Lights Design Alliance		Me Me Co. on art	Air Quality/Climate Change	FAILURE to monitor air pollution in the I-35 corridor and no proposals to measure and control the resulting pollution. The reality is that increases in traffic, overall, and truck traffic in particular, are increasing considerably, creating subsequent increases in air pollution. As quality concerns measure air quality for the region, allowing T-ODOT 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. This allows T-ODOT to deny that the problem of poor air quality is caused by I-35. T-ODOT'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-ODOT's solution to address the issue of climate change and to alleviate as much damage as possible associated with environmental disasters, which are predicted by science and clearly witnessed across the country today - is to simply ignore it. To think that electric cars will fix the problem is short sighted and naive. Perhaps a method of technology will emerge generations down the road that will eliminate pollution from highways, in the meantime, there is only one technology available to capture and filter polluted air. This can only be achieved by planting a complete cap on the highway. The polluted air is captured, treated, and then exhausted while fresh air is brought below the cap at strategic points. Of course, there is the age old tried and true solution... trees. Trees have the capability to clean the air. It is an easy and natural solution. When are the trees, T-ODOT's?	See Comment #18				
				Construction	* FAILURE to provide the city with a viable traffic management plan for the construction period, which could be as long as 10 years. During the construction period, the disruption of traffic will become a tremendous burden to anyone. There still isn't a workable scenario by T-ODOT to mitigate the problems.	See Comment #178				
				Reverts to I-35	* FAILURE to act on the recommendations of the Texas Transportation Commission's report Interstate 35 (I-35) Corridor Advisory Committee who suggested switching designations between I-35 and SH 130. Removing the toll for trucks on SH 130 would allow trucks to bypass downtown Austin. Exporting truck traffic to preexisting SH 130 would assist in solving the congestion problems of I-35, would make I-35 considerably safer, and could save taxpayers billions of dollars. We ask that T-ODOT address why this isn't on the table, and we want to know why a suggestion by a group of experts has been disregarded. FAILURE of T-ODOT to understand land use, land value, and the funding of a city through taxes. The city has no other major road to take the cars within the city limits. The taxes we all pay directly or indirectly fund everything from schools to police to parks to streets. T-ODOT 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-ODOT is happy to take land from our land bank and waste it on their angle-minimized, limited purpose alignment, regardless of the negative impacts on an otherwise robust local economy. There are more intelligent designs that protect taxpayer's interests. Why not use that value to trade for funding for humanizing the corridor? 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.	See comment #3				
				Community Alternatives	There is, however, a plan proposed by the community group Reconnect Austin. The plan follows: 1. Remove trucks from the I-35 corridor by putting them on SH 130. This will be required during construction, so do it now and then make it permanent. 2. Temporarily widen the existing access (through) roads to accommodate the remaining traffic. T-ODOT's Modified Alternative #3 proposes the most devastating barrier imaginable: The "Not So Grand Canyon." By moving the access roads, both northbound and southbound, to the west side rather than using the R.O.V. structure, and air rights over the current lanes, their plan debilitates the potential for development on the western edge of the corridor and the eastern edge of downtown. This comes at a much higher cost, more importantly, a massive opportunity lost, and nothing is gained. 3. 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-ODOT's chosen alternative and the several community alternatives. T-ODOT needs to consider all suggestions for a safer, more humane, and progressive future for Austin and all of Central Texas. An ROI analysis is always required for any expenditure of public money, especially for such a massive cost of rebuilding the I-35 corridor - something that will be with us for another 70 years.	See Comment #4				
756	Ci Walker	3/7/2023	Email	Do not widen/no build	Meeting35 Program Manager Tommy Alings. This is such a very bad idea. Please don't.	See Comment #45				
757	Claire	1/11/2023	MyOut2 Website-Comment Form	Public Transit / Multimodal Transportation	I am in favor of any improvements to public transit.	See Comment #13				
758	Claire Harrison	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 T-ODOT. Thank you for your consideration of this request. Claire Harrison Hi If you are not the addressee and have received this email in error, please notify me immediately. This email is confidential and may contain privileged or proprietary information that is unlawful for you to read, copy, distribute, disclose or otherwise use in any way. If you would no longer like to receive emails from Texas Capital Bank, please reply to this email to update your email preferences.	See Comment #8				
759	Claire Hengert	2/21/2023	VGH	General support	Modified Build Alternative 3 (Preferred Alternative) provides many positives for downtown: • Removes the upper decks • Lowers the main lanes • Enhances transit connectivity to Downtown Station, Plaza Saltillo, and Austin Bergstrom International Airport • Supports 15+ acres of retail as envisioned by Urban Land Institute and Our Future 35 • Creates a land bridge at E 3rd Street to rejoin Palm Park with communities west of I-35 • Includes an urban-style boulevard from Clearview Street to Dean Keeton Street • Adds 15 east-west connections for those who walk/bike/cut • Builds 8 pedestrian/bicycle-only bridges • Adds 4 HOV lanes (two in each direction) for buses, ride-along, van/poolrides, and emergency services	See Comment #8				
ID	C	N	On	R	E	S	Team	C	R	P
760	Claire Krebs	3/7/2023	Email	Partis	Email Copy Dear Project Team for the I-35 Capital Express Central Project: Please find attached Federal Bank Community Gardens's Public Comments and Motion to Intervene in I-35 Capital Express Central Project 3 From US 290 East to US 290 West/SH 71 (CSJ 0015-13-388). We appreciate the opportunity to provide comments on the Draft Environmental Impact Statement for this matter. If you have any questions or difficulties with the attached document, please let us know. The complete PDF is located in the public hearing summary appendix F. Approximately 15-20% of gardeners are on scholarships based on financial hardship. Some of our gardeners only speak Mandarin or Arabic. We request that T-ODOT consider whether these gardeners and the majority of 480 Center who are Mandarin-speaking and low income also qualify for the additional provisions afforded to environmental justice communities under NEPA and any other federal or state laws. The requested footprint will impact us in the following ways: Increased noise pollution from construction machinery and activities Increased dust from construction (both a respiratory hazard and for its deposition on the vegetables we eat and donate to local food parties). 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 use the pedestrian bridge across I-35 for access to the garden. Others drive to the garden and park along Waller 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				
761	Claire Ruto	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 T-ODOT. Thank you for your consideration of this request.	See Comment #8				
762	Claire Ruto	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 T-ODOT. Thank you for your consideration of this request.	See Comment #8				



763	Clare Penner			Do not widen/rev build	Mobility35 Program Manager Tommy Almag. Hello, I am a resident of the Chestnut neighborhood in Austin I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from 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.	See Comment #45				
				Laters/Induced Demand	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #18				
				Community alternatives	I am FOR the Rethink35 project, a public transit first project, or re-designating another highway such as SH 130 as an interstate.	See Comment #4				
764	Clare Riley			Do not widen/rev build	Mobility35 Program Manager Tommy Almag. I am a resident of Austin, 78722. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I live right next to the proposed expansion and it would greatly impact my neighborhood. The increased traffic, construction and congestion from the project would have a great impact on my daily life for years to come. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5				
				Public Transit / Multimodal Transportation	I am for expanded public transit within Austin, i.e. additional bus routes and train lines.	See Comment #13				
				Laters/Induced Demand	TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions do not work (the Katy Freeway, as an example). They worsen congestion, air, noise and water pollution, safety, and affect transportation options beyond driving.	See Comment #18				
				revolve to LHO	I also support designating SH-120 as an interstate.	See comment #3				
765	Clare Seaton		McClure Website Comment Form	Air Quality/Noise	There needs to be greater measurements of air quality during this "environmental" review.	See Comment #34				
				Water Quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #125				
766	Clare Trachio			Do not widen/rev build	Mobility35 Program Manager Tommy Almag. My name is Clare Trachio. 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.	See Comment #5				
				Laters/Induced Demand	Historically, highway expansions have NOT worked in the long term, and TxDOT has no shrewd substantial evidence that this expansion will reduce highway congestion in the long term.	See Comment #18				
				Public Transit / Multimodal Transportation	Instead, the city of Austin and TxDOT should invest in public transportation to reduce both highway congestion and	See Comment #13				
				Air Quality/Noise	environmental impacts.	See Comment #34				
767	Clare Heisch	3/3/2023	VOR	General Support	I am in support of the Preferred Road Alternative because it will enable the maximum throughput of vehicles and it most responsive to the constructive suggestions of which I am aware that have come from neighbors and others who would be most affected by the project. While I am aware that there are no current plans to toll the new managed lanes, I would support tolling them should that become an option at the State of Texas level because it would free up funds for other projects and make the managed lanes work more efficiently. The project is critical from a local, state and national perspective as an important part of an Interstate Highway System and will complement what our region is doing with Project Connect.	See Comment #8				
				Do not widen/rev build	Dear I-35 Capital Express General 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 sufficient, 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 I-35 is outdated and overestimates future traffic. Expanding the highway accomplishes the opposite of this aim. Furthermore, while TxDOT has proposed design elements to make the highway less prominent in the highly gentrified downtown area, none of these elements have been included in recent work at Airport Blvd, a less gentrified, more recently developed area of the city. Expanding the highway continues the highway's history of racism and segregation into the 21st century. 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 car, to the further grocery store on 42nd street, instead of the Hancock NEB, 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 42nd street. In my opinion, the proposed designs make it harder and less safe to cross both Airport and I-35 if you are not a car. To increase the number of lanes at Airport, and requiring a pedestrian to travel significantly out of their way. There are many elements 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. I do not want to use a below grade crossing, out of sight of anyone else around, especially coming home after dark, a common occurrence during the winter. I have not seen anything in the proposed design that would allow 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 seems to want to reduce "conflict points" between pedestrians and car users, but I have no evidence that they have designed the most user safe 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 NCHRC, and all the letters submitted by NCHRC's member neighborhoods. Our neighborhoods are severely impacted in many	See Comment #5				
768	Clare Glinka			Laters/Induced Demand	And TxDOT has repeatedly refused to take into account the demand induced by expanding highway capacity. TxDOT should redo the traffic modeling with more realistic numbers and actual state of the art traffic modeling before claiming any measure highway expansion is required.	See Comment #18				
				Public Transit/ Multimodal Transportation	In the face of accelerating climate change, there is no justification for increasing the incentives to use personal cars by expanding the highway system, a major source of all kinds of air pollution, including carbon. We should instead be incentivizing more efficient transportation options. And finally, expanding the highway is in direct contradiction to one of the stated aims of the project.	See Comment #13				
				East/West connectivity	The project claims to want to increase connectivity to want to ease access the city and to ameliorate the racist segregationist history of the highway.	See Comment #20				
				Bike/lane safety	The remaining raised 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 grading but do little to make it easy for anyone with mobility impairments to cross this intersection due to the long distances required. TxDOT should work with designers with actual experience in pedestrian design, cycle path design, and handicap design to make the most used use paths something their users would actually want to use.	See Comment #30				
769	Clare Leibly			Do not widen/rev build	Mobility35 Program Manager Tommy Almag. TxDOT increases, reinforces and perpetuates are harmful for potential displacement. This includes losing 625 jobs. I live in south Austin now and am moving to the Charpentier neighborhood soon. Traveling I-35 as a highlander and the number of seems is unbearable. Surely you know this. Please reconsider this plan and come up with something that will actually help the citizens and businesses who live and do business here.	See Comment #5				
				Air Quality/Noise	These losses, in addition to the toll on north that the construction alone will be (10 years of 407) plus the increased pollution are not worth what will be a short term solution at best.	See Comment #34				
				Reroute to I-30	Why not expand I-30, reduce the tolls for commercial vehicles and get them off I-35 through Austin?	See comment #3				
				Laters/Induced Demand	Adding lanes for traffic will just result in increased traffic.	See Comment #18				
				Public Transit / Multimodal Transportation	What Austin needs is more efficient bus service and more rapid transit like high speed rail.	See Comment #13				
770	Clare Moore			Do not widen/rev build	Mobility35 Program Manager Tommy Almag. 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 the highway.	See Comment #5				
				Air Quality/Noise	The environmental effects and	See Comment #34				
				Public Transit / Multimodal Transportation	the effects this could have on public transportation could also leads to negative impacts.	See Comment #13				
771	Chasdee Garcia	1/20/2023	McClure Website Comment Form	Regional Connectivity	This project is unnecessary and won't solve the issues it seeks to solve. We need a revival of the Lone Star Rail proposal to provide a necessary and useful connection between Texas cities via railway.	See comment #1				
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772	Claudia Scott	3/1/2023	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 #8
773	Clayton West			East/West Connectivity	<p>Hi TxDOT TxDOT,</p> <p>I would 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 'least' We need a solution that works for Austinians. Here are some components of what that solution should look like:</p> <ul style="list-style-type: none"> <li>* East-west crossroads should be at least every 1/4 mile.</li> </ul>	See Comment #20
				Lower Speed Limits	<ul style="list-style-type: none"> <li>* All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users.</li> </ul>	See Comment #305
				Later/Induced Demand	<ul style="list-style-type: none"> <li>* 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 research backs this up. Therefore, expansion should be done extremely well and at the expense of other alternatives that will improve the space for Austinians.</li> </ul>	See Comment #18
				Blue/pool safety	<ul style="list-style-type: none"> <li>* 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 valuable and bikeable streets and corridors.</li> </ul>	See Comment #30
				Commuter only	<ul style="list-style-type: none"> <li>* I want community-oriented alternatives to expansion, and want concepts such as Reconnect Austin and Rethink35, to be fully studied.</li> </ul>	See Comment #4
				Alternated use	<ul style="list-style-type: none"> <li>* I want community-oriented alternatives to expansion, and want concepts such as Reconnect Austin and Rethink35, to be fully studied.</li> </ul>	See Comment #44
774	Cleo Chaney			Racial justice	<ul style="list-style-type: none"> <li>* I want the racial and economic segregation created by I-35 to be addressed and undone to the maximum extent practicable</li> </ul>	See Comment #3
				Do not widen/ho build	<p>Model35 Program Manager Tommy Kingin,</p> <p>I am a resident of Austin who deeply cares about this city. I fundamentally oppose TxDOT's plan for expanding I-35. It takes 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 affixed to it spend massive amount of money to get anywhere. I demand for TxDOT, Austin City Council, the Travis County Commissioners Court, and all of my other representatives to stand up for me, and urge them to consider other alternatives, such as Rethink35 or Reconnect Austin.</p>	See Comment #5
				Later/Induced Demand	<p>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.</p>	See Comment #18
				Air Quality/Noise	<p>This expansion would lead to higher pollution. It skirted environmental regulations by dividing the project into three smaller projects, an underhanded way to avoid responsibility to the climate.</p>	See Comment #34
				Racial justice	<p>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.</p>	See Comment #3
				Business/residential displacement	<p>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.</p>	See Comment #21
775	Cody Cox	2/18/2023	McCuEx Website-Comment Form	Business/residential displacement	<p>I own the property at 2209 E. 43rd St. and do not want to be condemned. I have been working on getting the property up zoned for a multi-family project with an affordability component. I look forward to hearing back from someone about my concerns... or is this comment going into a black hole and will never be acknowledged?</p>	See Comment #21
776	Cody Cox			Do not widen/ho build	<p>Hi,</p> <p>My name is Ernest Wheeler Cox, II and I go by Cody. I own the property at 1059 E. 43rd St. and I am in the courthouse 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 2209 E. 43rd St.</p> <p>Thank you for your time and consideration.</p>	See Comment #5
				Business/residential displacement	<p>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.</p>	See Comment #21
777	Cody Brager		McCuEx Website-Comment Form	Do not widen/ho build	<p>New transportation investment is needed in the Austin region as it is a rapidly growing in population and economic activity. I believe the current TxDOT proposal will not meet the growing needs of Austin and the surrounding region. The current proposal is focused on trying to maximize traffic throughput through the center of downtown. This is a flawed approach for numerous reasons.</p> <p>Traffic predictions by TxDOT and other state DOTs historically have over estimated the amount of traffic for the past 20 years.</p> <p>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 downtown by building transportation that road traffic moves efficiently through the city and reaches the urban and dense character of the city.</p> <p>At the very least, TxDOT should pay to fully cap their design and to reconnect downtown Austin with East Austin.</p>	See Comment #5
				Later/Induced Demand	<p>As traffic increases, commuters will find other alternatives to avoid the traffic. So the benefit to building the freeway is less than projected. Secondly, freeway expansion projects on this scale typically come back to the same level of congestion within a few years as excess capacity is filled. In general the commute does not significantly improve and things are back at square one.</p>	See Comment #18
				Rethink to I-30	<p>TxDOT should seriously consider input from the proposals written "Rethink 35" and "Reconnect Austin". They are focused on how to move thru-traffic and truck traffic out of the downtown core to SH 130/483 and to reclaim the land occupied by I-35 to instead use community/residential, local traffic and public transportation.</p>	See comment #3
778	Cody Seiden	3/6/2023	Email	Do not widen/ho build	<p>Model35 Program Manager Tommy Kingin,</p> <p>Highway expansion doesn't work. They weren't consistent (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.</p>	See Comment #5
779	Cole Grawling	3/1/2023	VGH	Rethink to I-30	<p>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 over an eighth for those who live downtown.</p> <p>I know this will happen no matter how much the city council complains. But anything you can do to reinstate 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.</p> <p>Of course the real reason I have to live in a plug-in hybrid instead of central Austin is housing affordability, solve that and you could also take my car off the road and create less need for this monoculture. But to TxDOT all problems can be solved by bigger roads I guess.</p> <p>You better take care of the park at lady bird lake and leave it better than you found it.</p>	See comment #3
				Rethink to I-30	<p>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 over an eighth for those who live downtown.</p> <p>I know this will happen no matter how much the city council complains. But anything you can do to reinstate 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.</p> <p>Of course the real reason I have to live in a plug-in hybrid instead of central Austin is housing affordability, solve that and you could also take my car off the road and create less need for this monoculture. But to TxDOT all problems can be solved by bigger roads I guess.</p> <p>You better take care of the park at lady bird lake and leave it better than you found it.</p>	See comment #3
780	Cole Whitaker	3/1/2023	Email	Later/Induced Demand	<p>Model35 Program Manager Tommy Kingin,</p> <p>I oppose expanding I-35</p> <p>Highway expansion is proven to not solve a thing, and the last thing Austin needs is bigger highways with higher congestion. There is nothing expanding this interstate would solve beyond the very short term</p>	See Comment #18
781	Cole Wilson	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.</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
782	Colleen Wyle	2/18/2023	McCuEx Website-Comment Form	Business/residential displacement	<p>As I understand it, the proposed construction on I-35 is threatening displacement of about 100 local businesses, including West China Tea House, a business in which I am particularly concerned. I request the planning committee adjust planned construction to the highway such that small business can maintain safe and stable business operations. Or, if displacement is unavoidable, that business expenses incurred by displacement be fully compensated by the Department of Transportation, or similarly suitable agency.</p>	See Comment #21
783	Colin Ingelfield	2/23/2023	Email	Do not widen/ho build	<p>Hi TxDOT TxDOT,</p> <p>Hi,</p> <p>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 Rethink35 have lots of ideas that should be explored, instead of mindlessly widening yet another highway.</p>	See Comment #5
784	Colin Lowry	3/1/2023	McCuEx Website-Comment Form	Rethink to I-30	<p>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? Likewise, either at the same time, or in another study, determine criteria for how many I-35 drivers to enable them to use SH 130 toll free. Again, measure the impact on I-35 traffic.</p> <p>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 de-fund SH 130?</p>	See comment #3
785	Colin Parker	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.</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
				Regional Connectivity	<p>I want commuter rail between Austin and San Antonio. It's needed. We are the 7th largest US city.</p>	See comment #1
				Regional Connectivity	<p>We need a high speed rail between Austin and San Antonio. Adding a highspeed rail would be the equivalent of adding 20 lanes of highway.</p>	See comment #1
786	Colleen Proke	1/31/2023	McCuEx Website-Comment Form	Regional Connectivity	<p>I want commuter rail between Austin and San Antonio. It's needed. We are the 7th largest US city.</p>	See comment #1
787	Colleen	1/18/2023	McCuEx Website-Comment Form	Regional Connectivity	<p>We need a high speed rail between Austin and San Antonio. Adding a highspeed rail would be the equivalent of adding 20 lanes of highway.</p>	See comment #1



				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	
				Revenue to I-35	Truck traffic should be moved off of I-35 and out of Central Austin (e.g. to I-30).	See comment #5	
B06	Craig Robinson	1/21/2023	McCombs Website Comment Form	Regional Connectivity	It would take too long to call time 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 Enoch	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 I-35 corridor, which passes through the center of the city. I and other members of the business community thank you for recognizing that I-35 in Austin is in critical need for replacement and upgrading. While other great cities of Texas are well 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 major impact Austin companies have on technological innovations on a global scale. This has resulted in high traffic jams, through, and out of the city. I fully support the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your careful consideration and further development of this project.	See Comment #8	
ID	C	N	Da	R	d	g	
B08	Craig Salley			VOH	Do not widen/no build	I live near Riverdale and I-35. 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 through a densely populated Downtown. Please point to a major US City that has that and it works. Second, Your renderings are fascinating with the highway phases can rapidly reorienting along, not at all what I ever took like, even in the middle of the night. That is in fact false advertising. Your presentation said it - it's all local traffic. Make I-35 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 #9
				Business/residential displacement	Thirdly, after you've spent 3x your current budget, 15-20 years of time and destroyed neighboring properties along the entire route, when all of that has occurred and it's open for business, it will be flooded with grid locked traffic on the first day and we will have achieved exactly nothing. This project will ruin the City, destroy the livelihood of property owners who will lose homes and businesses, and ruin the careers of many planners and engineers who will experience the ultimate failure of this project first hand.	See Comment #21	
B09	Orsivaldo Curry			Do not widen/no build	Mobility35 Program Manager Tommy Hingep. 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 TxDOT plan to expand I-35 with more lanes in the best 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	
				Latent/Induced Demand	Expanding I-35 will only worsen congestion, just like Houston's Katy Freeway expansion did. How about rethinking instead. By sending non-local traffic around Austin instead of through it.	See Comment #18	
				Revenue to I-35	Austin doesn't need an interstate highway going through the city's heart. Non-local traffic should be incentivized to instead use existing highways such as SH-130 - like I-35 does in at least 14 other Texas cities.	See comment #3	
B10	Orsivaldo Curcio	1/26/2023	McCombs 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	
B11	Orsivaldo Romero			Do not widen/no build	Widening I-35 through Austin would be a disaster. And it wouldn't even fix congestion! Any short-term congestion gains would encourage more people to drive until congestion was as bad or worse before. When TxDOT widened Houston's Katy Freeway to 23 lanes, average peak congestion times rose by 40%. Expect a similar result in Austin.	See Comment #5	
				Air Quality/Noise	It would waste over \$7 billion of public money to worsen noise and air pollution, increase crashes, and	See Comment #34	
				climate change	hasten climate change, while doing little or nothing to improve alternatives to driving.	See Comment #51	
B12	Orsivaldo Romero			Do not widen/no build	As 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 dead 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.	See Comment #5	
				community alternatives	As an Austin resident who has seen the effects of our quickly growing population, congested highways are my least favorite part about living here. We need investment in other forms of transportation such as public buses, trains, biking paths, or sidewalks, all of which reduce our carbon footprints, pollution, and congestion. I believe that what truly makes Austin stand out from other metropolitan areas is our greenery and focus on living amongst nature. While these projects are long-term, capital intensive, and necessitate a transformation of our infrastructure, these circumstances are not much different from the proposed expansion. I implore you to invest in a reimagined future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied and invested in.	See Comment #4	
B13	Orsivaldo Salas			Do not widen/no build	This project is irresponsible and a poor solution to Austin's current and looming problems. His large and expensive project is a misuse of public funds. I am deeply disappointed in the city and state's decision to move forward on expanding I-35.	See Comment #5	
				Air quality/Climate Change	Expanding I-35 will do nothing to mitigate the existential threat of climate change. I	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	Orsivaldo	2/9/2023	Physica 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 #20	
B15	Oyster Remington			Do not widen/no build	Mobility35 Program Manager Tommy Hingep. - Creating other boulevards throughout the city or addressing transit solutions to decrease traffic.	See Comment #5	
				Business/residential displacement	We know that there are other ways to address the traffic without taking homes and businesses and adding more concrete	See Comment #21	
				East/west connectivity	We don't want a city that is split in two by 8 lanes of traffic.	See Comment #20	
B16	Cullen Fan	2/11/2023	VOH	Do not widen/no build	This expansion is disproportionately threatening minority-owned local businesses that give Austin its distinctive character. Instead of expanding the highway, invest in public transportation. If that's not possible, don't expand the highway north of 49th.	See Comment #5	
B17	Cullen Sato	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. Cullen Sato [REDACTED]	See Comment #8	
B18	Cullen Gonzalez			Do not widen/no build	Mobility35 Program Manager Tommy Hingep. Rethinking I-35 in Austin is a cross-generational chance to reconnect and reimagine one of America's most vibrant cities. With a plan that is no wider and no higher, we can reclaim this space to promote an Austin that is worthy of its reputation as a destination for connection, industry, and creativity. By my count, I'm at least a sixth-generation Texan. I grew up here, fell in love with the people and landscape here. I am a proud alumnus of Texas State University, where I studied geography, and a current student at the University of Houston. I'm part of a rising group of young Texans who want to create a future where freedom means more and greater choices, where we build on our successes, not just those down for through-traffic. I lived in Austin before graduate school and fell in love. While I'm currently in Houston, I hope to make Austin my home again after my graduate degree. It is a place of promise - a promise broken if we tear into and widen what is already a great asset in the city. For these reasons, I OPPOSE TxDOT's plan, and I SUPPORT Rethink35's ideas. For the sake of the Texas we all love and the Texas we'll leave behind, I hope we put people above cars and communities above highways. For Texas,	See Comment #5	
				racial justice	The history of the interstate is plain. It is rooted in a racist 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 near-perfect wall between the two, despite Texas's efforts to promote an economy of opportunity and a culture of friendship.	See Comment #3	
				Latent/Induced Demand	As if this wasn't reason enough to rethink this highway, the facts about expansion are clear. The benefits (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 claiming 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 I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8	

820	Cynthia	2/25/2023	Email	Do not widen/ho build	I strongly oppose the closing of the Woodland underpass to automobile traffic. This is a crucial connection for families to the east and west of US to get their children to school, medical care, recreation (e.g. Hays Park, TCCO, etc.). The only alternatives are Riverside and Oltorf. Riverside will soon become a bottleneck when the rail opens to bid. Oltorf is already crowded and the traffic already seriously impacts the accessibility and safety of Texas Heights High School. If any of the planners of this proposal will travel on Oltorf in front of the school and watch children trying to get across the street it will make it clear that vastly increasing the traffic at this intersection is a huge safety issue. I have expressed using the Oltorf /US intersection as being absolutely necessary after watching teenagers in large groups attempting to get across on the light while others were forced to wait. The underpass at Woodland is also crowded since the only entrance to US South from the south side of the river requires use of this intersection.	See Comment #5
821	Cynthia Huser		McCaule Website Comment Form	Widening	I'm writing to express my concern about the proposed pass through from 4th Street east of H-35 and Windsor Blvd. Windsor Woods is a 100% residential neighborhood, and many of the sidewalks - including most of Windsor Blvd. - are heavily used by pedestrians and lack sidewalks. In my opinion, the proposed connection would significantly increase traffic on the street. Windsor Blvd. is not an appropriate cut-through. I would be in favor of a "bypass" intersection that would flow from eastbound traffic to turn left onto the northbound frontage road allowing more immediate access to Airport Blvd.	See Comment #9
				Air Quality/Noise	Adding to noise	See Comment #34
				Blue/green safety	and potentially endangering pedestrians and encouraging drivers to cut through the neighborhood.	See Comment #30
822	Cynthia Long	1/25/2023	McCaule 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 Lynn		McCaule Website Comment Form	Business/residential displacement	I'm concerned about the loss of neighborhood businesses along the frontage road on both the West and east sides. 4 restaurants, a number of shops.	See Comment #21
				Sound Walls	If this project erases all the businesses on the east side of the frontage road, from Dean Kasten, north towards airport Blvd I would be in favor of a noise barrier along the back of the residential homes along Midwestern Ave. I'd like to see another freeway crossing between 32nd and E 38th or just wider side crossings for pedestrians and bicycles. Thank you	See Comment #69
824	Oyan Milar		McCaule Website Comment Form	Do not widen/ho build	I am writing to ask that we not expand H-35 further, an already in favor of ending the existing footprint, as suggested.	See Comment #5
				Latent/Induced Demand	We move from past examples that more lanes just means more traffic. It	See Comment #18
				Reverts to I-35	We need to make more efforts to make heavy through traffic revert to I-35, which has much more capacity than it being used, to get it out of the center of town. I	See comment #5
				Business/residential displacement	without widening the road and thus avoid displacing so many homes and businesses.	See Comment #21
				CapEx/Deck Phase	while helping to reconnect my lovely city with caps and stitches.	See Comment #42
825	Oyus Tashakori	2/9/2023	VOH	Do not widen/ho build	TxDOT continues to pursue a limited range of alternatives, at involving significant expansion of I-35 through central Austin without burying or capping it. This will negatively impact Austin and end up resulting in similar traffic congestion in the future. As a minimum, the expansion should be capped from the near north to 32nd street in order to minimize the negative impact of highway expansion on Central Austin. I accordingly oppose the current formulation of alternatives.	See Comment #5
826	Oyus Tashakori			CapEx/Deck Phase	I am writing to oppose TxDOT's current proposal to expand I-35. While the proposal has improved since its original conception, it is still fatally flawed. First, any proposed expansion of I-35 should include capping in those expanded areas, especially in central Austin. Right now TxDOT has proposed only capping in downtown and north to UT, but not between dense and historic neighborhoods like Hyde Park and Cherrywood. Expanding the highway to the north and east is like to this project being expensive to build, and TxDOT has not made that position in this latest design. Capping would also help address noise pollution in a way that is not possible with noise walls while expanding connectivity via, reducing it via noise walls. They only have time to do 1 thing, and that's expanding highways, and expanding highways only results in more traffic, more traffic, more traffic. I thus oppose any version of this plan that fails to cap I-35 from downtown to 55th at. Sincerely, Oyus Tashakori President, Open Road Renaissance	See Comment #42
826	Oyus Tashakori		McCaule Website Comment Form	East/west connectivity	The current design further splits/weakens/cuts off neighborhoods when capping the project could be neighborhoods together (ie, tying Hyde Park to Mueller via parks and bike trails). The resulting east-west pedestrian increase in that area, which includes a long overhead crossing that is unlikely to be used due to it's length as well as a tunnel under Airport Rd that similarly is unlikely to be used, especially at night, are inadequate relative to the connectivity that could be designed into this project between UT and 55th 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
				Reverts to I-35	Lastly, TxDOT has failed to explore diverting truck traffic around Austin and has only focused on expanding I-35	See comment #3
				Business/residential displacement	Neighborhoods Program Tommy Klingon, Hello, I'm writing to oppose the expansion of I-35 in Austin. I'm an Austin resident and we must invest in our infrastructure to keep up with the city's growth, but we know highway expansions do not work. This is a waste of money and will destroy homes and businesses for no reason. Induced Demand for highways will cause more people to drive, and traffic will remain. Cars are also the least environmentally friendly mode of transportation. We should be encouraging and investing in other modes of transportation like rail, buses, and microtransit.	See Comment #5
827	Oyus Tashakori	3/1/2023	Email	Do not widen/ho build	Neighborhoods Program Tommy Klingon, Hello, I'm writing to oppose the expansion of I-35 in Austin. I'm an Austin resident and we must invest in our infrastructure to keep up with the city's growth, but we know highway expansions do not work. This is a waste of money and will destroy homes and businesses for no reason. Induced Demand for highways will cause more people to drive, and traffic will remain. Cars are also the least environmentally friendly mode of transportation. We should be encouraging and investing in other modes of transportation like rail, buses, and microtransit.	See Comment #5
828	D B		McCaule Website Comment Form	Business/residential displacement	Neighborhoods Program Tommy Klingon, I am a student in Maryland, but I oppose the expansion of Interstate 35. This will not affect me, but it will affect the people displaced by this expansion, and the people near the traffic and noise. This expansion will only enclose the city of Austin into paying more money for some asphalt that won't get any of the city back. I wish we were already some of the most sustainable people in your city. The option where you turn the highway into a boulevard is so much better. I will articulate the economy because there will be an opportunity for new businesses, and developments in the area that will actually 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 to. Having walkable infrastructure where people can move around their city has the most impact on the new in being. Both businesses and workers want to live, work, shop, and have fun in the same area. Having the I-35 corridor be a boulevard will make this area much more appealing to businesses, and skilled workers alike. It will make the city worth moving to. Having a boulevard is the sensible, and modern thing to do. Having a highway run through your city center is the old way, having a walkable boulevard that promotes new growth and innovation is the new way. Please seriously consider turning the part of I-35 that runs through into a boulevard. I will link some videos and articles that show the dangers of expanding highways, and how successful highway removal/conversion projects have been. Remember, turning I-35 into a boulevard will promote new and continuous growth, adding more lanes will just add to the cost of maintaining our infrastructure. <a href="https://www.youtube.com/watch?v=2i73uHuh8jg">https://www.youtube.com/watch?v=2i73uHuh8jg</a> Articles: <a href="https://www.mexicanworld.net/why-highway-expansions-increase-traffic-pollution-environmental-groups-argue-2023-10-20/">https://www.mexicanworld.net/why-highway-expansions-increase-traffic-pollution-environmental-groups-argue-2023-10-20/</a> <a href="https://www.bloomberg.com/news/features/2023-09-28/why-widening-highways-doesn-t-bring-traffic-relief">https://www.bloomberg.com/news/features/2023-09-28/why-widening-highways-doesn-t-bring-traffic-relief</a> <a href="https://www.cru.org/news/projects/highways-boulevards">https://www.cru.org/news/projects/highways-boulevards</a> <a href="https://www.brookingsinstitute.org/learn/urban/highway-to-boulevard-examples/">https://www.brookingsinstitute.org/learn/urban/highway-to-boulevard-examples/</a> I hope you make the decision that is the best for all living in Austin, and that that will have a positive impact on the economy and the environment.	See Comment #21
				Latent/Induced Demand	Highway expansions DO NOT WORK. They lessen traffic for a short period of time, and then the traffic spikes back to where it was before, and sometimes it gets even worse.	See Comment #18
				reducing 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
				Reverts to I-35	There is a bypass highway that goes around Austin, and traffic can be redirected there.	See Comment #5
				Do not widen/ho build	Neighborhoods Program Tommy Klingon, I am a resident of north central Texas but I make trips to Austin frequently and the plans to expand I-35 ARE TERRIBLE. I do not support this action.	See Comment #5
				Latent/Induced Demand	More lanes are not the answer! I'd hate to drive through so much MORE construction on my way to our beautiful capital. I-35 in Waco was under construction for more years than I'd like to recall and makes a great example as to why this highway expansion is a bad idea. Highway expansions DON'T work. They worsen congestion (as we saw with the Gap Project), air noise and water pollution, safety, and transportation options beyond driving. Residents of Texas and all road trippers alike will suffer. Shame on you.	See Comment #18
830	Dale	1/30/2023	Email	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 inhibited roadway is often called the Main Street of Texas, all Texans should see fit to bold and decide 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. I have lived in Austin area for over 30 years and have always avoided 35 all that time. It's always too 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 Center design as proposed by TxDOT. Thank you for your consideration of this request. Dale Smith Sent from my iPhone	See Comment #8
831	Dale Gray	1/9/2023	Voice mail	Business/residential displacement	There is Dale Gray, I have a business on Oltorf Street, and I don't 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 this going to happen, will be losing my business. Name is Dale Gray [REDACTED] Thank you, and have a great day."	See Comment #21
832	Dale Scott		McCaule Website Comment Form	Do not widen/ho build	Neighborhoods Program Tommy Klingon, Hello, I oppose TxDOT's plan for expansion of I-35. To sacrifice such a large swath of land right through the middle of our city for the sake of our traffic is not a well thought out investment. Loud, dangerous, polluting traffic should be routed around the city and not directly through it. I am encouraged to see the Austin City Council standing in opposition to TxDOT and hope that they are successful, together with the broader community, in protecting Austin from TxDOT's outdated vision of how our city should function.	See Comment #5
				Multimodal Transportation	Austin has plenty of things that it should get long building: more info development, project correct infrastructure, more bike lanes and sidewalks. It does not need to be bottlenecked with more I-35 getting in 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 inhibited 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 Center design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
				Do not widen/ho 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
834	Dan Giam		McCaule Website Comment Form	Latent/Induced Demand	It will increase traffic on the highway	See Comment #18
				Blue/green safety	And it will endanger the lives of pedestrians.	See Comment #30
				Do not widen/ho 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



				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 Refit35, to be fully studied.	See Comment #4			
				Do not widen/ho build	Please reconsider the Transit Only or No Build Alternative!	See Comment #5			
				Air quality/Climate Change	Car travel is a major contributor to greenhouse gas emissions in the United States, adding to globally felt increases in temperature. Car dependency also limits mobility and facilitates the suburban sprawl destroying the natural beauty and wildlife of the Texas Hill Country. TxDOT should use major projects like this one as an opportunity to reduce car usage, not promote it. Even TxDOT's own calculations, shown on page 425 of the Draft EIS, suggest that this project will directly cause an increase in greenhouse gas emissions, compared to the No-Build Alternative. In other words, those responsible for this project's design play a hand in harming the environment we all share. The Draft EIS's Appendix V claims that "it is not meaningful or useful to translate these relatively small emission differences into climate outcomes." This is short-sighted thinking which ignores the reality that every small increase in emissions does indeed add up to a climate outcome. Many people, companies, and state highway DOTs excuse their own contributions to this problem in the confidence that their own actions make little difference individually...yet selfish choices like these have combined over decades to place us in the mess we are in now.	See Comment #18			
B53	Daniel Bates		VOH	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. Maybe current transit ridership does not justify this in the eyes of TxDOT, but dramatic investment in transit would dramatically increase transit ridership, just as dramatic investment in car infrastructure has caused impossibly high dependency on cars. Not nowhere in the preferred alternative is transit clearly prioritized above car traffic, instead, the preferred alternative contributes to pollution and car dependency. I would therefore respectfully request that TxDOT reevaluate the alternatives in light of their climate impacts.	See Comment #13			
B54	Daniel Chelvan	2/26/2023	McClure Website Comment Form	East/west connectivity	I think the frontage road should be built ABOVE the depressed freeway lanes. The depressed lanes would be extended as far north and south as practical. Overall, this would minimize the impact of the ever-encroaching right-of-way and protect homes and businesses along the corridor. Furthermore, this would minimize the number of signal lights on the frontage road. Finally, there should be as many east-west connections as possible.	See Comment #20			
				Do not widen/ho build	Mobility35 Program Manager Tommy Horgan, I am a resident of Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5			
				Community alternatives	I am FOR the Refit35 proposal. I am FOR expansion of bike infrastructure. I don't want to use an interstate highway for my total trips. I want to BIKE. 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			
				Latent/Induced Demand	TxDOT's process in the 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			
B56	Daniel Cole	3/7/2023	Email	Do not widen/ho build	Hi TxDOT TxDOT, This city needs other answers to traffic than to continue to expand 35. Being able to walk, bike, or travel by train are highly preferred for a city like Austin. I know there are alternatives to expanding I-35 and those should be investigated. I believe we also know the expansion will not fix anything as many studies on traffic around the world have shown.	See Comment #5			
				Do not widen/ho build	Mobility35 Program Manager Tommy Horgan, I'm writing to voice my opposition to the expansion of IS5. I hope the Austin City Council doesn't thoughtlessly go through with this expansion and considers alternative proposals. concerned local, Daniel Hernandez	See Comment #5			
				Latent/Induced Demand	Expanding highways is never a realistic solution to solving traffic (just look at California). The process for this expansion isn't considering the impact this will have the people who actually live here and the environment we live in. 20 years of construction isn't worth it just for the possibility of reducing traffic (which is worth it). I drive thru this interstate everyday and it's already a veritable nightmare without construction for an expansion that won't actually solve any problems.	See Comment #18			
				Reverts to I-30	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			
B58	Daniel Hoke	1/11/2023	McClure 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 travel between metro areas unlike the constant additions and expansions of I-35, SR04, and others. The study may say so another decade, but we must be forward-thinking in our approach to transit. It would increase our economic competitiveness, allow us to attract talent that otherwise will not consider Texas because of the lack of amenities in comparison to other metro areas, and raise the standard of living for those in the cities and surrounding areas.	See comment #1			
				Do not widen/ho build	Dear TxDOT, Your I-35 expansion plans will irrevocably harm Austin, TX, and its citizens. I STRONGLY OPPOSE EXPANDING I-35. Here's why: *More lanes mean more traffic and congestion. It's been proven over and over again. One word: HOUSTON. Houston is a mess and will continue to be a mess no matter how many lanes you add. Here are two article links pointing out how flawed your expansion plans are: https://m.fox.com/news-lanes-dont-mean-less-traffic/ https://www.wired.com/2014/06/west-traffic-induced-demand/ Cars and more vehicle lanes aren't the future. They are the 20th Century. It's the 21st Century. Think better. Plan better. Do better.	See Comment #5			
				Air Quality/Noise	Your expansion plans will add more vehicular traffic and damage Austin, TX with worse air, water, and noise pollution, health impacts for Austinites, increasing the heat island that is Austin, and vehicular crashes/fatalities. And traffic won't move any quicker on I-35	See Comment #34			
				Racial justice	I currently avoid the I-35 corridor at all costs. Your plans will split up Austin even more than the original racist construction project.	See Comment #3			
				Blue/green 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 Refit35.	See Comment #4			
ID	C	N	On	A	d	S			
B60	Daniel Khamil	2/20/2023	McClure 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			
				Do not widen/ho build	Mobility35 Program Manager Tommy Horgan, My name is Daniel Little. I am a resident of the North Loop neighborhood in Austin and a graduate student at UT Austin. I am strongly opposed to TxDOT's plan to expand I-35. Please reconsider the expansion and listen to the local community that will be most impacted by this decision.	See Comment #5			
				Public Transit / Multimodal Transportation	The highway expansion ignores principles of induced demand and incentivizes higher levels of car dependency when we need to be focusing on the exact opposite: building a stronger public transit system and making walking and biking more feasible options for trips. As a bike commuter (that frequently uses designated I-35 crossings in the city of Austin), I am concerned that 20 years of construction will interfere with safe pedestrian and bicycle crossing of the interstate, and an expanded interstate will be more hostile to pedestrians and cyclists upon project completion.	See Comment #13			
				Community Alternatives	Refit35 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 nonmotorist transportation more difficult. Please reconsider this plan.	See Comment #4			
B62	Daniel Luehrer		VOH	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			
				Blue/green safety	2) Please ensure adequate bike paths that are protected from vehicles. Thank you.	See Comment #30			
				Do not widen/ho build	Hi TxDOT TxDOT, Dear TxDOT, Your I-35 expansion plans will irrevocably harm Austin, TX, and its citizens. I STRONGLY OPPOSE EXPANDING I-35. Here's why: *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 article links pointing out how flawed your expansion plans are: https://m.fox.com/news-lanes-dont-mean-less-traffic/ https://www.wired.com/2014/06/west-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			
				Latent/Induced Demand	*More lanes mean more traffic and congestion. It's been proven over and over again. One word: HOUSTON. Houston is a mess and will continue to be a mess no matter how many lanes you add. Here are two article links pointing out how flawed your expansion plans are: https://m.fox.com/news-lanes-dont-mean-less-traffic/ https://www.wired.com/2014/06/west-traffic-induced-demand/	See Comment #18			
				Air Quality/Noise	Your expansion plans will add more vehicular traffic and damage Austin, TX with worse air, water, and noise pollution, health impacts for Austinites, increasing the heat island that is Austin, and vehicular crashes/fatalities.	See Comment #34			
				Public Transit / Multimodal Transportation	*Vehicular traffic in Austin needs to be REDUCED NOT INCREASED. I want to walk, ride my bike and take mass transit in Austin, NOT DRIVE IN A CAR ON I-35. I currently avoid the I-35 corridor at all costs. Your plans will split up Austin even more than the original racist construction project.	See Comment #13			

864	Daniel Mee		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 200% against widening interstate highways, particularly in urban environments.	See Comment #51
				Recurse 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	McCauley Website-Comment Form	Pavik	PLEASE do NOT expand I-35 by tearing into the park!! Are you absolutely kidding me?	See Comment #120
866	Daniel Osham	1/25/2023	McCauley Website-Comment Form	Regional Connectivity	Any plan to to expand I-35 simply must include a plan to reverse the Lone Star Rail proposal to link Austin and San Antonio with regular commuter rail. Widening roads without improving transit is a waste of money, as it only induces more demand and results in the same traffic and more pollution.	See comment #1
867	Daniel Phelan	1/19/2023	McCauley 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 severe traffic backups with which we are presented today. As a concerned citizen who travels often between San Antonio and Austin, I request that the Lone Star Rail proposal be strongly reconsidered to link Austin and San Antonio with regular commuter rail. This will reduce congestion related to business on weekdays and recreational tourism on weekends, freeing up 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	Mobility35 Program Manager Tommy Klinge. Hello, I am Daniel, and right now I am a student living in Austin attending the University of Texas. I oppose the plans for I-35 due to the future congestion it will bring to the area. Cars Infrastructure is a drain on city resources, which could be used for more important issues. I expect TxDOT, the Austin City Council and other representatives to stand up for me!	See Comment #5
				Latent/Induced Demand	Highway expansions have been proven to not reduce traffic and only increase congestion. 10 years of construction for minimal relief also appears to be a complete waste of all 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 web ability.	See Comment #13
869	Daniel Wehrle	2/23/2023	Email	Do not widen/ho build	Hi TxDOT TxDOT, Hi My name is Dan. I live in east Austin and spend most of my time in the nearby area or downtown. I think we should seriously consider alternatives to expanding 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 the tradition of keeping Austin beautiful and walkable.	See Comment #5
870	Daniel Woodruffe			Do not widen/ho build	Hi TxDOT 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 cascades. Expansion will cause untold negative economic impacts to the surrounding communities and residents, most notably to Downtown Austin. 35 is going to be a mess for over a decade, it will have a significant negative economic impact of downtown with dust, dirt and congestion during construction and will result in a highway that further slices through our city, further divides east and west and ultimately, due to induced Demand will have no meaningful impact on improving traffic issues.	See Comment #5
				Latent/Induced Demand	Induced Demand is a proven phenomenon that has resulted in increased traffic, increased delays and increased pollution and social and environmental harms.	See Comment #18
				Multimodal Transportation	I urge TxDOT to reconsider this proposal and to refuse or more sustainable multi-modal transportation plans such as the rail and public transportation plans. Water, creek and the public realm, Congress Avenue just to name a few. Consider simply diverting interstate truck traffic to SR130. This would cost billions less than the proposed expansion and would have immediate, long lasting impacts.	See Comment #20
871	Daniel Yeats		VOH	Do not widen/ho build	I am fully opposed to any expansion of I-35.	See Comment #5
				Latent/Induced Demand	Not only is it an environmental disaster, it is litigious and ignores the vast amount of evidence that illustrates the negative consequences of highway expansions.	See Comment #18
				Recurse 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
872	Daniel Young			Air Quality/Noise	As a student and an Austin resident, I do not want to hear more noise 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
				Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Klinge. I oppose Texas' plans for I-35. I am for Rethink35's plan. I am born and raised in Texas and truly think that 10 years of construction will worsen the state of living of so many residents. Help a girl out give me your phone number.	See Comment #13
				Do Not Widen/No Build	Not to forget, about 42000 American die in car-related crashes yearly, and millions are more severely injured. We need more options and shouldn't force people into car ownership; options would give people absolute freedom.	See Comment #5
873	Daniela Quezada	3/7/2023	Email	Community Alternatives	Mobility35 Program Manager Tommy Klinge. I oppose TxDOT's plans for I-35. I am for Rethink35's plan. I am born and raised in Texas and truly think that 10 years of construction will worsen the state of living of so many residents. Help a girl out give me your phone number.	See Comment #4
874	Daniela Torres			Do not widen/ho build	Mobility35 Program Manager Tommy Klinge. I am a resident of Austin. I oppose TxDOT's plans for I-35 and LPRIDE expansion. TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
				Latent/Induced Demand	Highway expansions DON'T work. 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.	See Comment #18
875	Darwin Simpson	2/13/2023	McCauley Website-Comment Form	Do not widen/ho build	My whole family lives west China has house on 45th Street. Please do not expand 35 past 35th Street.	See Comment #9
876	Danny Owens	3/7/2023	McCauley 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 Maxwell			Do not widen/ho build	Mobility35 Program Manager Tommy Klinge. The United States, and especially Texas have been the real representatives of American freedom, but with I-35 it is going to transition the freedom of the people to the freedom of the cars. The constitution was written for individuals. And the freedom of the individual is going to get impaired by the large masses that move right through the city, and force the rest of the inhabitants to "use the interstate for local trips".	See Comment #5
				Latent/Induced Demand	The freeway will not free up the traffic, and will only provide more traffic and reason for people to own cars through induced demands. The planning of this freeway has overlooked these points and the points not mentioned here, and should be reconsidered.	See Comment #18
878	Deak Hopp	3/6/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Klinge. I feel this will make the traffic situation worse- at least for the next ten years. Time and money should be given to public transportation. The expansion will completely change Austin for the worst by losing many many businesses and homes. No other city has a major highway intersection like here. Not to mention noise and pollution that will all 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 cpy from Lady Bird Lake to Airport Blvd included as part of the main project (not left for after / 1980).	See Comment #5
				Recurse to I-35	3) Route trucks to SR 130, encourage other through traffic as well	See comment #3
880	Deja Tomczak			Do not widen/ho build	Mobility35 Program Manager Tommy Klinge. I am a resident on the East Side of Austin. I oppose TxDOT's plans for I-35 and LPRIDE expansion. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
				Community Alternatives	I am FOR...The Rethink35 proposal, redesigning another highway such as SR-130 as an interstate, a boulevard going through town, a public transit first project, etc.	See Comment #4
				Latent/Induced Demand	TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from 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. 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.	See Comment #18



881	Darlen Galvez	3/7/2023	Email	Air quality/Climatic Change	Mobility35 Program Manager Tommy Klinge.  My name is Darlen Galvez 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 as, so I only get what I need to. By creating a large highway, more carbon dioxide and other gases will pollute the ozone layer. Global warming is already destroying our planet. Please do not become part of the reason our planet dies. Building this will not only pollute the environment, but will destroy homes and lead to more traffic, instead, add more green space and make Austin more walkable. Do not be on the wrong side of history.	See Comment #18
882	Darlene Huchbert	2/12/2023	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 #6
883	Darrion Jungula	2/12/2023	VOH	Multimodal Transportation	I support the "no build" option until the following issues are addressed: - The highway footprint should be no higher and no wider, and narrowed to the greatest extent possible to reduce the barrier it creates and to shorten crossing distances, particularly for those traveling via active transportation modes. - The I-35 corridor should be expansion of all transportation modes, with careful attention paid to active transportation. The bikeways and sidewalks along and across I-35 should be comfortable, safe, continuous, fully connected to Austin's active transportation networks, and protected from traffic. - The surface level of I-35 should include as many crossings, for all modes of travel, as possible. Any surface level frontage roads should be designed to city standards and function as city streets, and significantly improve safety for vulnerable road users. I appreciate the 25 ft buffer zone between the active transportation paths and vehicular traffic on most bridges. Please ensure that these facilities are as safe and comfortable as possible and provide this same level of consideration for the bikeways and sidewalks along the edges of frontage roads. - Street trees should be provided between the roadway and the active transportation paths. - The I-35 corridor should be as safe as possible for vulnerable road users. This includes ALL crossings of any surface level roads. - Austin's parks and open spaces are a vital part of our culture and quality of life. Please ensure that any parks directly impacted, including the Town Lake Metropolitan Park, Water Beach, Edward Rendon Sr. Park at Festival Beach and Palm Park, and any other trails directly impacted, including the Butler River and Blue Trail and the Red-Lake Parkway, have improved access and usability with this project.	See Comment #20
884	Deah Harris		MyCoupX Website-Comment Form	Air Quality/Noise	Notes: As a 6th generation Austinite I have great concern and investment in the future of Interstate 35. I'd like to share my priorities: - Austin should lead the charge in sustainable transportation policy. There should be extensive air quality results that the population can view. - We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle	See Comment #34
				Water Quality	- Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #125
				Bury/Tunnel	We should bury the freeway in longer segments as this truly create connections between east and west. Early plans suggested TxDOT would own for the project. Why do Austin business have to foot the bill for the region and the state? Please help us Keep Austin Weird by ensuring folks of all ages, races, classes, etc can navigate our town easily and freely without burdensome cost, dangerous traffic, and environmental degradation.	See Comment #25
885	Dave Grubbs	3/7/2023	Email	Rebuts to I-35	Mr. TxDOT TxDOT, It will be a long drawn out 20 year endeavor and will be obsolete before it is finished and I will be too old to drive by then anyway. There is got to be a better solution than leaving up the main highway of our town when I-35 and 45 are available.	See comment #3
886	Deak Murray	2/21/2023	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.	See Comment #6
887	Dave Ruen		Do not widen/no build		Mobility35 Program Manager Tommy Klinge.  Hi there My name is Dave Ruen and I'm a resident of Austin, TX 78704. I was born in Austin and lived here my entire life. Since I was a kid my mom told me (as best as I could) to avoid driving on I-35 since it was a fast highway with many lanes and doesn't safety. As I've grown in Austin I see how true and more we need to get around. Please do not expand I-35. Let's use that money for building a better Austin with fewer cars. Thank you for your time.	See Comment #5
			Public Transit / Multimodal Transportation		To make Austin a more 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 an expanding highway.	See Comment #13
			Rebuts to I-35		I support incentives to get vehicles out passing through go around Austin, like SR 120. 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 was just an after thought.	See comment #3
888	David Bratley	3/7/2023	Email	Do not widen/no build	Mr. TxDOT TxDOT, I do not support an expansion of I-35, and I vote for city council leaders.	See Comment #5
889	David Carter	1/12/2023	Email	General support	Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Best, David Carter [REDACTED]	See Comment #6
890	David Chandler		Do not widen/no build		Mobility35 Program Manager Tommy Klinge.  I am an 8 year resident of Austin and a lifetime Texan, and I vehemently oppose any plan that expands the urban disaster that is the Austin segment of I-35. Additionally, the sprawl that's encouraged by highway expansion is incredibly destructive. I grew up in a rural town east of Houston, which has since been swallowed up by exurban sprawl and completely voided of character. The expansions of I-20 and construction of the "Scenic" Parkway enabled an explosion of the worst kind of growth - generic subdivisions and 3-4 acre homes like swimming in a sea of concrete, all where there used to be forests, pastures, rice fields, and scattered small but dense neighborhoods. This kind of sprawling monoculture is enabled and upheld by endless highway expansions, and places like Georgetown are now in the crosshairs for the standard state of generic franchisee that will funnel money out of the local economy, and they will be consumed in concrete and further robbed of their identity if this project goes forward. Austin has been expanding for over a decade, but the irresponsible development patterns of single-family detached housing, car dependence, and sprawl have turned our city's prosperity into cannibalization of the region and Austinites chased by parks to the suburbs or far north area. To turn this back, our city must give up, either that 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 away/week, our cycling infrastructure is a death trap, and we're becoming too sprawled for going anywhere on foot to be a viable option. These are the things that need funding and fixing for Austin to have a bright and stable future, and expanding I-35 not only diverts resources away from them, but also undermines their viability. Expansion of I-35 is not only a terrible idea in itself, it would create the conditions for a thousand terrible ideas to bloom. In short: - Make SR 120 a freeway, and turn it into the path of I-35 between Georgetown and Buda (or incorporate SR 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
			Rebuts to I-35		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. SR 120 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 build it in the first place), it wasn't funded properly and was instead opened as a toll road. SR 130 MUST be made into a freeway and utilized as the inter-regional bypass around Austin. If we make it into a proper road with a proper roadwidth of 120 feet, Austin doesn't need motorists passing through it from San Antonio to Dallas, and those motorists don't want to deal with Austin traffic either.	See comment #3
			Public Transit / Multimodal Transportation		Invest in Austin's public transit and (separated and safe) cycling routes to make it practical for short trips in the city to be taken without a car	See Comment #13
891	David Chang		MyCoupX Website-Comment Form	Do not widen/no build	First, thanks to all who are willing to be for the I-35 expansion. Second, it seems like 100% freed lanes is pretty unfair.	See Comment #5
			Managed Lanes		I admit I haven't read all of the proposals, but wouldn't a few flex lanes help the new I-35 handle volume better? <a href="https://www.motorsdgrps.com/transportation-management/news/125505000/traffic-control-vish-dot-to-invest-25-million-for-flex-lanes">https://www.motorsdgrps.com/transportation-management/news/125505000/traffic-control-vish-dot-to-invest-25-million-for-flex-lanes</a>	See Comment #305
892		1/21/2023	MyCoupX Website-Comment Form	Regional Connectivity	I'd love to see rail 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.	See comment #1
893	David Chvalita	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 #6
894	David Choi		Do not widen/no build		Mr. TxDOT TxDOT, As I understand it, traffic has remained constant since I was growing up in Austin, with 200,000 vehicles of daily use. Why does this expansion need to happen now? I-35 is a major source of pollution in our city. I have chosen not to live in certain places because of the proximity to the highway. This project goes against federal guidance on transportation development, which has emphasized the need for infrastructure for non-car transit, something Texas must invest in further. The I-35 expansion detracts from those efforts. I strongly support community alternatives like Reconnect Austin and Redesign I-35. I would like to see those options fully studied. Respectfully.	See Comment #5
			Public Transit / Multimodal Transportation		In addition, new modes of travel "will" reduce car traffic on I-35. If people can walk or bike, or use public transit, they will leave the road altogether for those who cannot drive. In addition, these modes of transit damage roads less than cars. And this should reduce the number of fatalities, but only if proper infrastructure is built.	See Comment #13

895	David Denberg	3/2/2023	Email	Do not widen/ho build	Modell35 Program Manager Tommy Alving. I am a resident of Travis Heights. I OPOSE TxDOT's plans for I-35 and I OPOSEO expansion because it will not solve the problem, it will only decrease the quality of life in our neighborhood. Please don't approve this	See Comment #49							
ID	C	N	Doc	R	P	S	Topic	C	N	Doc	R	P	S
							Reminds to I-350	I am FOR reducing traffic. I think there are other places to route it rather than right through the city center. Using the space as a city center or a boulevard going through town, a public transit first project, etc.	See comment #3				
896	David Eads			Do not widen/ho build	Modell35 Program Manager Tommy Alving. I live in East Austin at 1202 Texas St. 78702. I strongly oppose TxDOT's plan for I-35. It is 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 at all levels, it's a road that hurts our community and Austin as a whole for the benefit for out of town Texans and out of state motorists. I-35 now, and especially if TxDOT's plan were to be implemented, creates huge amounts of pollution for our community and separates us from downtown. I lived in Atlanta for 18 years and I have seen firsthand the damage freeway widening does to cities. Adding lanes just encourages more traffic and by the time the years long construction projects are over more cars flood the entire lanes and the gridlock is worse that before the widening. Studies have proven this to be true and it's certainly a trend experience for me with I-85, I-75, I-285, the Downtown Connector in Atlanta (I-75/85). The reality is I-35 will worsen Austin's traffic problems and TxDOT's plan will certainly give them to us. 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	See Comment #5							
				Reminds to I-350	I support making I-35 around Austin, for example re-signing TX 130 as I-35. I also support adding a limited 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 exists today.	See Comment #5							
				Air Quality/Noise	reduce air quality.	See Comment #34							
				Business/residential displacement	and displace vital homes and businesses.	See Comment #21							
				Latent/Induced Demand	I have strong concerns that expanding lanes will increase congestion and travel times through Induced Demand, as seen in the Katy Freeway expansion.	See Comment #18							
				Reminds to I-350	Should the project move forward, I support the movement of truck traffic onto I-35.	See comment #3							
				East/West Connectivity	I increased east-west connectivity, and an extended ramp to Airport Blvd.	See Comment #20							
898	David Fore		McCauley Website Comment Form	Air Quality/Noise	3. Please measure air quality during the "environmental" review 2. 3. Possibly BDE ONLY on ramps? 4. Include a plan for rail? 5. have TxDOT would pay for the project?	See Comment #34							
				Water Quality	Treat the water runoff.	See Comment #125							
				East/West Connectivity	5. Create connections between east and west.	See Comment #20							
899	David Franks			Do not widen/ho build	Modell35 Program Manager Tommy Alving. 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. 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 less land (and related tax revenues) taken from Austinites, the better	See Comment #5							
				Air Quality/Noise	2) More traffic from the increased capacity will harm the air quality in a densely populated area.	See Comment #34							
				Regional connectivity	3) A wider freeway will encourage more car trips and 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 freeway traffic hinders them back.	See comment #1							
				Bury/tunnel	I am in favor of "tunneling" the freeway and adding more connections across it, but TxDOT should keep the project in the existing ROW.	See Comment #25							
900	David Frost	3/6/2023	Email	Do not widen/ho build	No TxDOT TxDOT. I-35 has a long history of adding to the fact that Austin is one of, if not the most, segregated cities in the entire United States. Expanding lanes will do nothing except make the lives of Austinites more difficult. It will not help traffic, and it will destroy many businesses that have been in Austin for decades. We need to envision a new Austin that is more walkable and bike friendly, and doing a cap-and-stitch plan will not do that commercially, as well as connect the east side to the rest of the city.	See Comment #5							
901	David Gale		VOH	Do not widen/ho build	The city voted 15-1 against the proposal. Healthy cities do not have highways running through their center. We do not want this project.	See Comment #5							
				Latent/Induced Demand	Induced Demand means more traffic.	See Comment #18							
				Air Quality/Noise	More air and noise pollution and more death from crashes.	See Comment #34							
902	David Gale	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 toll. We don't need I-35 in our city center.	See Comment #34							
903	David Howard	1/11/2023	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 Huffstutter	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 bottlenecked roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete 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	Modell35 Program Manager Tommy Alving. I am an Austin resident, indeed I live 3 of a mile from the highway in South Austin. I oppose any expansion of I-35 for the following reasons: 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. Adapt the no expansion plan and keep people healthy.	See Comment #5							
				Latent/Induced 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 expansion is provided.	See Comment #18							
				Air Quality/Noise	2) urban noise pollution is radically reduced, through different surfaces, high barriers, or different engines and tires, neighborhoods will continue to be blighted as the noise pollution from I-35 is going to increase and will severely affect many more people with breathing problems, asthma, etc. and stress levels, a kind of pollution that is just as malicious as that coming from tailpipes.	See Comment #34							
906	David Ivey	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 bottlenecked roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Liquors	See Comment #8							
907	David Jabbur	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 bottlenecked roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete 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		The complete PDF is located in the public hearing summary, appendix F, Email Copy: The Wildlife Woods/DeWolff 1 Neighborhood Association (WWD1) has participated in multiple engagement opportunities offered by the Texas Department of Transportation (TxDOT) on the Interstate-35 Capital Express Central Project (CapEx) Project for the last several years. That engagement included meetings with TxDOT, input on the TxDOT digital platform, both email correspondence with TxDOT staff and consultants, and, importantly, direct involvement on the Section 106 Committee of the Interstate-35 Capital Express Central Project. WWD1 representatives David Kaine and Aaron Van Aartsen are on that Section 106 Committee. The Wildlife National Register Historic District is fully within the boundaries of the Wildlife Woods/DeWolff 1 - and in fact the homes on Bradwood Rd, referred to below, are all within the Wildlife National Register Historic District. WWD1's requested design changes can be summarized as follows: • Above 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 2016 Traffic Noise Technical Report, I-35 Capital Express Central Project, Travis County, Texas, Austin District, CSJ 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 67dB maximum prescribed by federal law for the type of usage specified. TxDOT does not appear to have evaluated all possible noise abatement measures that would be appropriate considering 67 federal standards to prevent, and B that much of the area in question is in the Wildlife National Register Historic District (WNHD). • Fully within WWD1 - that warrants specific consideration relating to Section 106 of National Historic Preservation Act of 1966, including U.S. Secretary of Interior Standards for historic preservation and environmental impact for any WNHD, or individually designated building, in the National Register of Historic Places. Specifically, these are the design changes that we believe are essential components in addressing the goal of mitigating projected noise levels resulting from Modified Alternative 3 with federal standards for noise levels: For these noise reductions: • F-15: corner of Chadwood Rd. and I-35 frontage road. • F-16: St. George's church, at corner of Bradwood and I-35 frontage road. TxDOT modeling says it will go to 72dB in the proposed design, well above the 67 specified by current federal guidelines for acceptable noise. Note: comparison of predicted noise levels from Modified Alternative 3, with "existing noise" levels from the existing highway is irrelevant. Federal law states that the project must meet current federal standards regarding all environmental issues including a permissible noise levels, not allow some improvement over the existing highway. Reference: Federal Highway Administration document FHWA-PRF-10-025 • F-18: on Bradwood Rd. TxDOT modeling says the noise level will go to 72dB, well above the 67dB, specified by current federal guidelines for acceptable noise for residential areas of this type. For these areas above we ask that TxDOT look again at their own data (published in Traffic Noise Technical Report, I-35 Capital Express Central Project, Travis County, Texas, Austin District, CSJ 0015-13-388). That TxDOT report states after further study.	See Comment #69							



922	David Wenger		McCluff 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 east/west crossing of a larger 135.	See comment #3				
				Bury/tunnel	Hiya, Thank you for the constructive note plans to 135. For my needs, I believe the updates could be beneficial. However, the topic remains flawed. I am unsure if TxDOT's plan to interchange the frontage road and rail road tracks at 424, Williams, and so is TxDOT. So, the project needs a lot more funding to be buried under the ground. The frontage road and intersection will not be able to raise or lower the railway, and I don't see a way forward without lowering the road. Fund it more, thank you.	See Comment #25				
923	David Williams		McCluff Website Comment Form	Blue/paid 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			Community alternatives	<p>Nadot33 Program Manager Tommy Kling.</p> <p>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 Radtch33's proposal and their comments, however, at minimum I believe we should:</p> <ul style="list-style-type: none"><li>* Seriously reconsider the proposed changes to the Wells Branch intersection. This experiment has been run at 683 and Pecan, and it's proven confusing to many people. While this may work at that intersection, that intersection is not on an interstate.</li><li>* 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.</li><li>* 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.</li></ul> <p>David Williams</p>	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 structured to encourage long distance drivers to go around central Austin.	See comment #3				
				Water quality	* Redesign water management, including management of stormwater, runoff, and flooding, to ensure that water is filtered and treated before being returned to the Colorado River.	See Comment #125				
925	David Charney	1/31/2023	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, anti-wild bridge and landscaped arboreal roads must not be treated as "urbanism-lite." 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	Devin Cristina Cochran		McCluff 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	C	N	Da	R	E	S	Topic	C	R	P
927	Devin Hammond			VGH	Do not widen/no build	<p>I strongly oppose the 135 expansion. I understand that TxDOT's singular goal is increased traffic volume and that is just a political goal. The citizens of Austin will be dealing with this horrible decision for decades if it is allowed to go through, causing our city to become even more of a car dependent hellhole.</p> <p>This will negatively impact the quality of life of myself and my neighbors. In addition, this will cost the city immensely while gaining nothing in return (we will STILL be responsible for paying to cap the highway). We need to stop spending our culture and start getting creative if we want to be able to compete with other advanced economies.</p>	See Comment #5			
				Latent/Induced Demand	As a homeowner near the proposed expansion, this would cause more traffic (over decades of watching highway expansion in other states and in Houston, we have learned that highway expansion does not provide long term solutions to traffic congestion).	See Comment #18				
				East/west connectivity	This causes increased disconnection between parts of the city and will decrease the ability of users that choose to get around without cars to get around.	See Comment #20				
				Business/residential displacement	It will also displace over 100 residents, including a newly created affordable housing complex. This is pretty disgusting.	See Comment #21				
928	Devin Hammond			Do not widen/no build	<p>Nadot33 Program Manager Tommy Kling.</p> <p>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.</p> <p>Devin Hammond</p>	See Comment #5				
				Latent/Induced Demand	In addition, this does NOTHING to solve the proposed problem of traffic since all it will do is cause induced Demand, it might solve traffic congestion for a year, but soon it will come back but this time with an even larger increase in car dependence in a CTR. Please don't make Austin into a Katy, TX, Enough of this garbage.	See Comment #18				
929	Chagla N. Hessler Shul	1/30/2023	McCluff Website Comment Form	Regional connectivity	I would like to recommend to convert US 180 to SR 71 in Business 125, a lane added with a light rail in the median. In reviewing recent projects such as the Katy Freeway corridor, I would like to look at reducing the freeway corridor to a limit of 10 miles and four frontage lanes total, making space for a parallel railroad corridor on the left. On the 125, rebuilding one Business 125 would allow for a light rail corridor that would be a better alternative to the proposed line. The main goal I would like to have is to resolve through traffic onto 283 for the tolled option or the McPhee 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 125 to US 180 removed, and extending RM 2222 as a four lane street as well. I am looking at this idea from an active project in Syracuse resulting in I-81 to I-481 and replacing the old I-81 with Business 1-81.	See comment #1				
930	Chagla N. Hessler Shul	3/4/2023	Email	Community alternatives	<p>Dear TxDOT:</p> <p>I would like to propose for 135 to go over Cesar Chavez from Cesar Chavez transferred below, leading to an underpass below the Red Line in a proposal to potentially remove the Houston-Austin passenger rail study. I have come up with an idea of a Sanborn connector from the Cap Metro Red/Green line to the Austin Amtrak station which will be elevated over Cesar Chavez. With the freeway going under the Red Line and Cesar Chavez going under the freeway, a rail connector will be the top level, with it elevated enough to clear Cesar Chavez at 58 ft vertical clearance will use the 135 SB frontage to avoid heavy development in Downtown Austin.</p> <p>Here is a reference to my proposed HDX/RT line. It will impact METROdowntown and Project Connect projects and will impact 135 and the Katy Freeway as well. Proposed Amtrak Texas Plan <a href="https://go.gl/maps/SimCrest/Quasas349">https://go.gl/maps/SimCrest/Quasas349</a></p>	See Comment #4				
931	Dean Elash			Do not widen/no build	<p>Hi TxDOT TxDOT,</p> <p>Hiya,</p> <p>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 (or 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, Dean Elash</p>	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 transit, 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 Radtch33, to be fully studied and invested in.	See Comment #20				
932	Dean Palm	3/1/2023	Email	Public Transit/Multimodal Transportation	<p>Hi TxDOT TxDOT,</p> <p>Hiya,</p> <p>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 anyone to the already apparent vehicular domination 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.</p> <p>Dean Palm</p>	See Comment #13				
933	Deanna Delone	1/11/2023	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 bottlenecked roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate 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 Corridor design as proposed by TxDOT. Thank you for your consideration of this request.</p> <p>Sent from my iPhone</p>	See Comment #8				
934	Deanna Hartwick		VGH	Do not widen/no build	I do not support expanding the number of lanes for 135.	See Comment #5				
				Latent/Induced Demand	Expanding lanes often encourages more people to drive, thus once again causing traffic.	See Comment #18				
				Climate change	Climate change is creating a crisis that will cause increasingly harsh damage to our communities. We must reduce emissions, which means fewer cars on the road.	See Comment #51				
				Blue/paid safety	I do however strongly support improving the connections between east and west Austin and adding safe routes for alternative transportation (walking, biking, public transit).	See Comment #30				
				Public Transit / Multimodal Transportation	As the city expands we need to prioritize alternative forms of transportation so people can move about efficiently with minimal driving.	See Comment #13				

935	Deaton Bedna		McCauley Website-Comment Form	Do not widen/ho build	<p>This "Modified Alternative 3" takes 42 acres in central Austin displacing businesses and homes. What about the need for housing closer to jobs in central Austin to decrease traffic? If people can live closer to their work place, maybe they won't need a car.</p> <p>\$4.5 Million dollars with ten-years of construction. By the time this is completed, there will be other issues and more traffic, not less. What about the large highway roads built over the years that circle the city? Why not use methods to divert traffic to SH45, SR 130, SH290, SH71, SH680, SH480? These loop around the city and can carry many more vehicles without any improvements or additional lanes.</p> <p>Austin deserves to continue to be a fast-growing, economically successful city. Please don't bring more vehicles into the city. Have them loop around and then take a shorter route into the city. If the vehicles are heading to Canada or Mexico, there is no need for them to come through Austin.</p> <p>Privately, 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.</p> <p>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.</p>	See Comment #5				
					Lane/Induced Demand	<p>There are more than 14,350 in the city of Austin at 4200. I am dismayed by the plans of TxDOT to address the traffic issues in the city on HSB to 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: Mathew 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.</p>	See Comment #18			
936	Debbie Lopez	2/13/2023	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 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 #6				
937	Deborah Aronige	3/7/2023	McCauley Website-Comment Form	Air Quality/Noise	<p>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.</p>	See Comment #34				
938	Deborah Horrocks	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 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> <p>Deborah Horrocks</p>	See Comment #6				
939	Deborah Leyland		McCauley Website-Comment Form	Do not widen/ho build	<p>While I-35 congestion is problematic, the idea of expansion is not a useful solution. I do NOT support the current plan. Historically, everywhere highways are expanded, it worsens the traffic situations. This makes no sense to me.</p>	See Comment #5				
				Bury/tunnel	<p>The one plan suggested a white back which had tunneling was interesting. To me, it recalled how the Dallas tunnel project created an amazing public park for people and connected parts of the city which were previously disjointed.</p>	See Comment #25				
				Route to I-30	<p>We need to be rerouting thru traffic around the city - expansion does nothing to encourage that option to travelers and transportation trucks.</p>	See comment #3				
				Multimodal Transportation	<p>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 dedicated boulevards, and taxis, ride share, uber/lyft &amp; buses. Reject the idea that we'll see only use money for more roads when we know more roads don't help.</p>	See Comment #20				
940	Deborah Matzner	3/1/2023	Email	Do not widen/ho build	<p>Mobile35 Program Manager Tommy Klinge,</p> <p>I am a resident of Pflugerville, very near I-35, and have young children who live and go to school near this already very too big and busy highway. I OPPOSE TxDOT's plans for I-35 and I 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 transportation. 10 years of construction will also pollute our air and sicken our children.</p> <p>I am FOR a boulevard going through town with a public transit rail project. I am FOR public spaces, parks, and walkways that link together the neighborhoods that have been separated by I-35. PLEASE NO BIDs. Expanded I-35. Please use evidence-based best practices for urban design and transportation. It's 2023. Please don't put cars before people.</p> <p>Best, Deborah Matzner Deborah Matzner</p>	See Comment #5				
941	Debra Spagnoli			Do not widen/ho build	<p>Mobile35 Program Manager Tommy Klinge,</p> <p>Hello, As a resident of central Austin, I oppose the expansion of I-35. For the past 10 years I have lived within 5 blocks of 35 on the east side near 3B 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.</p> <p>Debra Spagnoli</p>	See Comment #5				
				Public Transit / Multimodal Transportation	<p>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 highest goal now needs to ride the city bus home from school, but it takes 1 hour and 2 transfers. I would so rather live to be able to ride a safe, convenient bus than have to drive in traffic or expect him to drive in traffic across town, but our city does not support this. Instead, we discuss go 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.</p>	See Comment #13				
ID	C	N	Day	H	P	S	Topic	C		
942	Debbie Worth	3/6/2023	Email				Bike/ped safety	<p>Re: TxDOT TxDOT.</p> <p>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.</p> <p>Debbie Worth</p>	See Comment #30	
943	Delaney B	1/6/2023	McCauley Website-Comment Form	Caps/Cock Phases				<p>Sewering Central East Austin with I-35 was a mistake. Everyone Austin resident knows this. It would be uncommensurate to cut a trough deeper, wider, noisier, etc. without some sort of "bail." 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 mess - is the option where the highway is capped. Cap I-35.</p>	See Comment #42	
944	Delaney Burkhardt			Do not widen/ho build	<p>Mobile35 Program Manager Tommy Klinge,</p> <p>I opposed the expansion of I-35. OPPOSE expansion.</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				
				Community Alternatives	<p>I am FOR...the network35 proposal.</p>	See Comment #4				
				Lane/Induced Demand	<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>	See Comment #18				
				Air Quality/Noise	<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>	See Comment #34				
945	Dennis Thompson			Public Transit / Multimodal Transportation	<p>The HOV lanes are a joke and you road designers know it. You know no one changes their behavior because of the existence of those lanes. No one will decide to add an extra person to their trip to be allowed to use those lanes. You could take out the HOV lanes and make the whole project less wide. Make a boulevard with transit, not the thing you proposed at your public hearing.</p>	See Comment #13				
				Bike/ped safety	<p>Mobile35 Program Manager Tommy Klinge,</p> <p>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.</p>	See Comment #30				
946	Dennis Klammann			Air Quality/Noise	<p>TxDOT</p> <p>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 bogus. 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 100 schools and businesses will be affected. Didn't we do a just enough job engineering Austin when this highway was built in 1957? We should be using the Biden Infrastructure Funds to reclaim this highway for civil rights reasons, rather than increasing the problem.</p> <p>I attended an Expert Panel today to better understand the health impacts of this expansion. Here is what I learned:</p> <p>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.</p> <p>These emissions, in particular, are linked to increased risk of asthma and other adverse health effects of the lungs. Diesel engines also emit 50% the amount of pollutants than cars. Do we really want to poison our kids by the air they breathe when they are playing at recess? This is the future we want to build for them? Why aren't THESE facts outlined in your report?</p> <p>Sincerely, Dennis Klammann</p>	See Comment #34				
				Route to I-30	<p>As a matter of equity, I insist that TxDOT make 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.</p>	See Comment #3				

					Air Quality/Noise	<p>I am appalled that the current environmental impact statement barely, if at all, addresses the effects of air pollution on public health. Where is the air pollution analysis? Just because you don't have to abide by federal environmental review due to past MDOT with the fees does not mean it should be and stay completely.</p> <p>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:</p> <p>PM2.5 are more susceptible to health impacts from air pollution because they breathe more rapidly, therefore they inhale more of the fumes and pollutants. Their organ systems are still developing, therefore the health impacts can be more devastating.</p> <p>Diesel, in particular, is associated with increased risks of asthma and adverse health effects.</p> <p>Austin's air quality is based on only 7 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.</p> <p>As a resident of this state, I learned a more plain-view summary of the environmental impacts - not a 900 page document shrouded in bureaucracy-speak that average citizens can't understand. TxDOT also MUST REROUTE Clinical EFT Tapping Coach</p>	See Comment #34	
947	Dennis Sweeney	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 is long overdue and will only continue to get more congested. I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Dennis Sweeney	See Comment #8	
948	Derek Bellman	3/6/2023	Email	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Kling.	We need more public transportation and less car dependency. Don't plague downtown areas with cars.	See Comment #13	
949	Derek Brownlee	1/20/2023	MyCause Website Comment Form	Regional Connectivity		Highway expansion is a never ending bonfire. More lanes just means more cars on the road. SPEND MONEY ON RAIL. Our state and country's lack of passenger rail service is laughable.	See comment #1	
950	Derek Epp	2/11/2023	MyCause Website Comment Form	Do not widen/no build		I-35 has done profound and lasting damage to the city of Austin. Consequently, the range of alternatives being discussed in conjunction with the Capital Express remodel are far too narrow. Who decided these were the options on the table? Where these decisions made at the state or federal level? Where the parties involved elected by the people of Austin? In any case, they got it wrong. The only truly successful remodel would wholly relocate the highway outside of the city. Bearing that, it should be sunk into a tunnel so that freeways 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	Derek 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	Derek Rasmith	2/10/2023	MyCause 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 trade-offs based by the small number of businesses and individuals being displaced. NIMBYs and career activists have held up this important work for too long. The idea that replacing 35 will have a significant environmental impact is absurd. It's time to build.	See Comment #8	
953	Derek Stargrave	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. Derek Stargrave	See Comment #8	
954	Deron Luciano	3/7/2023	Email	Cooperating and Participating Agency		Email Copy: I-35 Capital Express Central Project Team, On behalf of Austin Transit Partnership, please find the attached letter documenting our agency's formal comments on the TxDOT DEIS dated December 2022. We appreciate the opportunity to comment and look forward to our continued coordination as ATP works with our partners to advance the light rail program. Feel free to direct any follow-up responses 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 expects that TxDOT continue to engage ATP in design coordination and reviews and notify ATP of any changes in TxDOT project of 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, CapitalMet 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	MyCause 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	Devinah Mathur	3/3/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Kling.	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, Devinah Mathur Devinah Mathur	See Comment #5	
957	Devin Wilson		VGH	Do not widen/no build		Flattening our Capital into a freeway only turns our state into a drive-through for the rest of the world to abuse.	See Comment #5	
				Regional connectivity		Texas deserves the freedom to choose how they move around our great state. Widening 35 will only be a temporary solution, permanently burning away money we could better allocate to strengthening our rights to be independent in moving about Texas	See comment #1	
				Public Transit / Multimodal Transportation		We should be the leaders in this country of mobility freedom by offering rail and buses on top of automobile choices.	See Comment #13	
				Community engagement		If the majority of traffic on 35 is local and the locals want something else, listen to them. We don't want this.	See Comment #20	
958	Devin Jishi			Do not widen/no build	Mobility35 Program Manager Tommy Kling.	OPPOSE TxDOT's plans to expand I-35. TxDOT's plan is misguided, ignoring the principle of Induced Demand, increased air pollution, and the failure of almost all other similar highway expansions. Devin Jishi	See Comment #5	
				Public Transit / Multimodal Transportation		INSTEAD, we NEED a public transportation-first project, as that is the most cost effective and efficient way to move a large and growing number of people. Further, converting I-35 into a boulevard would increase capital in the area by allowing more people closer access to shops, while providing multiple efficient modes of transportation. PLEASE LISTEN TO THE PEOPLE AND DON'T EXPAND I-35!!	See Comment #13	
ID	C	N	De	R	D	Team	C	
959	Devon Athens				Do not widen/no build	Mobility35 Program Manager Tommy Kling.	I've been going to the Whip In for 30 years. I've made countless friends there with regulars and staff, and meetup with a group there at least once a week. Now it's on the chopping block. The only other place in town that would qualify as a public house is a doghouse, which is much further than my wife's and I 20 minute walk to Whip In. As I sit at the Whip In, I have a clear view of 35 nearing Riverside. It flows quite well outside of rush hour, and special events such as F1 and Uf home games. I can make it up to Palmer in 25 minutes most days, easy. Trips back are usually closer to 35 minutes. And you all are well aware that it won't fix congestion, which isn't the point of expanding a highway, but increase capacity, with the same levels of congestion. Thus encouraging even more people to spend some CO2 so they can go to Pottery Barn. More traffic will flow in from the suburbs, keeping people like me (local trips are, as I know you are aware, the vast majority of 35's traffic in the Austin metro) from leaving the house.	See Comment #5
					Public Transit / Multimodal Transportation	I wish TxDOT was interested in trains. It would be glorious to be able to hop a train to Dallas and visit friends and family. Also, 35 is always under construction, so I only go every other year, and dread it at that. So I'm beyond upset that you are going to tear up the highway in town. (After for 20 years I'm not enough to remember the upper deck buses).	See Comment #13	
					Caps/Deck Phases	Instead of this bonfire, just leave it be. And, if you just want to throw around money that you have to waste, cap 35 from MLK to the river. Our cities should be for people, not cars.	See Comment #42	
960	Devona Carpenter	2/23/2023	Email	East/West Connectivity		East Austin has been fighting for their rights since redlining. A larger freeway is not worth displacing so many people. Thank you Devona Carpenter	See Comment #20	
961	Dewitt Hunt	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	

						The complete PDF is located in the public hearing summary, appendix F: I-35 Capital Express Central Project Alter: Project Team 7901 N. I-35, Austin, TX 78753 Re: I-35 Capital Express Central Project—Downstream Austin Alliance Comments—Draft Environmental Impact Statement (DEIS) and Preferred Build Alternative (Modified #3) As the managing entity for the Austin Downtown Public Improvement District, formed in 1993, the Downtown Austin Alliance leads and participates in programs and initiatives that create, preserve and enhance the vibe, vitality and value of downtown Austin for everyone. We represent over 900 property owners, and our downtown supports over 96,000 employees, 15,000 residents, 700 businesses. This letter and attachments are our formal comments on the Draft Environmental Impact Statement, published January 5, 2023. We request early and continuous communication on all construction-related matters, and a clear regional strategy for managing construction sequencing and preventing traffic delays during peak travel times as both the I-35 and Project Connect efforts move forward. We saw that the disruption during construction (or tunneling) to utilities and nearby downtown businesses is minimal and that there is strong communication with and support for local businesses during construction. We fully support the Capital Express Central Project moving forward. The Downtown Austin Alliance has been working collaboratively with TxDOT, City staff and community stakeholders for 10+ years to ensure that the \$4.8B investment results in lasting generational improvements for Austin. Modified Build Alternative 3 achieves many positive benefits for downtown. It environmentally cleans the removal of the upper deck and west barrier, lowers the main lanes from Airport Boulevard to Lady Bird Lake, and accommodates ramps and entrances as envisioned in our 2020 Urban Land Institute Advisory Services report. Everyday mobility for those who walk, bike, roll, and drive is our top priority. We support the addition of two HOV lanes in each direction and 18 enhanced east-west crossings. We support the boulevard-style section between Cesar Chavez and Dean Keeton Street and the shared-use pathway that will enhance access to future park plazas. Since the boulevard frontage roads will become the new front door to the downtown, they should be tree-lined, aesthetically and well-maintained as well as part of the urban fabric. The frontage road will become home to pedestrian activities like dining and retail, not a through-accessory driveway, and it should accommodate alternatives that stimulate the public realm with visual and social interest. This new, urban-style boulevard has the potential to become a pedestrian-friendly green spine that enhances regional transit connectivity to the Downtown Station at 4th Street, in addition to future light rail to the Austin-Bergstrom International Airport. The boulevard should channel thoughtfully with emerging transit-oriented developments. Just one of many nearby examples is HeartDowntown, which will add significant housing to the downtown 922 units overall. 232	See Comment #4			
962	Dewitt Peart	3/7/2023	Email	Community alternatives						
963	Deyanira Rodriguez			Air Quality/Noise	Mobility33 Program Manager Tommy Kirogh. 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 and truly commits itself to minimizing the environmental impacts associated with the construction of this project.	See Comment #34				
				Bike/ped safety	as well as ensuring that the proposed shared use paths are safe and inviting and not merely an after thought. Above all, it's TxDOT's responsibility to fully serve the communities that this proposal may affect and leave the space the highway occupies better than it was beforehand.	See Comment #30				
964	Dei S	3/7/2023	Email	Community Alternatives	Mobility33 Program Manager Tommy Kirogh. I oppose the expansion of I-35 and support the Rediva35 proposal. Expanding I-35 would be years of negative environmental and travel impact with very short-term payoff, not actually fixing any congestion issues. Dei S	See Comment #4				
965	Diana Austin	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 bottlenecked roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Executive Officer, Heritage Title Company of Austin, 100 W 5th Street, Suite 1500, Austin, TX 78703. HeritageTitleAustin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions to all customers. 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 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 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. 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 or [REDACTED] delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8				
966	Diana Briggs		VOH	East/West Connectivity	I oppose expanding I-35. East-west crossings should be at least every 1/4 mile. All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users. Expansion will worsen traffic and many other problems, including air, water, and noise pollution, health impacts, heat island impacts, and crashes.	See Comment #20				
				Bike/ped safety	I don't want to travel around Austin on an interstate highway, whether it is a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets. My family and I would consider moving from Austin if this is the future of our city. Are you all really serious? 20 lanes??? How is that going to help? It's going to look like LA, right? as well move there since they have a beach. Who actually made this decision? Please reconsider and use your brain. The money won't last you very long.	See Comment #30				
967	Diana Davison	3/7/2023	Email	Wildfire	As a 30+ year resident of Wilshire Woods, I am asking for TxDOT to advocate traffic for the proposed 4th Street extension to Wilshire Blvd that would increase traffic significantly as a cut through to Airport Blvd in our 100% residential neighborhood. This neighborhood was once the area where people lived who owned businesses important in the growth of Austin. It should be maintained and designated as an historical district. > The proposed 4th Street to Wilshire Blvd connection would be extremely disruptive and would only divide our historic neighborhood. The certain dramatic increase in daily traffic will discourage parents from walking their children from their houses to our elementary school, park and churches. And 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 turning up our neighborhood boulevard. > If it's deemed absolutely necessary for the 4th Street and Wilshire Blvd connection, then it's imperative to preserve our neighborhood's unity and safety that a left-turn be installed at that intersection that would require a left-hand turn to route people directly to Airport Blvd. > Thank you, Diana Davison	See Comment #9				
968	Diana McLennan	1/27/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously bottlenecked roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 from my phone	See Comment #8				
969	Diana Molina	3/7/2023	Email	Do not widen/no build	Mobility33 Program Manager Tommy Kirogh. 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 encroaching of our city, such as with the proposed closing of the Woodland area pass, will further divide communities. It will not ease traffic as has been proven in other highway expansion projects time and again. I want Austin to use evidence based approaches to traffic and transportation management and highway expansions are NOT IT! Diana Molina	See Comment #5				
970	Diane Shelton			Do not widen/no build	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 I35 would accomplish this. What other options are there? Thank you for your time, Diane Shelton Diane Shelton	See Comment #5				
				Reroute to I-30	Alternate routes, I30 for example, or linking the whole thing to create greenways above. A big freeway with tons of traffic will decrease property values all over Austin and do nothing for traffic.	See comment #3				
971	Dick Hatch			Do not widen/no build	Mobility33 Program Manager Tommy Kirogh. I am writing to express my concerns about the proposed expansion of I-35 and advocate for better transportation options in our community. While I understand the need to address congestion and improve mobility, I believe that expanding the highway is not the best solution and could have negative impacts on our community and the environment. Studies have shown that investing in public transportation can reduce traffic congestion, lower greenhouse gas emissions, and create jobs. Furthermore, public transit provides affordable and accessible transportation for low-income individuals and those without access to a car. Biking and walking also provide affordable and sustainable transportation options that promote health and well-being. Dick Hatch	See Comment #5				
				Multimodal Transportation	I strongly believe that we should prioritize alternative transportation options, such as public transit, biking, and walking, to reduce congestion, promote sustainability, and improve access to transportation for all members of our community. Investing in these options will not only benefit our community's mobility, but also our local economy and the environment.	See Comment #20				
				Bike/ped safety	Therefore, I urge you to reconsider the proposed expansion of I-35 and instead invest in better public transportation, biking, and walking options. By doing so, we can improve our community's mobility, promote sustainability, and create a more equitable and accessible transportation system.	See Comment #30				
ID	C	N	De	R	e	S	Type	C	R	P

972	Dick Kalkman			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: "no pass in a post and "no action". Basically TxDOT has offered no alternatives beyond their project of choice.</p> <p>The core challenge is how to move people and vehicles north and south through Central Austin. TxDOT has chosen their sole antidote to congestion: Add Road Lanes. There may be an instance where adding lanes has solved a problem, but no-one has a ready example. On the other hand, failed attempts are legion. Houston's Katy Freeway is famous. Add space on a highway and induced traffic will fill it. There is little doubt that four more lanes added to I-35 will result in more congestion, not to mention the impact of eight years of construction over eight miles from U.S. Hwy. 290 East to San White.</p> <p>What do we have? Starting from the east:</p> <ul style="list-style-type: none"><li>SR-120 (Connected to San Marcos at TX-21; TX-973 (Now adding four lanes)</li><li>US-183 (Recent \$800 million addition and connected to San Marco at TX-21) Springdale Road</li><li>Metrol Rapid lines 801 and 803 North and South Lamar</li><li>Loop 1 (MP40) – Four lanes to be added to South Loop 1 TX-620</li></ul> <p>What's coming?</p> <ul style="list-style-type: none"><li>Light Rail Orange line (20 miles from Slaughter Lane to Tech Ridge)</li><li>Preston Valley Metro Rapid line (12 miles from Goodnight Ranch Park to Mueller)</li></ul> <p>Potential:</p> <p>Commuter Rail on the Union Pacific freight tracks. (Once planned from San Antonio to Georgetown) New undiscovered options</p>	See Comment #5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
				Community Alternatives	<p>There is an obvious alternative. For a century or more Greater Austin has added facilities for movement north and south. All of them – except Congress Avenue, which has become a local arterial – are in use today for getting through the city. Two more north-south routes are planned for the future. If TxDOT chose to study what we have and have planned they would find that there is a serious alternative for moving people north and south in Greater Austin.</p>	See Comment #4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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974	Diego De Alba	1/11/2023	McCauley Website-Comment Form	General support	I prefer this way more than what Elon Musk wanted in San Antonio	See Comment #6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
975	Diego Valadez	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. Best, Diego Valadez</p>	See Comment #8																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
976	dilan kruttschnitt	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. Sent from my iPhone</p>	See Comment #8																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
977	Olester Acosta		VOH	Do not widen/ho build	I am against the expansion of I-35 in any form.	See Comment #5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
				Lane/s/Induced Demand	I believe this will cause nothing but further congestion, accidents and pollution to a city that is already struggling in the seams.	See Comment #18																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
978	Dipta Mitra Jay	2/9/2023	McCauley Website-Comment Form	Respect to I-35	Reroute non-local traffic to SR-9 or SR-120 and serve our city.	See Comment #3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
				General information request	<p>Good Morning,</p> <p>Here you all are doing well.</p> <p>Just checking in to see if there is a link for the virtual public hearing for the I-35 Capital Express project. Thanks,</p> <p>Dipta</p>	General information request - information was provided to stakeholder																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
979	Daisy Cromberghe			Do not widen/ho build	<p>Mobility35 Program Manager Tommy Alving,</p> <p>I OPPOSE TxDOT's plans for I-35 and OPPOSE 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 Network35 proposal, redesigning another highway such as SR-130 as an interstates, a boulevard going through town, a public transit first project.	See Comment #4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
				Lane/s/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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
980	Dominic Armstrong	1/11/2023	McCauley Website-Comment Form	Regional Connectivity	Phase build high speed rail in between Austin and San Antonio. Thanks!	See comment #1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
981	Dominic Padilla	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. Dominic Padilla, LEED AP Vice President of Relationship Management</p>	See Comment #8																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
982	Dominic Padilla	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. Dominic Padilla, LEED AP Vice President of Relationship Management</p>	See Comment #8																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
983	Dominic Padilla	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 Central design as proposed by TxDOT. Thank you for your consideration of this request.</p>	See Comment #6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
984	Don Dodge	1/8/2023	McCauley 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	<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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
986	Don Strider	3/5/2023	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 Cedar Chavez. Also, the businesses between Cedar Chavez and 8th street would be severely affected as these access roads are eliminated. Those thousands of us who live south of Cedar Chavez and in the Rainey Street area are very concerned about this. Those of us who have medical treatments in the 12th-18th street areas may have to debate an unreasonable amount to reach our appointments. Keep those accesses to northbound I-35 open.	See Comment #21																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
987	Donald Mason	3/7/2023	Email	Do not widen/ho build	<p>Hi TxDOT TxDOT</p> <p>I am writing to express my opposition to the expansion of I-35 here in Austin, TX.</p> <p>I want to see more public transit and urban density so that automotive travel can be minimized, not expanded.</p>	See Comment #5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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				Air Quality/Noise	Expansion of the highway has a negative impact on air, water, and noise pollution.	See Comment #34
				Bike/ped safety	We need a walkable and bike friendly city, not a larger automotive death trap.	See Comment #30
988	Donna Spindler			Do not widen/ho build	Mobile35 Program Manager Tommy Hengen. Expanding OS to more lanes through the center of town is madness. Donna Spindler	See Comment #5
				Business/residential displacement	I oppose this project for its destruction of neighborhoods, displacement of homes and businesses, and environmental degradation.	See Comment #21
989	Donna Day	1/12/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Donna Day Sent from my iPhone	See Comment #8
990	Donna Day	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. Donna Day Sent from my iPhone	See Comment #8
991	Donna Day	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. Kar Day Sent from my iPhone	See Comment #8
992	Donna Garrett	2/21/2023	Email	Do not widen/ho build	Roads built below grade will flood and be hazardous. Over road to drive around Houston after even a small spring? Below grade highways flood and I do not believe you can engineer around the problem.	See Comment #5
993	Breanna Sanders		McCaule Website - Comment Form	Do not widen/ho build	OS expansion seems environmentally irresponsible. TxDOT is using its own data that is 10-years, at best. How can they predict car usage but ignore bus usage? How are we saying we want to be carbon neutral but will spend a decade expanding a highway?	See Comment #5
				Bike/ped safety	Why are bike lanes not being take seriously in the plans? Doesn't the city have better options to spend over 800 million dollars on other than highway ramps?	See Comment #30
994	Breanna Sanders			Do not widen/ho build	Mobile35 Program Manager Tommy Hengen. I would first like to make a clear request of instant plan to expand AND decrease OS. This plan is negligent of the effects of highway expansion. This will only bring more traffic as more people are incentivized to use this 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.	See Comment #5
				Bike/ped safety	They make no effort to build safe passages for pedestrians and bikers.	See Comment #30
				Air Quality/Noise	They skewed the presentation of their data, ignored concerns from the people in the communities that this directly affects, and greatly underestimated the inconvenience. They will be contaminating our water, destroying habitat, and causing incalculable second degree damage.	See Comment #34
				Public Transit/Multimodal Transportation	Support rapid bus transit, designating bus only lanes, and having more frequent routes to areas that will find the greatest benefits of public transportation. The ramps 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.	See Comment #13
995	Dora Hernandez	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
996	Dora Hernandez	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
997	Dori Kimball	2/1/2023	McCaule Website - Comment Form	Regional Connectivity	Please consider funding and promoting any and all rail in or around San Antonio, and the rest of Texas. We desperately need better and reliable public transportation in Texas.	See comment #1
998	Dorothy Bassett	2/20/2023	VGH	General support	I am in favor of this project. It won't be flawless, but it is necessary.	See Comment #6
999	Dottie Watkins	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
1000	Doug Altes		VGH	Do not widen/ho build	I would prefer the alternative of no expansion on I-35.	See Comment #5
				Re route to I-30	We need a highway that goes around Austin and does not destroy more of our city by going through it.	See comment #3
1001	Doug Bellow			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 providing and promoting alternative, more environmentally friendly forms of transportation such as biking, walking, and mass transit. Increasing the number of lanes only increases the number of cars that will eventually clog up those lanes. It's not sustainable! Please get with the program TxDOT!	See Comment #5
				East/West Connectivity	East-west crossings should be at least every 1-4 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 #30S
				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 Redesign35, to be fully studied.	See Comment #4
1002	Doug Dyer			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.	See Comment #5
				Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution/health impacts, heat island impacts, and crashes.	See Comment #34
				Bike/ped safety	This project will discourage walking and bicycling and transit use. Wide 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 Redesign35, to be fully studied.	See Comment #4
1003	Doug Hovly	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
1004	Doug Lavinia	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
1005	Doug Oshika	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. Sent from my iPad Doug Oshika Senior Managing Director Austin & San Antonio Office Capital Markets	See Comment #8
					For more information about how A.L. 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 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 request to the sender to stop the effort.	
1006	Doug Wilson	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
1007	Doug Wilson	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. Doug Wilson   CEO 9H 1300 Concession Company, LLC	See Comment #8

1008	Doug Wolfe	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. Douglas H. Wolfe   Executive Vice President HCR/DH BANK  </p> <p><b>DISCLAIMER:</b> This email and any attachments is confidential and privileged, as stipulated by the Electronics Communications Act, 18 U.S.C. 2510-2522. This legally privileged communication is intended only for the personal and confidential use of the recipient(s) named above. Unauthorized review, use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please advise any further review of the message and any attachments, contact me and destroy all copies of the original message. Thank you.</p>	See Comment #8				
1009	Douglas Sternbach			Community alternatives	<p>Multi135 Program Manager Tommy Kingsley,</p> <p>Dear TxDOT,</p> <p>Please reconsider the current I35 plan. This is a chance to reinvent Austin and add large walking sidewalks with public transit as opposed to a tunnel that won't improve travel times and will add poll pollution all over the entrance and exit of the tunnel.</p>	See Comment #4				
				Air Quality/Noise	<p>Please rethink I35 and don't waste tax payers dollars on a project that will lead to more death via traffic fatalities and more sickness due to pollution, not to mention road rage.</p> <p>Thank you,</p>	See Comment #34				
				Public Transit / Multimodal Transportation	<p>We need better solutions to transit, interstates are for traveling across the state not getting from one part of town to the other.</p>	See Comment #13				
ID	C	N	Da	R	d	S	Topic	C	A	P
1010	Douglas Fleming	3/7/2023					Capex/Opex Phases	<p>Living between 2222/290, Lamar, and 35 I know how slowing 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 expanded freeway make for a scar dividing east from central in Austin. Any expansion of 35 needs to incorporate cap and stitch to make our city whole, safe, and prosperous. I've lived through highway expansions in other areas of the country and seen no alleviation of traffic and only worse impacts on the communities located by them. It's worth taking the time, money, and effort to do this right.</p>	See Comment #42	
1011	Douglas Smith						Air Quality/Noise	<p>Do not accept the TxDOT plan as is.</p> <p>We need better measurements of air quality during the environmental assessment.</p>	See Comment #34	
							Water Quality	<p>We need engineering studies on how to handle water runoff instead of ignoring it. We should have more caps.</p> <p>Why isn't TxDOT more involved in this section? Why does Austin Taxpayers have to pay for something for the rest of the state and region?</p>	See Comment #125	
1012	Dr. C. Earle Lewis	3/7/2023					Do not widen/raise build	<p>There are many solutions to congestion you have ignored: dual lanes on and off the freeway, multiple passenger only lanes, better signaling at intersections which are directly in line with off traffic from the freeway.</p> <p>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.</p>	See Comment #5	
1013	Dr. Sumit Dutta	1/4/2023					General support	<p>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 1."</p>	See Comment #6	
							East/West Connectivity	<p>Include better SLP coverage at the two SMD interchanges at Airport and Riverside that don't involve turnouts or crossing 4+ decelerate travel lanes.</p>	See Comment #20	
							Lower Speed Limits	<ul style="list-style-type: none"><li>• Include decelerate speed limits of 30 mph or less on all frontage roads beyond this speed, a pedestrian's chance of dying is greater than their chance of surviving. I recognize the designs do include target speed limits of 35 mph in some portions of the downtown area, relieving</li><li>• 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,</li><li>• Include physical protection between all frontage roads and shared use paths (SUPs).</li></ul>	See Comment #35	
1014	Drake Hampton						Blue/paid safety	<p>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 (<a href="https://www.austintexas.gov/odm/document.cfm?id=403396">https://www.austintexas.gov/odm/document.cfm?id=403396</a>). And I offer the following additional personal comments on the project, to be included in the official hearing record.</p> <p>I emphatically oppose all current design alternatives, including the preferred alternative, being brought forward in the DBS of the I-35 Capital Express project. While my reasons for opposing the project are numerous, I will focus on my highest concern: safety.</p> <p>Safety should be the highest priority of TxDOT and our entire state transportation network. Far too many lives are tragically lost short or otherwise damaged by the simple act of moving around our communities. In fact, TxDOT agrees: the first stated goal of the I-35 Capital Express Central Project is to "enhance safety." TxDOT's proposed designs, however, do not give safety the highest priority that it deserves. To enhance the safety of the I-35 corridor through central Austin commensurate with the needs of this urban area, I would like to see the designs altered to:</p> <ul style="list-style-type: none"><li>• Minimize curb cuts and keep the SUPs.</li><li>• Legally continue to reduce conflict points.</li><li>• Minimize slip lanes and, where required,</li><li>• alter the design to slow traffic as much as possible where it crosses SUPs.</li></ul> <p>The carnage seen on our roadways is the direct result of urban design and traffic engineering choices made in decades past. We now have the data and the hindsight to see these choices as mistakes. With the current designs for I-35 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 I-35 serves and how it serves them. I urge TxDOT to take their promise of safety to heart and join the community voices calling for the bold vision and leadership required to transform I-35 from the albatross that it is today into the efficient, pleasant, and "walk" backbone of our transportation network.</p>	See Comment #30	
1015	Drew	1/11/2023					Regional Connectivity	<p>I support a regular rail transit system between San Antonio and Austin</p>	See comment #1	
1016	Drew De La Santis	2/11/2023					Business/residential displacement	<p>Do not displace or demolish any buildings, businesses, or homes to expand 35. Cover the highway with a park!</p>	See Comment #21	
1017	Drew Schellenger						Do not widen/raise build	<p>Multi135 Program Manager Tommy Kingsley,</p> <p>I am against the expansion</p>	See Comment #5	
							Business/residential displacement	<p>because it will hurt the business residents and communities in and near the corridor and it will not help traffic congestion anyway.</p> <p>Drew Schellenger</p>	See Comment #21	
1018	Drew Hamish	2/6/2023					General support	<p>Dear Chairman Rugg and Commissioners: I write in support of the I-35 Capital Express Central design as proposed by TxDOT. The important items to be addressed are captured within this design... Safer and less congested stretch of highway... Enhanced connection between East and Downtown... Public transit... My business is located on E Cesar Chavez. Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economies can continue to thrive. This design will make a positive impact on the community and its people. Thank you, Drew</p>	See Comment #8	
1019	Drew Lawson	2/6/2023					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. Sent from my iPhone</p>	See Comment #8	
1020	Drew Raffaele	3/7/2023					General Support	<p>Dear Chairman Rugg 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.</p> <p>I write in support of the I-35 Capital Express Central design as proposed by TxDOT with the cap-and-stitch elements for the City. Thank you for your dedication to serving the citizens of Texas.</p> <p>Drew Raffaele</p>	See Comment #8	
1021	Drew Schaffer						Do not widen/raise build	<p>Hi TxDOT TxDOT,</p> <p>Well,</p> <p>I am writing to oppose the current I-35 expansion plans... I find this especially foolish when TxDOT has seen the pitiful performance of the Katy Freeway, despite widening it to twenty-sixty lanes. Even the biggest freeway on Earth will remain congested if we keep designing communities where cars are the only option. This is a choice that we are making, to live in congestion, and it's time for us to stop fooling ourselves by thinking we can pour enough asphalt to solve the problem. Look at Houston. Look at LA. They have tons of highways, and they are all congested. Why? Because we keep designing cities where driving is the only option... I hope we make the right choice.</p>	See Comment #5	
							Air Quality/Noise	<p>The current plan will make Austin a dirtier, noisier, less humane city, and will cost billions of dollars to do so</p>	See Comment #34	
							Community Alternatives	<p>I support Rethink I-35's proposed vision of a human-scale urban boulevard as one step to toward undoing the costly mistakes of the current planning philosophy. We can choose between congested, concrete-filled cities or pleasant, human-scale cities.</p>	See Comment #4	
							Business/residential displacement	<p>Destroying Central Austin homes and businesses will hollow out our city and destroy communities for the sake of cars.</p>	See Comment #21	
1022	Drew Spaulberg						Do not widen/raise build	<p>Multi135 Program Manager Tommy Kingsley,</p> <p>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.</p>	See Comment #5	
							Public Transit / Multimodal Transportation	<p>I'm for improving and increasing public transit. If we want Austin to be a world class city we need a connected city via public transportation, safer streets for pedestrians, and cycling.</p>	See comment #13	
1023	Drew Shultz	1/12/2023					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. Sent from my iPhone</p>	See Comment #8	

1024	Dix Brown	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.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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					Public Transit / Multimodal Transportation	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! Regina, Edgar Garcia	See Comment #13		
1039	Edgar Haniel				Do not widen/no build	Mobility35 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, injuries, deaths, and more).	See Comment #13		
1040	Edgar Walters				Do not widen/no build	Mobility35 Program Manager Tommy Arango. Hello, I am a resident of Austin's east side, just over a mile from I-35. I oppose TxDOT's plans for I-35 and I oppose expansion. I believe I-35 must not grow higher or wider or else it will worsen the quality and safety of life in Austin. Highway expansions do not work, and this one will not work for Austin. I oppose this project because I value an quality, safety, and options beyond driving. Edgar Walters	See Comment #9		
					Community Alternatives	I am for the Retrofix35 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 Lengua	1/9/2023		Email	Do not widen/no build	Please don't expand I-35. Focus on urbanism so that people will walk, bike or use public transportation. Expanding the highway encourages sprawl. This idea is not new and it understand increasingly by transportation "experts". Eduardo Lengua	See Comment #5		
1042	Eduardo Viverman				Do not widen/no build	Hi 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 Viverman	See Comment #5		
					East/West Connectivity	What Austin needs is to repair and reintegrate the west 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 sorely missing public transport.	See Comment #20		
1043	Edward Arango	1/11/2023		McCombs Website Comment Form	Regional Connectivity	I commute to work from SA to Austin 1.2h a week. This would be great way to reduce traffic on 35.	See comment #1		
1044	Edward Haycock	2/20/2023		VOH	General support	This project is a big deal that will shape the feel of this city for decades to come. It is time to join west 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. Let's not short change this project! Doing so will be a waste of time and money.	See Comment #8		
1045	Eileen Saulster			My City On Me	Do not widen/no build	As an Austin resident and redline 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 really loud at times. The noise is my #1 concern.Thank You, Eileen Young	See Comment #6		
1047	Eileen McGinnis				Do not widen/no build	Mobility35 Program Manager Tommy Arango. I am the mom of a 7 yr Austinian 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 know that kids living and going to school near major roadways like I-35 have TRIPLE the risk of pediatric asthma as kids living 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 crossings, as outlined by the Austin City Council Resolution on 2/23/2023. I also support a public awareness effort to let parents and guardians of Austin-area kids understand the health risks of the highway expansion. Children's health and their right to a livable climate need to be a bigger part of the decision-making process as we assess the impact of the highway expansion on our city. Thank you.	See Comment #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 in ways that lower our city's carbon footprint and leave them with a positive legacy.	See Comment #51		
					Community Alternatives	I am FOR The Retrofix35 proposal as well as slowing down to consider community alternatives.	See Comment #4		
1048	Eileen Murphy				Do not widen/no build	Hi TxDOT TxDOT, Good afternoon, After being put 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 texas decides to do with our main transportation artery, I've been to many of the meetings, and given some feedback before. Thank you, Eileen, Murphy Eileen Murphy	See Comment #5		
					Business/residential displacement	I feel this plan will tear Austin up even further. It will displace businesses, schools, residents. And after it's all done, it will just make things worse. No highway should go right through the middle of a city. We have an opportunity to change that the city should be able to decide its own path forward. In Austin, we want a more connected city. And stop, and not an inch wider.	See Comment #21		
					Latent/Induced Demand	This will just induce demand and make Austin the city, less pedestrian, bike, and alternative forms of transportation friendly.	See Comment #18		
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1049	Ernest Karlton				Do not widen/no build	I think this is a bad idea. To a harrmess, everything is a nail. To the Texas Department of Transport, every solution is a highway. No negotiation is that you pause this effort and consider this thought experiment: What would you do if there was no I-35 in Austin to begin with? And you were tasked with solving for current and future modes of transport (bikes/walkers cars and trucks) moving from San Antonio to Waco and connecting with Austin. My bet is that you would not cut a new highway in the middle of Austin. This is a great opportunity to really shape what our city could be, driving a barrier-charger through the heart of it is not an outcome we should support. This project will massively and unnecessarily expand the footprint of I-35 into north-central neighborhoods without offering commensurate community benefits, such as strengthening connections between neighborhoods and offsetting the negative physical and psychological impacts of the highway on residents and communities. If most ignore the overwhelming public sentiment, at least consider these suggestions: • Relocate 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 mediated equity impacts is insufficient. With the hope that you come to your senses. Best, Ernest Karlton District 8, Cherrywood	See Comment #9		
					Re-route to I-35	*Re-use modeling for the "No Build" scenario and travel time reduction and introduce alternative means of traffic reduction, including diversion to SH 130 and high-capacity transit. The traffic data provided in the DES do not justify an increase in highway capacity.	See comment #3;		
					East/West Connectivity	Austin is in need of a new solution to the highways that have cut up and segregated our communities. This is an opportunity to do things differently, to come up with innovative solutions to our collective problems. Widening highways has proved to be an ineffective means of resolving congestion. To move people and make places requires a more sensitive, innovative alternative. Let's think differently. *Increase the total number and frequency of east-west crossings and provide at-grade pedestrian and bicycle access at all intersections.	See Comment #20		
					Bury/Tunnel	Design for future covering or "capping" through the entire central segment.	See Comment #25		
1050	Esthe Santiago				Public Transit / Multimodal Transportation	Mobility35 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	Estine Arriaga	3/6/2023		Email	Air Quality/Noise	Mobility35 Program Manager Tommy Arango. We added wider highways in Boston during the Big Dig, and it only made traffic and pollution worse, not better. Estine Arriaga	See Comment #34		

1052	Estelre Kinney				Do not widen/ho build	<p>Mobility35 Program Manager Tommy Koenigs.</p> <p>Estelre, as some as Estelre Kinney, and I'm a resident of Austin, Texas. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Adding more lanes to this highway will not reduce traffic; in fact it will increase it. We have seen this time and time again in practice: there is an initial drop in traffic, but it climbs back up to worse than before.</p> <p><a href="https://www.fox7austin.com/news/2019/04/11/fox-7-austin-traffic-report-traffic-back-up-on-i-35/">https://www.fox7austin.com/news/2019/04/11/fox-7-austin-traffic-report-traffic-back-up-on-i-35/</a></p> <p>Additionally, driving in Texas is dangerous, with hundreds of Texans dying on the road every year.</p> <p>I want to say, it will actually worsen the problems it's trying to fix.</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> <p>Estelre Kinney</p>	See Comment #5			
				Community Alternatives	I support Refine35's alternatives to this expansion, such as changing I-35 into a community-oriented space, and broadening alternatives for those who don't want to single-car commute. Not only is this better for the environment, but it also allows those who don't want to drive more options to avoid it, meaning less cars on the road and LESS TRAFFIC!	See Comment #4				
				Business/residential displacement	Expanding I-35 in the way TxDOT proposes will destroy small businesses and replace them with an ugly concrete landscape emblematic of a car-dependency that increases isolation and decreases quality of life for citizens.	See Comment #21				
1053	Rebecca Kumpke				Do not widen/ho build	<p>Mobility35 Program Manager Tommy Koenigs.</p> <p>Dear Sir,</p> <p>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 communities in Austin, including the historically marginalized that the current plan is likely to displace, again.</p> <p>For me, personally, I do not want to have to use an even larger, even more congested highway to travel in my own town.</p> <p>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. Koenigs, to serve a higher good than at best a few short years of slightly lower traffic numbers after several years of construction mess.</p>	See Comment #5			
				Community Alternatives	I am for the Refine35 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>Mobility35 Program Manager Tommy Koenigs.</p> <p>I am against the expansion of I-35. Expansion will not solve the congestion issue, and the last thing we need is construction for the next 10+ years one of the most major roadways in Austin, especially when there is no alternative travel route.</p>	See Comment #5			
				Resolute to I-35	I am for other alternatives, such as new construction elsewhere for not of town traffickers, who can avoid Austin if it is not their desired destination.	See comment #3				
				General support	<p>Modified Build Alternative 3 is certainly an improvement over options from the previous years. However, there are still glaring issues that need to be addressed with this plan.</p> <p>While I-35 should be expanded to meet increased demand, the number of lanes is excessive and takes 25-27 lanes in some cross-sections. As has been seen in cities such as Houston, Dallas, etc., adding more lanes increases traffic due to induced demand. This is not to deny that improvements and expansion isn't needed, but there is a point where the ROI becomes lower. The freeway created by this plan will be very complicated to drive on due to the many added exits and ramps, which will confuse drivers.</p> <p>The project is set to cost \$4.9 billion for 8 miles of roadway. That's over \$600 million per mile. It is important to note that these types of projects usually run over budget and delayed, which will likely mean further costs. Additionally, it is also important to note that this estimate does not include the amount for the city and 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 fixing interchanges to reduce traffic. The added cost is due to the vast amount of land that will be acquired, as well as the numerous bridges and flyovers that are not necessary in my opinion. It is my belief that for more cost-effective implementations could be achieved for less money.</p>	See Comment #8				
1055	El Pipet	10/10/2023	VOH		Bury/tunnel	<p>Due to these issues, I propose the following solutions to the Build Alternative.</p> <ol style="list-style-type: none"><li>1. The expansion be reduced to 3 mainlanes, 2 managed lanes, and 3 frontage lanes maximum in one direction. This will reduce traffic substantially.</li><li>2. The section between 42nd Street and Menard Rd be fully capped and buried with a surface boulevard over the street. This will eliminate half of the displacements, as well as reduce noise and improve QOL for the residents. It will also reduce traffic, as the freeway and surface boulevard can function independently without constant entrance and exit lanes.</li><li>3. The section between Menard Road and 12th Street remain open for entrance and exit lanes. However, M&amp;M and 12th should be wider streets with greater pedestrian access.</li><li>4. The section between 12th Street and Cesar Chavez St remain fully capped and buried with parkland/surface boulevard over the roadway.</li></ol> <p>The bridge over Lady Bird Lake be reduced to 18 lane maximum.</p> <p>With these improvements, I-35 will transform from an eyesore and headache to an asset for the city and state.</p>	See Comment #25			
				Business/residential displacement	This project also displaces many businesses and residences, which will not only create impact to the persons displaced, but also cost the taxpayer enormous amounts of money given the 42 acres needed to expand to build the freeway. This is almost 25 Austin city blocks. The cost of land will be exponentially expensive to acquire as well as possible eminent domain lawsuits that could even against the project delaying it and raising the price.	See Comment #21				
				Air Quality/noise	The project creates an exposure in the 6.75 miles of the project that are not capped and shielded, 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 #24				
1056	Elex Contreras	2/14/2023	McCuik 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	Eliah B Overmick	10/10/2023	McCuik 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			
				Laborer/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 incentivized communities.	See Comment #18				
				Business/residential displacement	The proposed expansion would displace hundreds of jobs from local businesses.	See Comment #21				
1058	Elijah Cross	3/7/2023	Email		Do not widen/ho build	<p>Mobility35 Program Manager Tommy Koenigs.</p> <p>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>Mobility35 Program Manager Tommy Koenigs.</p> <p>Hey Tommy,</p> <p>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.</p> <p>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>Mobility35 Program Manager Tommy Koenigs.</p> <p>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 divert traffic that isn't going to Austin away from Austin. Downtown should be a pedestrian place not 1200s of cars place that are just trying to get through. We could make it a 10-lane highway and it will still be congested one more lane never solves the problem we have to do better than what every other city has done because adding one more lane is what every other city has done and it has not helped them.</p>	See Comment #5			
1061	Elex Krentel	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 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 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 fifty years. Furthermore, without a high-speed rail linking our major cities Dallas, Houston, San Antonio, Austin, El Paso this state is doomed to the dark ages as it experiences global warming and climate catastrophe. I appreciate your consideration of this request. Warm Regards,</p> <p>Elex Krentel Founder, Author, Ghostwriter, and Book Coach Visit our website <a href="https://www.bugabookcoach.com/">https://www.bugabookcoach.com/</a> Buy My Book</p>	See Comment #8			
1062	Elex Morhead	2/7/2023	McCuik Website Comment Form		Do not widen/ho build	I can't imagine life without the upper deck and, if you have to go underground - I've always thought the key to solving the above-down problem is STRAIGHTENING I-35 itself over the lake.	See Comment #5			
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1063	Elizabeth Adams	2/16/2023	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 this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense 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			
1064	Elizabeth Amon	1/17/2023	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 this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense 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			
1065	Elizabeth Altus		VOH		Do not widen/ho build	Please reconsider!	See Comment #5			
				Business/residential displacement	<p>We own a property on the HDS Foreign road and Darnest St. The property includes a historic home, built around 1893. My father bought the property in 1985 and used it as the office for his outdoor advertising company until he sold it. My husband renovated the house in the early 2000s. It's a very well-built house. We now rent it to Specialty Motors of Austin, who runs a very successful small business there. We have a good working relationship with them. In addition, we have a billboard on the property that provides good rental income. Deep Eddy Vodka has advertised on it for several years now. The billboard is grandfathered, so once it's removed, I will lose that opportunity. Taking out this property will negatively impact our family and three other companies: Specialty Motors, Reagan Advertising and Deep Eddy Vodka. It will also require demolition of a historic west-side property.</p>	See Comment #21				
1066	Elizabeth Allen				Do not widen/ho build	<p>Re: TxDOT TxDOT.</p> <p>We do not need further I-35 expansion!</p>	See Comment #5			

					Public Transit / Multimodal Transportation	We need effective public transportation	See Comment #13				
					Bike/ped safety	and valuable cities. Elizabeth Allen	See Comment #30				
1067	Elaine B. Adams Ben	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 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 Corridor 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 expense is built. It should revert back to being a park. Additionally, I am not in favor of the construction pier leaving permanent 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 pillars don't line up with direction of the lake. Adding another structure will make it unsafe. 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	Mobility35 Program Manager Tommy Kington. I was born in Austin in 1984 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 I35 expansion project seems like a retro-banded fix to a larger problem but is a solution that no longer makes sense in 2023 Austin, Texas. I cannot for the life of me understand why with this expansion in popularity we're pushing an expansion that removes public space and increases a highway footprint through our most negotiable asset: beautiful downtown. This expansion does not serve the people who live here whatsoever and is out of touch with the way Austin residents live and the direction our country and other cities are moving toward. Why are we accommodating a highway expansion for people to pass directly through the center of our city when we should be catering to the people who actually live here and minimizing the presence of I35 in favor of green spaces and moving trucks to I307? I see cities like Dallas making moves prioritizing green spaces over highways with the building of Klyde Warren Park which is a fantastic addition to their city, and am embarrassed to see Austin instead want to plow through with a behemoth highway which has no plans going through our downtown. I can't help but see something as inglorious as burying the highway like in Boston, but the world is shifting rapidly and if we expand the next 5 years building this major 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 blemish to our landscape. Imagine having a leadership role in the most popular city in the country and your legacy is allowing the construction of a mega highway through the center! Suffing. Thanks for your consideration, Elizabeth	See Comment #5					
				Re-route to I-30	There should be a full cap on expansion from 183 to Lady Bird Lake, trucks re-routed to I30 and alternative highway expansions considered (like the wonderful job on 183 or 145). We are supposed to be a city that loves nature, infrastructure and starting fresh. 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 unsightly expansion.	See comment #3					
1070	Elizabeth Huatt			Do not widen/ho build	Mobility35 Program Manager Tommy Kington. 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 Huatt	See Comment #5					
				Re-route to I-30	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-120 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	McCuEx 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 businesses. Instead, community alternatives to expansion should be explored. See Reconnect Austin.	See Comment #18					
1073	Elizabeth O'Toole	1/20/2023	McCuEx 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 in my life. (I can't probably answer several times a month)	See comment #1					
1074	Elizabeth Teda			Do not widen/ho build	Mobility35 Program Manager Tommy Kington. 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 Reconnect35 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 Hammarby			Do not widen/ho build	Mobility35 Program Manager Tommy Kington. Hello, My name is Ella, and I'm a senior at UT Austin studying music. Additionally, I am a director of Students Fighting Climate Change, a student organization that aims to hold UT Austin accountable for its perpetuation of the climate crisis through its ties to the fossil fuel industry. I wanted to contact you today because I am aware of TxDOT's plans to expand the I-35 freeway, and I wanted to voice my opposition. We love Austin because the people who inhabit it put community first. We want to see the city do the same. Please listen to your constituents, because I know that I am not the only person with these concerns.	See Comment #5					
				Climate Change	It would increase emissions and directly undermine the goals set out by the Austin Climate Equity Plan passed in Fall 2021. Not to mention the amount of accidents that would increase as a result of this expansion!	See Comment #51					
				Racial Justice	Increasing the amount of lanes on I-35 would be detrimental to the Austin community, as it would displace many people in East Austin, which has been the target of gentrification for so long already.	See Comment #3					
1076	Ella Hess			Do not widen/ho build	Mobility35 Program Manager Tommy Kington. 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 Reconnect35's plan. Expanding I-35 would be very detrimental not only in my life but in many, many others.	See Comment #4					
1077	Ella Ryan			Do not widen/ho build	Mobility35 Program Manager Tommy Kington. I am a resident of the Chisholm neighborhood in Austin and strongly oppose TxDOT's plans to widen I35 through the heart of Austin. Capital Express projects north, central and south. We have decades of experience showing that highway expansions don't work - adding lanes induces demand for more driving, and leads us to an automotive model of growth. Austin is a 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. Is a giant missed opportunity to add dozens of acres of developable, life-generating downtown real estate. TxDOT is the department of ROADBLOCKS, 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. Proving that there is no environmental impact from a highway expansion proves that the entire process is a joke. I expect City Council and TxDOT to stand up for me and all other Austinians by imagining a better way forward and then building it. We don't need more highways! We need a safer, more equitable TRANSPORTATION system. TxDOT you have to do better.	See Comment #5					
				Community Alternatives	I support the Reconnect35 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	Visions 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	Mobility35 Program Manager Tommy Kington. I am a resident of E. Red I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5					
1078	Ella Williams	3/7/2023	Email								
ID	C	N	Da	R	d	S	Topic	C		R	P

				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	Elam			My Cap or No	Do not widen/redo build	See Comment #9
1080	Elián Flecke		McClure & Wetzel Comment Form	Business/residential displacement	I do not want to see this sacred place removed because of industry	See Comment #21
				Public Transit / Multimodal Transportation	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 #13
				Public Transit / Multimodal Transportation	If we really must expand I-35, plans should preference mass transit over cars. Finally, what I really want to know, Expanded rail in Austin, high speed trains connecting Texas cities, I don't want bigger roads, I not not fix the problem and we could do better.	See Comment #25
				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 #34
				Air Quality/Noise	We need more environmental leads and thought put into water run-off.	See Comment #4
				Community Alternatives	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement, Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the 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 TTI study purporting to show the "gridlock" 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 mile 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 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 elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the ES and TxDOT failed to provide any reasonable argument for why I refused to meaningfully consider these alternatives. Thank you for at least TxDOT is doing to provide safe access and mobility options with multimodal networks across into the thriving communities of the Austin region. Sincerely, Elián Mendel	See Comment #4
1082	Eleanor Shoemaker	3/7/2023	Email	Do not widen/redo build	Please run the rigorous analysis found throughout thousands of pages of ES on the ReThink35 and Reconnect Austin proposals.	See Comment #4
				Do not widen/redo build	ReThink35 Program Manager Tommy Hargis, Hello, I am a resident of East Austin (Stellar Street). I live just three blocks from I-35. I am very concerned about the proposed expansion and I would like other ideas explored. First, of all, as evidenced time and time again across the US adding more lanes to interstates does not ease traffic look at Houston, look at LA. It just doesn't work. Let's not repeat the mistakes of the past. We know now that sending interstates directly through cities is a terrible idea and has a hugely detrimental impact on the community. I 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 #9
				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	McClure & Wetzel 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 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
				Do not widen/redo build	Mr. TxDOT TxDOT, This is the 21st century. The plan to widen and expand I-35 is definitely stuck in the 20th century. I oppose the plan to widen and expand I-35. There is no mass transit involved. It further divides Austin in two parts, East and West. The expansion serves no real purpose except to destroy the central city and invite more traffic. The only reason I can think of that the federal government would be interested in this undertaking is to serve the trucking industry.	See Comment #9
				Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and ReThink35, to be fully studied.	See Comment #4
1086	Elliot Capelson	1/18/2023	McClure & Wetzel Comment Form	Air Quality/Noise	The pollution and traffic will become worse.	See Comment #34
				Regional Connectivity	Commuter rail would be a better investment for the long term sustainability of transit, and reduce congestion rather than continuing the induced demand greater highway expansion would incur.	See comment #1
				Do not widen/redo build	Adding I-35 Rigger 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. Elliot Peracio	See Comment #9
1088	Eliott Buckwalter			Racial Justice	ReThink35 Program Manager Tommy Hargis.	See Comment #3
				Community Alternatives	ReThink35 Program Manager Tommy Hargis, 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 scale in I-35 which has resulted in many delays. It seems the plan is to have Austin's highways in a constant state of construction & delays. rethink35 must be considered! Eliott Buckwalter	See Comment #4
				Reverts to I-35	Data has shown that freeway widening only reduces traffic flows for a couple years at best (take the Katy Freeway for example) - alternatives such as designating SR 130	See comment #3
1089	Ella Roberts	1/31/2023	McClure & Wetzel Comment Form	Regional Connectivity	Please create high speed rail between Austin and San Antonio	See comment #1
1090	Eliisa Matthews	3/1/2023	Email	Do not widen/redo build	Dear H35 team, Rep. Daggett, Mayor Watson and Councilmembers, Going back to Mr. Toland's tenure at TxDOT, Sherwood Dale neighborhood (located between Olcott and St. Edwards University), has given input on many H35 projects. The interstate is our western boundary. The questions I have about the H35 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 Dale in the 1950's using VA loans. At presentations on the H35 expansion, I have not heard any discussion of the following issues: 1. If H35 is put in an underground tunnel, will the DOD be able to move large military equipment on H35? 2. Has TxDOT been in consultation with the Department of Defense on their needs to ensure that any reconfiguration of H35 does not inhibit military readiness? 3. Beyond large defense equipment, will wind turbines or other large equipment fit through a tunnel of H35? Beginning in the Eisenhower administration, H35 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"). H35 was critical infrastructure for world peace which is why I worry when I hear people call H35 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 H35 Multiple Investment Study was underway, several neighbors and I met with US Rep. Lloyd Doggett to discuss preventing the southbound on ramp at St. Edwards Dr. from causing cut through traffic in our neighborhood of only 250 homes. Congressman Doggett sent a letter to TxDOT and Mr. Toland on the neighborhood's behalf. For pragmatic reasons, I support H35 being expanded if TxDOT complies with the City's Atlas 14 drainage regulations. Austin does not need more runoff to our fragile urban creeks from increased impervious cover. And, for other environmental reasons, it is of the utmost importance that H35 be expanded in such a way as to help vehicles move quickly through the densest part of the city, helping interstate lanes of cars side in support traffic congestion, cause in the central city during our hot, still summer days. Vehicles need to keep moving be they just cruising town or using H35 to travel from the Texas valley to the	See Comment #9
				General support	Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the 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. At my best, Ella Decker	See Comment #8
				General support	Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the 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. At my best, Ella Decker	See Comment #8

1092	Das Rivers	3/1/2023	Email	Do not widen/no build	Multi335 Program Manager Tommy Klingh. I am a resident of Austin and live close to east Riverside drive. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion.  Austin is not built to take on this infrastructure. We are not Houston. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Das Rivers	See Comment #5				
ID	C	N	Da	R	E	S	Topic	C	R	P
							Community Alternatives	I am FOR Rethink35 proposal, especially redirecting traffic outside the city. I have lived in Austin for over 10 years and have seen how it has transformed, but Austin is not built to handle the amount of traffic that is coming through here and there has to be a better solution than expanding I35	See Comment #4	
							Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we see with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34	
1093	Elyse Lance						Community Alternatives	Multi335 Program Manager Tommy Klingh. Hello TxDOT, Austin City Council, and other representatives. I am a resident of South Austin near Manchaca and Daughtery 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 core problems. As someone who lives near I-35 I do not want to route all of the pollution, noise and congestion through the center of the city when this is not the norm for I-35 to different parts of Texas. I wish I could hop on rapid transit and get downtown or to the greenbelt. I go out of my way to use M-Link, and local roadways to get around due to the congestion and traffic of I-35. No one goes to world class cities to sit in a 20 lane highway in traffic and Austin is a world class city. I love the cords I bought and I love Austin, but if this means that I end up living next to the equivalent of the Katy Freeway I might have no choice but to leave. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #4	
								I support the ReThink I-35 Plan and also improving public transportation in Austin and especially to South Austin and other communities that have been historically shut out of transportation outside of a car.	See Comment #4	
							Refuse to I-35	I am for redesigning 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	Emmanuel Walton	1/15/2023	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 Expense Corridor design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8				
1095	Emilio Campos	2/23/2023	Email	Community Alternatives	Re TxDOT TxDOT. Expansion will worsen traffic and many other problems, including air, water, and noise pollution: health impacts; heat island impacts; and crashes. Build a fully functional railway/metro/subway system instead. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. This project will discourage walking and bicycling and transit use. Before putting highways through town are not what I want for Austin. I want safe, pleasant, and walkable and bikeable streets. I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied Emilio Campos	See Comment #4				
1096	Emilio Gordon	1/31/2023	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 bus lanes	See Comment #21				
1098	Emily Benardson	3/1/2023	Email	Air Quality/Climate change	Multi335 Program Manager Tommy Klingh. I am a 20+ year resident of the Chapearwood neighborhood. My husband, child, and I live within 3 blocks of M35 just south of 38. I own Street and east of the highway. We oppose TxDOT's plans to expand M35 through central Austin. Expanding the highway is the wrong move for our city. It is well known that expanding highways leads to more congestion. Bigger highways are more dangerous, lead to more pollution, are noisier, and are a terrible blight on our city. Furthermore, the placement of M35 where used private designed to reorganize Austin. Expanding it would further separate east and west. The east side will suffer the burden of this expansion. I have been a homeowner in this neighborhood for over twenty years and before that a renter. Even 3 blocks away, I have been jarred awake by the sound of nighttime car crashes on the highway. I have heard multiple crashes from inside my home. The sounds of speeding cars and loud brakes permeate what should be nighttime quiet. It is always impossible to feel safe crossing to the west where crashes are if I am walking or riding bikes with my family because the number of cars and speed of traffic is overwhelming. We have to walk and explore our area and the highway is already a huge barrier. Expanding the highway will make it such that we have to get in a car to drive to places we enjoy that should be accessible on foot. People should not have to 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 affect on property values in all neighborhoods adjacent to this project. Driving on expanded highways in our city does not feel safe. I already avoid highway driving in Austin and will not use an even larger I-35. The planned decades of construction will make living here a challenge, and the result will be decreased quality of life. It's not worth it. The planning of this project ignores many facts and inadequately addresses so many real concerns. I am also very worried about increased pollution and the effect on the health of my family. Environmental impact and pollution are huge concerns, and TxDOT has not adequately studied this. From an air quality expert who met with Reconnect Austin to explain environmental concerns: 1. TxDOT has not and must study NO2 (nitrogen oxides), PM2.5 (particulate matter 2.5), and PM10 (particulate matter 10) in its Air Quality Analysis (DES Appendix 7). Appendix 7 currently only analyzes CO (carbon monoxide), which is common predictor from DOTs because it's easy to land within CO attainment standards and the analysis is easy to run. NO2, PM2.5, and PM10 pollutants are a more effective measure of pollution and a more significant threat to health; they are also more difficult for TxDOT to bring within the national standards, making the agency reluctant to analyze them. 2. The EPA is set to tighten their standards for PM2.5 in 2023, which would put Austin into non-attainment. The standards have been tightened because PM2.5 is so much more of a serious health concern than CO. TxDOT is not required to help Austin get back into attainment status, but non-attainment status will put pressure on CAMPO and the TIP (Transportation Improvement Plan (CAMPO's long-range plan). Non-attainment is also a reason why TxDOT chose not to analyze PM2.5 in the DES - they were worried about what the analysis might show. 3. TxDOT's greenhouse gas analysis (DES Appendix 7) is incomplete. TxDOT must analyze long-term GHG impacts of the project in comparison to the No Build option (the current analysis is only for construction impacts, not long-term impacts). TxDOT should at least be looking at 20 years out, 30 years out, and 40 years out. 4. TxDOT must conduct a regional emissions analysis for NOx and ozone precursors. Austin has been fighting with ozone non-attainment and TxDOT should be analyzing them. There are numerous examples where expanding highways has caused more problems and removing them has improved cities. I do not support the highway expansion. I support rerouting the highway outside of the city and reconnecting 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				
				Community Alternatives	Multi335 Program Manager Tommy Klingh. As my name is Emily and I'm a resident of Austin. I oppose TxDOT's plans for expanding I-35 through Austin. I think this city would be much better served by an alternate plan, such as Rethink35's plan to turn I-35 into a boulevard. It makes more sense to route non-local traffic through other interstates rather than through the middle of downtown, which is how it's done in many other major cities in Texas. These resources could go towards creating a more vibrant downtown with affordable housing being built on the land that's used by I-35.	See Comment #4				
				Latent/Induced Demand	Most highway expansions, such as the Katy Freeway, fail to actually decrease congestion thanks to Induced Demand.	See Comment #28				
					Blue (not 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 Castelli	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			
					Do not widen/no build	Multi335 Program Manager Tommy Klingh. I am currently a student at UT Austin and I plan to live in Austin post grad. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I spent all of my life driving through what was remembered how incredibly awful the highway was. I do not want that to be my only memory of Austin. Highway expansion DOES NOT WORK. We've seen Katy and everyone makes fun of it. We don't wanna be Katy or M-36. Please do not expand I-35. Emily Ebrah	See Comment #5			
1101	Emily Oringis	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 Expense Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Reconnect Austin is a commendable initiative and I am in support of it. However, I am concerned that the project may be misnamed. I do not believe that the project is a "corridor" as it is not a single, continuous stretch of roadway. Instead, it is a collection of various projects, including the expansion of the highway, the construction of new transit lines, and the development of new urban centers. I believe that the project should be named more accurately to reflect its true nature. I suggest that the project be named the "Austin Regional Transportation Initiative" or something similar. This name would better reflect the scope and scale of the project and would also be more inclusive of the various modes of transportation that will be involved. I am writing to you today to express my support for the project and to suggest that you consider my recommendation. Thank you for your time and consideration.	See Comment #8				
1102	Emily Barris				Do not widen/no build	Re TxDOT TxDOT. All I want is more green space—the benefits have been well documented by scientists for decades. There is another way.	See Comment #5			
					Air Quality/Noise	Highways are expensive and drain resources, as well as increase pollution which affects marginalized communities the most.	See Comment #34			
1103	Emily Krenkling				Do not widen/no build	Multi335 Program Manager Tommy Klingh. Research time and time again has shown that highway expansion does not lessen traffic.	See Comment #5			
					Public Transit/ Multimodal Transportation	We need more public transit, NOT more highway lanes.	See Comment #13			
					Refuse to I-35	We need to open 45-130 up to the public to reroute through traffic around the city.	See comment #3			



	Emily Knight				Do not widen/no build	<p><a href="#">Mobility35 Program Manager Tommy Klinge</a>, I am a resident of East Austin through opposed to the I-35 expansion. I have been in Austin for over a decade and have seen the highway system grow more dangerous every single day as outdated unsafe road design from the 1980s has capacity it was never intended for. Even if you expand I-35, you won't fix the ramps that are too short for safe merging, the poor timing and dispersion of local road to highway traffic, the congestion through downtown, and the unsafe driving behavior that is rampant and encouraged by bad road design. I want to cross I-35 to live my life, the greenery around, my doctor, and my gym are across the freeway and construction would cut off my access to most of the city for years as a time. I support keeping I-35 at its current number of lanes and forcing commercial traffic away from downtown toward alternative routes. I love here, I pay state city and county fees and taxes to be here, and my needs should come before considering how to get the maximum number of Amazon trucks per hour through downtown so they can deliver plastic junk to a warehouse in Omaha. Stop being a crony for commercial interests and start listening to actual residents. Safety and livability come first.</p> <p>I support removing the light deck, capping I-35 with bikeable and walkable roads, and congestion pricing through downtown Austin to encourage use of alternative modes for through traffic.</p>	See Comment #45	
					Capex/Deck Phase	<p>I support removing the light deck, capping I-35 with bikeable and walkable roads, and congestion pricing through downtown Austin to encourage use of alternative modes for through traffic.</p>	See Comment #42	
1105	Emily Kuzma	1/21/2023	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. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Emily Kuzma</p>	See Comment #8	
1106	Emily Moreland	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. Emily Moreland</p>	See Comment #8	
1107	Emily Martinez	1/31/2023	McCuEx Website Comment Form	Regional Connectivity		<p>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.</p>	See comment #1	
1108	Emily Moreland	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. Emily Moreland Sent from my iPhone</p>	See Comment #8	
ID	C	N	On	R	d	S	Topic	C
1109	Emily Moreland	3/6/2023	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. Sincerely, Emily Moreland</p>	See Comment #8	
1110	Emily Nash				Do not widen/no build	<p><a href="#">Mobility35 Program Manager Tommy Klinge</a>, My name is Emily and I have lived 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	<p>Highway expansions do not work. They increase traffic, cause more pollution, and is a safety concern. Not to mention the horrible inconvenience of dealing with road work.</p>	See Comment #34	
					Multimodal Transportation	<p>I am for alternative modes of transportation. Austin is a beautiful city that could easily be walkable if there were buses that ran on time and trains that locals could take.</p>	See Comment #20	
1111	Emily Nickerson	1/4/2023	Email	Business/Residential displacement		<p>Hello my name is Emily. This highway expansion is ridiculous. It will cost millions of dollars that I am unwilling to pay for. You are pushing out businesses and residential homes causing environmental problems for the longer term. Austin, Texas was this amazing place to live, but now with the influx of people and destruction of the local parks/environment we are considering of leaving with the rest of local Texans. Instead of causing additional stress and chaos for commuters, maybe find an alternative solution to large sets of traffic than causing more problems.</p>	See Comment #21	
1112	Emily Patel	1/11/2023	McCuEx Website Comment Form	Regional Connectivity		<p>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 regional challenges in the city including traffic, accessibility, and climate.</p>	See comment #1	
1113	Emily Sampson	2/27/2023	McCuEx Website Comment Form	General support		<p>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 issue by allowing I-85 travelers through it, should happen anyway. I don't see how that toll or debt toll in Austin looks risky.</p>	See Comment #8	
1114	Emily Sechen				Do not widen/no build	<p><a href="#">Mobility35 Program Manager Tommy Klinge</a>, I am a resident of Belle Bend Region in South Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, an</p>	See Comment #5	
					Community Alternatives	<p>I am FOR the Rediviv-35 proposal, redesigning another highway such as SH-130 as an interstate, a boulevard going through town, a public transit link project.</p>	See Comment #4	
					Lateness/Induced Demand	<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 networks, and its traffic modeling is flawed.</p>	See Comment #18	
1115	Emily Underwood			VOH	Capex/Deck Phase	<p>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 clearly 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!</p>	See Comment #42	
					Bike/ped safety	<p>Integrating the city on either side of the interstate and making it safer, easier and more pleasant for pedestrians, cyclists</p>	See Comment #30	
					Multimodal Transportation	<p>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.</p>	See Comment #20	
1116	Emily Weisz	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. Emily Weisz Director, Operations &amp; Culture Austin Chamber of Commerce</p>	See Comment #8	
1117	Erlynn Vanceer				Public Transit Multimodal Transportation	<p><a href="#">Mobility35 Program Manager Tommy Klinge</a>, 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	<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>	See Comment #34	
1118	Estimote Nemea				Do not widen/no build	<p><a href="#">Mobility35 Program Manager Tommy Klinge</a>, Dear TxDOT, 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. Expanding the right-of-way is conflicting to Austin's values - that where 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 reliance.</p>	See Comment #5	
					Benefits to I-30	<p>People should have the ability to walk, use transit or bike to destinations, that's what drives city longevity. Please go back to the drawing board and reroute through traffic through SH 130</p>	See comment #3	
1119	Enrique Bismarquis	2/1/2023	McCuEx Website Comment Form	Regional Connectivity		<p>I would love a railway system of some sort between San Antonio and Austin. It would make commutes lot easier and help with the horrible traffic's route between both cities experiences.</p>	See comment #1	
1120	Eshvann Taylor				Do not widen/no build	<p>I am an Austin resident living less than a mile from I-35. I strongly oppose the proposed CuCuEx Central project. The project is not appropriate for an urban area where people live, work, and commute by varied means of transportation to get to city. As an urban area, on-bike, on-foot, and by using local transit, I need to be able to get to my local area in an efficient, direct, and safe way. The proposed I-35 expansion will not allow me to do that. Rather than expanding this highway that is already a huge barrier to cross-city movement, we should be removing it or completely capping it throughout the full length of the city.</p>	See Comment #5	
					Bike/ped safety	<p>The proposed project does not include enough at-grade crossings for pedestrians and cyclists, and would require non-car users to go well out of our way to connect locations that are close "as the crow flies", adding significant distance, physical exertion, and travel time to our trips.</p>	See Comment #30	
1121	Eric				Capex/Deck Phase	<p>The following are my requests to TxDOT when considering how to move forward with the I-35 expansion: 1. No Higher No Wider - don't expand to 20 lanes 2. A full cap from Lady Bird Lake to Airport Blvd 3. Don't preclude future capping Airport Blvd to 290 4. Thanks.</p>	See Comment #42	
					Benefits to I-30	<p>Route trucks to SH 130</p>	See comment #3	

1122	Rin and Gaby Landry			East/West Connectivity	<p>TxDOT Dear Sir or Madam:</p> <p>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 find themselves with an unprecedented opportunity to: 1) Better integrate the communities along East and West sides of I-35 in North Central Austin, by expanding east-west crossings in the area. And 4) An opportunity to balance the sacrifice and repercussions these neighborhoods will endure during construction and for generations to come, with the real possibility to truly achieve effective solutions and enduring gains 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 gains, and comes short on the solutions.</p> <p>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.</p> <p>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. Viquez</p>	See Comment #20
				Air Quality/Noise	<p>2) Produce and support a modern, holistic environmental assessment that truly seeks to evaluate the impact of the total expansion of I-35, not in "segments", but as a whole unit that affects the entire Austin community along the corridor and beyond.</p>	See Comment #34
				Multimodal Transportation	<p>3)The opportunity to design a corridor that serves all modes of transportation in a way that is safe regardless of method, and that is accessible, regardless of age, abilities, and location.</p>	See Comment #20
				Do not widen/no build	<p>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</p>	See Comment #5
				Route to I-35	<p>4 a) Designating 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-left, mandatory diversion of trucks to SH-130 also during peak hours.</p>	See comment #3
1123	Eric Berger			Do not widen/no build	<p>Modality35 Program Manager Tommy Klings. I'm opposed to the current expansion plan for I-35. It will clog up with worse traffic for 20 years until it gets finished, and when it does get finished, it won't have been enough if current trends hold. It will weave a giant ugly scar through the center of town for no reason other than there's already an interstate there. Have a little imagination! See Houston, for how this didn't work before.</p>	See Comment #5
				Route to I-35	<p>Route traffic to ah I-35, maybe expand that instead. Build 35 underground. Do literally anything but what you have planned currently. It's a waste of money, resources and time.</p>	See comment #3
1124	Eric Bruhn	3/7/2023	Email	Do not widen/no build	<p>Modality35 Program Manager Tommy Klings. a clear goalh in the city a huge mistake. why would you expand on that. learn from the past and gnt a better future. etc train</p>	See Comment #5
1125		1/18/2023	McCuEx Website Comment Form	Regional Connectivity	<p>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, intercity city mass transit, etc.) stakeholders. There have been several proposals to allocate I-35 corridor-related \$5. parallel railroads, passenger rail, etc., but the proposals were short-sighted and costly. To propose the state (or private group) approve funding for a study on regional connectivity - to revisit exist plans and form a governance/decision-making body to execute the recommendations.</p>	See comment #1
1126	Eric Duenweiser		McCuEx Website Comment Form	Do not widen/no build	<p>I oppose adding two reconfigured HOV lanes to I-35 as part of the Capital Express Central project.</p>	See Comment #5
				Latent/Induced Demand	<p>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.</p>	See Comment #18
				Public Transit / Multimodal Transportation	<p>I also believe that the city would be better served by simply expanding transit access across the bridge and into downtown rather than expanding the freeway. The city won't stop growing and 2 lanes of HOV traffic is not going to meaningfully alter the future traffic conditions in the city.</p>	See Comment #13
1127	Rin Engert			Do not widen/no build	<p>Modality35 Program Manager Tommy Klings. 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 justifying this project are flawed and easily can fall far short of TxDOT's prior projections 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 unresound 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.</p>	See Comment #6
				Capex/Deck Phases	<p>I would support this plan if there were a railroad component and it was fully funded between 183 and Town Lake. As it stands now the allowed area for caps are insufficient and frankly a step in the face to commuters along the corridor.</p>	See Comment #42
1128	Eric Fawer			Do not widen/no build	<p>Modality35 Program Manager Tommy Klings. What I DON'T want is more highway lanes, as they have proven to cause more congestion after a short period of alleviation due to Induced Demand.</p>	See Comment #5
				Public Transit / Multimodal Transportation	<p>Id 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.</p>	See Comment #13
ID C AL See R # B Topic						
1129	Eric Galloway	3/3/2023	Email	Do not widen/no build	<p>Hi TxDOT TxDOT, Expanding highways expands traffic. You're inviting more traffic by expanding I-35. Eric Galloway</p>	See Comment #5
1130	Eric Gunther			Do not widen/no build	<p>Hello CasMein, I would like to submit my comments to oppose I-35 expansion. If you want to know why we need don't need an expansion on I-35, drive the Katy Freeway. That's all you have to do. After TxDOT expanded Katy to the widest freeway in the world, commute times increased. It is clear that road expansion cannot solve fast enough to keep up with population increases of our urban core. It is embarrassing that our state transportation department let of smart people decide to let back to antiquated and dangerous transportation themes. Please cancel this wasteful expansion and do something that'll actually address the problem you are trying to solve. Thank you, Eric Gunther</p>	See Comment #5
				Route to I-35	<p>SH-130 should be redesigned I-35 and the current I-35 should be reconfigured to better serve Austin.</p>	See comment #3
				Multimodal Transportation	<p>Fortunately, bike networks, rail transit, and seeking alternatives all scale better to population growth, are cheaper, more sustainable, and are regrettably safer.</p>	See Comment #20
1131	Rin Gort			Do not widen/no build	<p>Modality35 Program Manager Tommy Klings. 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 mainly for those in suburbs and numerous petitions, and destruction/downloads for all of the people in the area. I don't want to use an interstate highway for my local trips. I want more funding for public transit and the like.</p>	See Comment #5
				Latent/Induced Demand	<p>I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Induced Demand will make this an absurd expenditure of money for what will end up being the same amount of traffic. The process used by TxDOT is flawed. It assumes much more optimistic outcomes than historic changes have actually completed.</p>	See Comment #18
				Community Alternatives	<p>Railnet 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 we live plan doesn't do near enough to make this situation appreciably better.</p>	See Comment #4
1132	Eric Harwell	1/12/2023	Email	Route to I-35	<p>I would like to strongly encourage TxDOT to consider what other cities across the country have done and route I-35 around the city of Austin using the existing toll roads. Specifically, I-35 at San Marcos, routed to northbound SH-130 I-35 at Round Rock, routed to southbound SH-130 Convert existing freeway to its original layout as a central boulevard through the city center. Sincerely, Eric Harwell 14416 Aldermore Ln Pflugerville, TX 78660</p>	See comment #3
1133	Eric Hansen	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.</p>	See Comment #8
1134	Eric Hoeselast	1/11/2023	McCuEx Website Comment Form	Regional Connectivity	<p>I would like a commuter rail line between Austin and San Antonio.</p>	See comment #1
1135	Eric Hougland	3/7/2023	Email	Community Alternatives	<p>Hi 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.</p>	See Comment #4
1136	Eric J Halley	1/21/2023	McCuEx Website Comment Form	Regional Connectivity	<p>Voting for commuter rail between Austin-San Antonio and Monterrey Mexico</p>	See comment #1



1153	Eric Vornheuer			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 2025 Large 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.</p> <p>As noted by many well-informed members of our community:</p> <ul style="list-style-type: none"><li>• TxDOT's projected traffic growth and commuting times are <i>exaggerated</i> because commuters will change their driving patterns as alternatives become more available or favorable.</li><li>• Expanding the highway would not eliminate congestion due to induced Demand. There are, in fact, mountains of studies that show quite clearly that all expanding highway does is make congestion worse.</li><li>• TxDOT can improve highway safety immediately by reducing the speed limits on the highway and access roads.</li><li>• The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect.</li><li>• 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.</li><li>• 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 1950 master plan. If, however, TxDOT continues to pursue Modified Build Alternative 3, then Large 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 5/23/2023, including:</li><li>• Ensure that all crossings between I-35 and U.S. 290 are at grade.</li><li>• Work with the North Lake, Regalia, and Blinn Park neighborhood associations to evaluate adding another full crossing (automobiles, buses, and pedestrian lanes) between I-35 and U.S. 290. Reversing 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.</li></ul> <p>Eric Vornheuer Skyview Neighborhood</p>	See Comment #5
				Climate Change	<p>he project would encourage the use of single-occupancy vehicles, promote urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan, a plan that actually attempts to take into consideration all the changes we need to make to manage climate change and climate resilience.</p>	See Comment #51
1154	Eric Dunga	1/31/2023	McCuEx Website Comment Form	Regional Connectivity	<p>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.</p>	See comment #1
1155	Enrika Lubiano	3/7/2023	Email	Public Transit / Multimodal Transportation	<p>Hi TxDOT TxDOT, It's been studied that expanding highways does not solve transportation 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</p>	See Comment #13
1156	Eric Landry	2/14/2023	McCuEx Website Comment Form	Do not widen/ho build	<p>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 connects people.</p>	See Comment #5
1157	Eric Sanden	1/31/2023	McCuEx Website Comment Form	Regional Connectivity	<p>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-BATX line get extinguished. I have nearly died on this commute twice. A rail line would be safer and I could have written a novel in all that time wasted fighting traffic and idling on I-35 in San Marcos.</p>	See comment #1
1158	Eric Schmal	1/30/23	VOH	Do not widen/ho build	<p>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.</p>	See Comment #5
				Remake to I-30	<p>Local traffic downtown should have priority while through traffic should be routed to I-35 to alleviate congestion.</p>	See comment #3
				Public Transit / Multimodal Transportation	<p>Alternative modes of transportation like rail and rapid bus systems should also be given priority in spending to further reduce highway traffic.</p>	See Comments #13
				Lanes/Induced Demand	<p>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.</p>	See Comment #18
1159	Eric Schmal			Do not widen/ho build	<p>Mobility35 Program Manager Tommy Kingleigh, 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 Schmal</p>	See Comment #5
				Remake to I-30	<p>I do support routing through traffic around downtown and making downtown a local and not only corridor. Additionally, more work needs to go in creating car alternative and ride trips to downtown.</p>	See Comment #3
1160	Eric Witteback	1/30/23	McCuEx Website Comment Form	Do not widen/ho build	<p>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.</p>	See Comment #5
				Racial justice	<p>For example, this highway will continue to segregate west and west Austin, create noise and pollution that will negatively impact residents' health, and its use will be limited to those that can afford a car.</p>	See Comments #3
				Public Transit / Multimodal Transportation	<p>As a city, we need to start thinking about the long-term, sustainable future. This means investing heavily in public transportation for our residents. Imagine if we spent \$800 million on bike infrastructure alone? Let's expand bus and bike lanes and make sure everyone can get around without a vehicle. The new metro system is a MIST and will increase health equity by allowing access to cars.</p>	See Comments #13
1161	Enika Adams	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.</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>Hi 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 Lawach		McCuEx Website Comment Form	Wilshire	<p>Hello,</p> <p>I live with my family in the historic Wilshire Wood neighborhood of Austin. We have enjoyed living here for the past 20 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 remove the upper end of I-35 and redesign the section of highway between Cedar Creek and S 5th Street. I have also read about TxDOT's plan to connect East 42nd Street to Wilshire Blvd, thereby creating a pass-through of traffic to Airport Blvd. Our family DOES NOT support that aspect of the redesign. Doing so would exponentially increase car traffic through a neighborhood that is 100% residential, increasing the likelihood of accidents and hazards in a neighborhood where young children walk to school, to the park, play in the streets, etc. It would drastically decrease the quality of life in one of Austin's most coveted neighborhoods (one made up of only 7 residential streets). Creating this pass-through in Wilshire that is aimed at to travel 100% by residences would reduce property values extensively for the entire neighborhood.</p> <p>We ask that you reconsider creating that connection (by not connecting East 42nd and Wilshire), or at the very least, create a divider so that traffic from East 42nd cannot pass through Wilshire Wood. Thank you for your consideration.</p> <p>Enika Lawach</p>	See Comment #9
				Sound Walls	<p>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.</p>	See Comment #69
1165	Erin Brautwyger			Do not widen/ho build	<p>Mobility35 Program Manager Tommy Kingleigh, I oppose the expansion of I-35 because bigger highways don't solve traffic congestion. The highways won't be better with more lanes and will just get worse, making the local roads, which I already prefer, also worse.</p> <p>Erin Brautwyger</p>	See Comment #5
				Public Transit / Multimodal Transportation	<p>I would rather have better local traffic roads AND a better public transit system.</p>	See Comment #13
1166	Erin Carly		My City Or, Business/residential displacement, etc.	General Support	<p>Please use alternative 3.</p>	See Comment #46
1167	Erin Mortensen	1/31/2023	McCuEx Website Comment Form	Regional Connectivity	<p>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.</p>	See comment #1
1168	Erin Salaske	3/7/2023	Email	Do not widen/ho build	<p>Mobility35 Program Manager Tommy Kingleigh, There's enough evidence to suggest that TxDOT's plan for I-35 will only lead to faster division, displacement, and disregard for the environment without acknowledging any of the long-term benefits that it lacks. 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 more room instead for a more expansive series of what might be possible for transportation in Austin.</p>	See Comment #5
1169	Erin Swearingen	3/6/2023	McCuEx Website Comment Form	Do not widen/ho build	<p>Anything except capping 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 recognize the wonderful stuff that was made by installing such a large highway in the middle of a city. We must advocate for environmentally friendly options that will actually improve traffic in-line lane expansions which have been proven to not make a significant impact on the length of time spent in traffic.</p>	See Comment #5

1170	Erin Tassoulas	2/7/2023	McClure Website Comment Form	Capo/Dock Phase	I live in one of the neighborhoods next to IH 35. The expansion will wipe out one of our streets, we appreciate the fact that the upper deck will go and sink the bulk of the highway. We do request that the highway will be expanded to replace space throughout the central city where highways is wide. Our neighborhood is closed off from the west side by small bridges that are very dangerous to walk and certainly to bike over. A cap or deck is what would be essential to connecting Austin again. It would encourage more people to walk and bike to work and school. As downtown and UT are across IH 35, I understand they would get caps but our neighborhoods are full and we need more than 2 caps!	See Comment #42				
1171	Erin Tassoulas	2/15/2023	McClure Website Comment Form	Capo/Dock Phase	I live in Cherrywood neighborhood. The east-west division will be greatly impeded in a positive way to have a cap placed along the stretch from Manor to Wilshire Blvd, the new expansion will be better the areas served by I 35. A cap will reduce sound and encourage walking and biking to work, school and the businesses on either side will be better served.	See Comment #42				
ID	C	N	De	R	e	S	Topic	C	R	P
1172	Erin Tassoulas						Do not widen/no build	To whom it may concern, I live in the Cherrywood neighborhood that border I 35 on the west side. Please, we ask you: - engineer and build the widest highway to support future caps throughout the north central area. - do not extend highway outside of current right of way. - re-align through traffic to take I-30. Thank you. Erin Tassoulas	See Comment #5	
							East/West Connectivity	please add more east-west crossings at street 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 develops to have what the future will look like, more pedestrian/bike traffic.	See Comment #20	
							Business/residential displacement	Our neighborhood is slated by the current proposal by TxDOT to remove businesses that have been in the area for many years.	See Comment #21	
1173	Erin Yanita						Do not widen/no build	Mobility35 Program Manager Tommy Klingh. 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 Ray Freeway) that highway expansions don't work, and in fact make several issues--pollution, safety, etc.--worse. This state as a whole is already hostile to its human population in the sprawling design of its cities, which are made for cars--not people and public transportation options are expensive. I know far 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 living here while walking "on a sidewalk", and have had too many close calls to count in marked pedestrian crossings. The existing highway infrastructure has displaced so many of the people who have given this city its rich culture already, a problem that is only getting worse with the egregiously high cost of living that is driving both in-migrant and out-Austinians out of their own city. It has been reported that the I-35 expansion could destroy a 70-unit affordable housing complex, and Austin cannot afford that loss. I expect TxDOT, Austin City Council, and other representatives to follow the lead of their constituents: there is massive opposition to the expansion. Focus on making this city a more livable place based on the overwhelming evidence that's out there. An expansion to the highway that is already the worst part of the day for so many who live here is unequivocally NOT the way to do it.	See Comment #5	
							Racial Justice	And, of course, the disgusting function of the existing highway to segregate the city's wealthy, white population from its poorer populations of color will only become more efficient with the expansion.	See Comment #3	
							Blue-eyed safety	There is no sense of community that you get in other large but more densely populated cities, because it's impossible to walk anywhere and actually meet your neighbors; everything is a highway or treated as such by drivers, which also makes walking, cycling, etc. incredibly dangerous.	See Comment #30	
1174	Esau Hernandez						Do not widen/no build	Mobility35 Program Manager Tommy Klingh. Widening highways has been proved to not fix traffic as people transit the newly expanded highways more and causes them to reach a chokehold.	See Comment #5	
							Public Transit / Multimodal Transportation	Expanding public transport infrastructure helps decrease numbers of drivers and decrease the amount of money tax payers spent on projects that do not fix transit problems.	See Comment #13	
1175	Ethan Anderson						Do not widen/no build	Mobility35 Program Manager Tommy Klingh. I oppose the I35 expansion, and it is a terrible plan for our community.	See Comment #5	
							Latent/Induced Demand	The plan ignores Induced Demand, and encourages more cars to drive straight through the city which will ultimately increase traffic.	See Comment #18	
							Reroute to I-30	I support alternative plans to reduce traffic, like designating SH-130 as an interstate and using I-35 as a less-trafficked option through town.	See comment #3	
1176	Ethan Cummings						East/West Connectivity	Mobility35 Program Manager Tommy Klingh. Hello, I am a resident of Austin and a public employee within Travis County working in public safety. I keep up to date on local infrastructure and social/economic developments and changes, and have a large interest in public engineering, especially in regards to traffic and safety. I believe that transportation should be able to reach their destination efficiently, at little cost to themselves and other individuals, and most importantly, safely. The planned expansion of Interstate 35 through the city of Austin will not achieve these goals, but will instead make it more difficult for people to freely travel, especially via nonmotorable and pedestrian means, and will drain traffic safety for all. The Interstate already acts as a barrier, a de facto wall, splitting the central and west side of Austin from the east side. This comes from a deeply rooted and racist intention, and the intended segregation is still felt to this day. Widening this barrier will only compound these effects, further alienating people based on racial and socio-economic lines. This expansion would be a horrific mistake in terms of equity. Further, the ability for human and human-sized modes of transport (i.e. bicycles, scooters, wheelchairs, 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 vehicle is will cause further motor vehicle traffic to fill that space, eventually leading to similarly congested traffic conditions that are the current impetus for this expansion plan.	See Comment #18	
							Reroute to I-30	A workable alternative to investigate is the diversion of interstate traffic to the suitable highways that already include US-183, and change what is currently I-35 in the city of Austin to a four-lane which supports pedestrian, nonmotorable, 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 interstate. Local businesses would be expanded along the boulevards, along with housing and green spaces, all of which create enormous value for the city and her inhabitants.	See comment #3	
1177	Ethan Martinez	1/31/2023	McClure Website Comment Form	Regional Connectivity	I believe that Texas needs to include a better public transportation project into its works. I believe high speed rail system would benefit the Texas population by providing a much needed 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/no build	Mobility35 Program Manager Tommy Klingh. This plan will not reduce congestion and is a waste of funds Ethan Meyers	See Comment #5				
1179	Eugene Rasmus	2/15/2023	Email	General support	Dear Chairman Buggs and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my 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 Hoya	2/27/2023	Email	Do not widen/no build	Hi TxDOT TxDOT, I have lived in Texas 22 years, and in Austin for more than 10 years, half of them downtown. I walk and bike most of the time, and I know the trials and tribulations of my heart. As it is, I dislike crossing I-35 by bike not even walking. It's a horrible experience-slow, noisy, unsafe, and dark at night. A wider I-35 will only create a stronger divide between East Austin and downtown. I believe in Texas, and I love Austin. I think we can do much better in creating a better future for our city by connecting it and making it more people and community-centric while at the same time finding better ways to improve traffic and transit. This is a once-in-a-lifetime opportunity, and the current plans being considered will turn us into Houston or Dallas-which is not what Austin is about. Austin is the heart of Texas, and that 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 Hoya	See Comment #9				
1181	Eva Espadas						Do not widen/no build	Mobility35 Program Manager Tommy Klingh. 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, overly-crowded highway by turning it into a pedestrian-focused beautiful street. TxDOT's plan creates more problems than it solves - it wastes tax dollars while destroying the health and safety of taxpayers. I've paid property taxes for 40+ years and have not owned a car for the last 10 years. Please listen to the needs of those who don't drive. Eva Espadas	See Comment #5	
							Reroute to I-30	Move truck and through traffic around the city via SH-130 to reduce deaths, 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/no build	Mobility35 Program Manager Tommy Klingh. I am a resident of Austin. It and I've lived here for 10 years. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my most 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: 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	
							Reroute to I-30	I am FOR redesignating another highway such as SH-130 as an interstate, a boulevard going through town, and improving the public transit system.	See comment #3	

1183	Evan		McCauley Watson-Comment Form	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					
				Do not widen/ho build	hello, 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 disruption to I-35, such as lane closures or wrecks, those commute times easily double.	See Comment #5					
				Lane(s)/Induced Demand	TxDOT has ignored or underestimated the negative impacts an expanded I-35 would have, including increased traffic demand (Induced Demand) leading to more congestion	See Comment #18					
				Air Quality/Noise	and increased pollution in growing residential areas on both sides of the interstate.	See Comment #34					
				Recurse to I-35	Instead, TxDOT should consider alternative plans to reduce congestion, such as improving and incentivizing non-local traffic toward the SH-130 loop around Austin.	See comment #3					
				Blue/ped safety	adding more transit options to reduce local vehicle traffic (such as light rail in parallel to the interstate and bike paths separated from the interstate), and prioritizing people over cars by adding more green space instead of lanes (either through a buried/capped I-35 or a boulevard model). I expect TxDOT, the City of Austin Council, and my other state representatives to listen to my concerns. Thank you, Evan Johnston	See Comment #30					
				Bury/tunnel	I do approve of the idea to bury and cap I-35 in the downtown corridor, but not to expand lanes.	See Comment #25					
1184	Evan Baker			Do not widen/ho build	Mobile35 Program Manager Tommy Koenig, 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 1950s and do no address the problems the Austin is facing with our congestion. It's, asinine to have a massive motorway bleeding through a city's downtown. Evan Baker	See Comment #5					
				Lane(s)/Induced Demand	I am against expanded I-35. It ignores Induced Demand, and the issues of air quality in the city	See Comment #18					
				Public Transit / Multimodal Transportation	I support public transit oriented options and support the redesign of a state highway as an interstate.	See Comment #13					
ID	C	N	On	R	d	S	Topic	C		R	P
1185	Evan Johnston			Do not widen/ho build	Mobile35 Program Manager Tommy Koenig, hello, 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 disruption to I-35, such as lane closures or wrecks, those commute times easily double. I do approve of the idea to bury and cap I-35 in the downtown corridor, but not to expand lanes. Instead, I expect TxDOT, the City of Austin Council, and my other state representatives to listen to my concerns. Thank you, Evan Johnston	See Comment #5					
				Lane(s)/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					
				Recurse to I-35	TxDOT should consider alternative plans to reduce congestion, such as improving and incentivizing non-local traffic toward the SH-130 loop around Austin, adding more transit options to reduce local vehicle traffic (such as light rail in parallel to the interstate and bike paths separated from the interstate), and prioritizing people over cars by adding more green space instead of lanes (either through a buried/capped I-35 or a boulevard model).	See comment #3					
1186	Evan Morris	1/12/2023					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 #6		
1187	Evaen Ogburn						Do not widen/ho build	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 I wish I could get in my home city and country. I do not enjoy being in a car all the time. In fact walking makes it easier for me to live a healthier life style as I 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. Evaen Ogburn	See Comment #5		
							Public Transit / Multimodal Transportation	Please consider using this money to develop a better and quicker transit system or walkable paths where I won't fear getting hit by a car.	See Comment #13		
1188	Cae Chavez			VOH			General Support	While I take the fact that this superhighway has to cut through town, I agree that build alternative 3 is the preferred one.	See Comment #6		
							Copy/Check Please	I am disappointed that the signs and address are not included and that the city is expected to pay for them. I dread having something that looks like the Katy Freeway going through Austin. I avoid going to Houston just because the highways are such a nightmare.	See Comment #42		
1189	Eva Hunsley	3/7/2023					Do not widen/ho build	I am a resident in the Rainey District and am very concerned about the apparent lack of coordinated planning with respect to the expansion of I-35. Key facts in TxDOT's preferred plan for I-35 is that the plan eliminates all northbound access to I-35 from south of Riverside Drive up through 8th Street and fails to consider the severe impacts of construction and congestion on the community during the 6+ years of construction. In this area, the proposal will impact: (a) Riverside Drive and its surrounding neighborhoods, (b) the forest of new high 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 will be essentially cut off from access to the I-35 service roads that run from Cedar 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 Cedar Chavez, will become essentially nonfunctional. Cedar Chavez Street will be particularly overwhelmed during the 6+ years of I-35 construction starting late 2025. During that time frame, TxDOT will routinely close or partly impale traffic at the intersection of I-35 and Cedar Chavez, so they sink the road there while the highway still operates, build an east-west bridge, and a flyover bridge to move service road traffic from the eastern side of I-35 at Holly Street to the western side of I-35 at Cedar Chavez. At the very same time, the many thousands of new residents arriving in the multitude of new 40-70 story Rainey District buildings will commence with their car trips. Additionally, the Convention Center will undergo a project to double in size, undoubtedly involving the capture of Cedar Chavez lanes for construction staging. Finally, Project Connect, which can no longer afford tunneling through downtown, will be building rail lines on or above Cedar Chavez Street west of Trinity which will likewise take Cedar Chavez lanes out of service. Cedar Chavez will be functionally at a standstill for the 6+ year duration of all of these almost simultaneous projects. It appears that there was no consultation or analysis of the growth patterns, both commercial and residential, of this community that will impact upon and be impacted by the I-35 Expansion Project. The impact on this community for access by fire department, ambulances, and other safety needs during a period in which street access will be limited, congested, narrowed, and stopped seems to have been ignored. WHAT IS TO BE DONE? A: TxDOT must add a second northbound I-35 access point in downtown, south of 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 off site, on roads in surrounding areas. TxDOT must consider traffic externalities, including planned growth in surrounding areas on its project.	See Comment #5		
							Do not widen/ho build	Mobile35 Program Manager Tommy Koenig, Please, please no more lanes. We need real people moving solutions not more room for Californians' range rovers Eva Russell	See Comment #5		
1190	Eva Russell	3/6/2023					Do not widen/ho build	Mobile35 Program Manager Tommy Koenig, Please, please no more lanes. We need real people moving solutions not more room for Californians' range rovers Eva Russell	See Comment #5		
1191	Eva Venetis						Air Quality/Noise	To Whom it may concern: I have been a resident of Austin, TX for 20+ years. I am well versed in how I-35 cuts through our city and has been a source of traffic, pollution, noise,	See Comment #34		
							Do Not Widen/ho Build	accidents, and other negative outcomes. I implore to think of the state capital and a great revenue source for Texas as a city that should warrant traffic diversion from downtown, not increased traffic flow. Please do what's right rather than merely add lanes and move on. Thank you	See Comment #5		
1192	FR						Do not widen/ho build	Mobile35 Program Manager Tommy Koenig, I oppose this expansion of the I-35 highway. It's not logical, and only stops off another expansion in the future. Highway expansions don't work long term. This is a stated endeavor and all that money could be used to actually fix the problem long term. Address the actual problem, which is lack of other transportation options, don't slap a bandaid over it that would take 20 years to put off that would fall off after a year and call it done. Plan for longevity and for the people. FR	See Comment #5		
							Public Transit / Multimodal Transportation	Invest literally anywhere else, another highway, a new road, public transport, restructuring for pedestrians, etc. Any of these is a far more worthy investment and are developments that would be acceptable.	See Comment #13		
1193	Fabienna Remberaud						Do not widen/ho build	Hi TxDOT TxDOT, I oppose the plan to expand lanes through downtown Austin. It will displace East Austin from the rest of the city. A better plan is to bury the lanes and create walkable and usable areas on the surface like in modern cities around the world. Plant more trees, create green park like areas above, reduce noise and pollution with underground lanes of traffic. Or Any other solutions would be better than 20 lanes of traffic. it's a monstrous idea. Fabienna Remberaud	See Comment #5		
							Recurse to I-35	Event heavy truck traffic to I-35 by making 6 lane and rolling I-35 for through traffic.	See comment #3		
1194	Fabienna Remberaud						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. Fabienna Remberaud	See Comment #5		
							Recurse to I-35	One solution I see is making FR-35 a toll road and make I-35 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 12 lanes of traffic!	See Comment #25		



1204	Felix Jay Minerva	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 highways. We need to provide a long term solution to a long term problem. Short term solutions will not work anymore. Creating new transit oriented infrastructure will benefit the state of Texas and updating old infrastructure towards rails will provide new opportunities for the state.	See comment #1
1205	Fernando 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 Capital Express Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Fina Gade - Plaza Cielo Respetuosos, Westlake Heritage Title Company of Austin, Inc. [REDACTED] 800 Bee Caves Road   Building 1, Suite 100 Austin, TX 78748 Heritagetitle@austintx.com WRE PH&UD 503(438)1010. This infrastructure DOES NOT CHARGE us consider any communication to be 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/leave 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 them. Please call 1-800-107-1007 C&P OFFICE if you are hearing of it. If you know best 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 do appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments are our company's 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 #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 C24 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 subdivision. The TxDOT right of way borders the Food Forest on Water Street, and we are concerned about any possible effects to the Food Forest from I-35 construction. After reviewing the DES, our understanding is that there will be not be any staging of materials or other effects to FBFF from the I-35 Capital Express project. We respectfully request confirmation of this conclusion, with consideration of the proximity of the RDR to our site. We would also like to be notified of any changes to the project that may have effects in or adjacent to FBFF. Thank you.	See Comment #150
1207	Fiona Gade	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. Fina Gade - Plaza Cielo Respetuosos, Westlake Heritage Title Company of Austin, Inc. [REDACTED] 800 Bee Caves Road   Building 1, Suite 100 Austin, TX 78748 Heritagetitle@austintx.com WRE PH&UD 503(438)1010. This infrastructure DOES NOT CHARGE us consider any communication to be 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/leave 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 them. Please call 1-800-107-1007 C&P OFFICE if you are hearing of it. If you know best 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 do appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments are our company's 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	Fortnite Weems			Do not widen/no build	Mobile35 Program Manager Tommy Kling. 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. Fortnite Weems	See Comment #5
				Public Transit / Multimodal Transportation	There are better and more impactful ways of improving movement in our city such as investing in better public transportation.	See Comment #13
1209	Foster Foreman			Reverts to I-30	First, Please remove TOL from road 130, even if you need to pay off investors, e.g. Rick Perry. That road was intended to ease I35.	See comment #3
				Business/residential displacement	Sincerely, you don't want a neighborhood to disappear parts of it. You don't need a fence dividing properties by spending a decade to take away the properties themselves. Thirdly, if Westlake Park becomes uninhabitable after all of this time, who will pay to restore it again. Fourthly, the current plan seems both well-intentioned and severely misguided. Please reconsider this favor. Thank you Sincerely, Foster Foreman Foster	See Comment #21
ID C R S Da R d S						R g
1210	Fran Adams			Do not widen/no build	Mobile35 Program Manager Tommy Kling. I have lived in Austin and the surrounding area since 1978 and I-35 construction has been a constant for the entire time. Local use and safety have always been left out of project plans. It's time to create community where there has been none, encouraged. I heartily oppose the TXDOT 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 Bengies-Heritage			Do not widen/no build	Mobile35 Program Manager Tommy Kling. I strongly oppose the plans to expand I-35, as this would destroy and affect the city of Austin negatively. INVEST IN MORE HIGH QUALITY HIGH SPEED TRANSIT INSTEAD. STOP THE HIGHWAY, listen to the people living in the affected area.	See Comment #5
				Latent/Induced Demand	Nobody wants more cars in downtown Austin. This will bring Induced Demand and will be very costly. STOP IT.	See Comment #18
				Air Quality/Noise	This is NOT sustainable. STOP IT! Highway expansions do not work as more cars will come, like in the Katy Freeway, this is not good. STOP IT! We don't want more pollution in the city.	See Comment #34
1212	Francisco Ramos 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 Capital Express Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Fran Adams	See Comment #6
1213	Frank Arnesen			Do not widen/no build	Mobile35 Program Manager Tommy Kling. 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-35/45 an interstate would go a long way in reducing traffic as well. Thanks!	See Comment #9
				Racial Justice	This city has a really really past though, one full of racism and bigotry. The scars of this past are most easily seen by the divide that I-35 creates in the city. This divide has its origins in segregation. We should not add to this scar, we should help lift the scar	See Comment #3
				Community Relationships	Rutvik33's proposal is a great start to help remove the scars of segregation.	See Comment #4
1214	Frank Chaff	3/6/2023	Email	Latent/Induced Demand	Mobile35 Program Manager Tommy Kling. I think there is a proposal for the East Frontage road of US to have an exit at 14th Street and for that exit to be the entrance to Sweden Hill Neighborhood and the Chestnut neighborhoods, instead that street can no afford traffic like that, will cause accidents, confusion and delays for all concerned, that I get will fail repeatedly because there is no way to empty that traffic to those neighborhoods through a traditional exit street that dead ends into the cemetery, any proposal moving the cemetery also? I think not, so don't dump the traffic into the neighborhood and wipe your hands of them, the six ludicrous and malicious to say the least...	See Comment #18
1215	Frank Gerco	3/7/2023	Email	Deliver	I have lived in the Delwood 2 neighborhood for over 25 years. Our neighborhood borders I-35 and will be adversely affected by the proposed expansion. The proposals for pedestrian traffic around the highway are egregious, especially the use of tunnels. The proposed highway designs do not meet Delwood 2 mobility and access needs. The proposed alternatives call for closing one of the four entrances to the neighborhood. This will increase the difficulty of getting in and out of the neighborhood, and increase the cut through traffic in the neighborhood when the right hand lane traveling north on Airport backs up, which it does regularly at all times of day. Neither of the proposed alternatives address this issue, and instead focus on the left turn to go south on I-35, a section of traffic that only backs up briefly during rush hour. The proposed pedestrian/mixed use pathways to navigate the Airport/I-35 intersection without a car are unnecessarily hostile to anyone without a car. Instead of diverting car drivers, who can easily traverse hills, grade changes, and increased distances, mixed use path users are thwarted. This results in proposed mixed use paths that nearly double the travel distance for wheelchair users and require cyclists to dismount to navigate the haphazard turns or stairs in the paths. The proposed pathways also include an outrageous proposal of "underpasses" for pedestrians, including a very long segment in which pedestrians are expected to pass under the 8 lanes of Airport Blvd instead of crossing at the intersection above ground. These tunnels take pedestrians out of sight of anyone around, which is counterproductive and compromising to any mixed use path users, including the young and disabled, especially after dark. Furthermore, given that TxDOT is well aware of the number of people who use highway infrastructure as shelter because Austin lacks sufficient affordable housing, it is inconceivable that the tunnels will not be turned into shelter for these people, resulting in poor outcomes for everyone. As a first point, this intersection regularly sees issues with flooding during heavy rain, making pedestrian tunnels an even more avoidable proposal. Cars can easily navigate a hill of water on the road. Expecting pedestrians and cyclists to do so is illogical. As a second point, as the above issue appears to be driven largely by the choice of intersection at Airport Blvd and I-35 that TxDOT is proposing, The Single Point Urban Interchange is extremely unfriendly to anyone not in a car. Delwood 2 strongly encourages TxDOT to consider a more traditional four way intersection where pedestrians, cyclists, and other users are on equal footing with the rest of the road users and do not have to travel as 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 below grade tunnels or elongated indirect paths is not an appropriate solution for these road users. Proposed highway designs have negative environmental impacts that outweigh the purported benefits. The proposed alternative highway designs reduce connectivity through the central region, including the Delwood 2 neighborhood area, by removing connections across I-35. This reinforces and exacerbates	See Comment #184
1216	Frank Higgins	1/21/2023	McClure's Website Comment Form	Regional Connectivity	I fully support a direct rail project from Austin to San Antonio.	See comment #1
1217	Frank Rios	3/7/2023	Email	Do not widen/no build	Mobile35 Program Manager Tommy Kling. For the love of all that is holy don't contribute to the already present car hell we live in place. Widening the space for cars is never the solution. Building infrastructure that caters to the individual and not massive car monopolies is the way to go you druggin please stop	See Comment #9
1218	Frank Thomas			Do not widen/no build	Mobile35 Program Manager Tommy Kling. I am a resident of Dallas, TX I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR a boulevard and public transit first project 10 years of construction for just a few years of completion and is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for what will make their constituents' lives better - not what will make more money.	See Comment #5
				Latent/Induced Demand	TxDOT proceeds in this project is flawed. I 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.	See Comment #18
				Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34



1219	Fred Heiderleka Jr	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 strive to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete 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/no build	Mobility35 Program Manager Tommy Kling. 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/no build	Mobility35 Program Manager Tommy Kling. I oppose the planned expansion of I-35 through Austin. Highway expansions are such antiquated and short-sighted solutions to congestion and improving mobility in the region. As a student in the area, I hope to live in a city where car dependency is not king, and I can move around the area without a massive steel waste of space and a depreciating asset everywhere I go. Please listen to local leaders, Austin City Council, and the real residents of the city TxDOT claims to serve who will be most impacted and consider the No Build option. Thank you.	See Comment #5; Air 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. Downvotes.	See Comment #34				
1222	Freddie Greenhill	3/6/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Kling. It's absolutely demonstrable that making highways larger does nothing for traffic - Austin is already turning into a soulless mega-city, don't help it on the way there!	See Comment #5				
1223	G	1/6/2023	McClure's Website Comment Form	Caps/Deck Phase	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 hastening 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.Chen			Do not widen/no build	Mobility35 Program Manager Tommy Kling. As a longtime resident of Austin, TX, I want to voice my opposition to TxDOT's plans to expand I-35. Expansion of the Interstate only means more roads for congestion. It has been proven a failure each time an expansion occurs, no matter the location.	See Comment #5				
				Business/residential displacement	Not only does this approach to addressing traffic problems not work, it also displaces residents and business owners who do not want to be uprooted and will not be fairly compensated for the disruptions to their lives and livelihoods. Along with the problems an expansion brings on residents and business owners, there are irreversible impacts to the environment as well.	See Comment #21				
				Public Transit / Multimodal Transportation	As a citizen, voter and tax payer, I expect that my City Council, TxDOT and any other representatives stand up and represent me and not the interests of those companies and individuals who stand to gain from an expansion of I-35. As a start, TxDOT should consider ways to implement more affordable and accessible means of public transportation so that there are other options to traveling within the city. This is only 1 in countless alternatives that I hope TxDOT would consider. Thank you, G.Chen	See Comment #13				
1225	Gabriel Ferguson	3/3/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Kling. Hello, I just want to write my concern for the proposed I-35 expansion. I strongly believe widening I-35 will only be a temporary relief to our congestion issues. This experiment has been done in other cities and results in worse pollution, more traffic deaths, and worse traffic congestion. Even 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, Gabr Gabriel Ferguson	See Comment #5				
ID	C	N	DU	R	d	S	Topic	P	R	g
1226	Gabriel Knight	3/1/2023	Email	Community alternatives	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement. Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TI study purporting to show the "footprint" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the 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 refused to meaningfully consider these 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. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region. Sincerely, Rev. Gabriel Knight	See Comment #4				
1227	Gabriel Viox	3/6/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Kling. Hello, I oppose I-35 expansion. This would only increase traffic for the years it would take to complete this project. Instead, just encourage more people to travel around on the toll roads that have been built to avoid traffic from those driving through Austin to get to their desired destination. Thank you Gabriel Viox	See Comment #5				
1228	Gabriela Barahona	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Kling. 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 ing skirting FERC, misleading the public, using outdated models, advanced and entrenching structural racism and inequity etc in attempting to expand I-35. At my word, Gabriela Barahona Gabriela Barahona	See Comment #5				
1229	Gabriela Caballero		No One Is We	Air Quality/Noise	I 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				
1230	Gabriela Vergara Zuniga	3/1/2023	Email	Business/residential displacement	The expansion of the highways will displace our local businesses	See Comment #21				
				Bike/ped safety	The need for more roads in the city is unclear. Austin needs more walkable places and more bike friendly infrastructure, but really well done and thorough through bike lanes. Additionally, these lanes need very little maintenance and occupy less space, construction effort, and costs than extending roads for more cars. This will make it safer and invite others to use a bicycle as a transportation source. Gabriela Vergara-Zuniga	See Comment #30				
1231	Gabriela Vasquez			Do not widen/no 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 numbers of cars moved from point A to point B. Unfortunately, TxDOT's Modified Alternative 3 does not achieve these goals, and comes short on the solutions. I oppose TxDOT's Modified Alternative 3, because "good enough" in this case would be a monumental misuse of funds pursuing an alternative that ultimately fails the neighborhoods and will also fail Austin. In the meantime, I support a temporary "No Build" scenario with modifications to improve flow and travel time that can be implemented while further modifications are explored and considered (i.e. designating and marking existing car 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 during peak hours). This is a unique moment and a unique opportunity to make a change for the better for the residents of Austin. We have to get it right. Sincerely, Gabriela M. Vasquez	See Comment #5				
					East/West Connectivity	The City of Austin, the neighborhoods, and the neighbors that live next to I-35 found themselves with an unprecedented opportunity to: 1) Better integrate the communities along East and West sides of I-35 in North Central Austin, by expanding east-west crossings in the area;	See Comment #20			
					Air Quality/Noise	2) Produce and support a modern, holistic environmental assessment that truly seeks to evaluate the impact of the total expansion of I-35, not just in "segments", but as a whole unit that affects the entire Austin community along the corridor and beyond;	See Comment #34			
					Public Transit / Multimodal Transportation	3)The opportunity to design a corridor that serves all modes of transportation in a way that is safe regardless of method, and that is accessible, regardless of age, abilities, and location.	See Comment #13			

1232	Gabriela Prouzet			Do not widen/no build	Metrolink35 Program Manager Tommy Klings. 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 Metrolink35 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. Gabriella Prouzet	See Comment #5
				Lane(s)/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/no build	Metrolink35 Program Manager Tommy Klings. I am a born and raised Austin citizen. I am writing in opposition to TxDOT's plan for expansion of 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. Galen M Herz	See Comment #9
				Community Alternatives	The TxDOT 35 plan ignores for more successful and supportive of people and the environment ways to handle transportation in the Austin central city area. 1) route through traffic through Highway 130 free to the valid original intention, making it more attractive for users for flexibility, and consider converting it to US 2) modify the current central Austin section to be a transportation corridor without expending its footprint to be used for limited and slow local traffic, increased public transit options, along the lines of Metrolink35 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 Saffo	3/7/2023	Email	Capex/Deck Phase	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 nich	2/22/2023	Email	Do not widen/no build	No 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 Dabley	3/7/2023	Email	Public Transit / Multimodal Transportation	Metrolink35 Program Manager Tommy Klings. Public transit > more use Garrett Dabley	See Comment #13
1237	Garrett Nadelger	3/7/2023	Metrolink Website Comment Form	Capex/Deck Phase	Regarding I-35 planning through Austin. - We should have more open jury the freeway in larger segments as 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/no build	Metrolink35 Program Manager Tommy Klings. I OPOSE TxDOT's plans for I-35 and I OPOSE 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. Garrett Neaves	See Comment #9
				Community Alternatives	I am a resident of Austin. I agree 200% with the following points from Metrolink35. 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 Metrolink35 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
				Lane(s)/Induced Demand	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18
1239	Gary Brandstine	3/6/2023	Email	Multimodal Transportation	Metrolink35 Program Manager Tommy Klings. The current expansion plan of IH35 is forty years too late. Traffic analyst around the world have concluded that widening a highway or roadway does not usually solve a traffic problem. If the amount of automobiles involved in a traffic jam is more than a kilometer of distance, then even if you double the number of lanes of the roadway, it will not resolve the traffic jam problem. It will only reduce the distance of the traffic jam. It will not prevent the traffic jam. The only way to successfully prevent such a jam is to prevent the slowdown of the traffic flow. Most of all traffic jams are caused by some reason for the vehicles to apply their brakes. The most common reasons for an interruption in traffic flow are collisions, vehicle breakdowns, slow moving vehicles and vehicles changing lanes to enter or exit the roadway. I The real reason that TxDOT is expanding IH35 is to get toll lanes on it. The problem that the toll authorities don't understand is that the people in their twenties and younger don't want to use automobiles for transportation. They don't like the damage to the environment or to their bodies. Automobiles are the most deadly, flawed efficient and costliest form of transportation in the history of mankind. What the toll authority should realize is that this project will never pay for itself, because the people who oppose it today will begin changing the way that generation use transportation to get around town and the country. I am an automotive specialist and have lived in Texas most of my life. I have studied transportation around the world, particularly automotive transportation. This project will only cause more wrecks during construction, waste the people's money and cause more damage to the environment. THANK YOU VERY MUCH GOVERNOR ABBOT AND TOLL ROAD PROFITEERS!!	See Comment #20
ID C N Da R d S						
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				Lower Speed Limits	TxDOT really wants to help the traffic flow on IH35 through Austin, then they should gradually reduce the speed limit on IH35 to 30 mph and require vehicle use to have proper following distance. Starting in downtown and continue to the top blue horizon. This would do no harm, prevent heavy motor wrecks and drastically reduce rear collisions. If this could be accomplished, it would greatly improve the traffic flow on IH35. Traffic flow is most easily improved by using the length of the roadway and not the width of the roadway.	See Comment #39
1240	Gar Rodgers	1/30/2023	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. - Gar Rodgers II - Sent from Gmail Mobile	See Comment #8
1241	Garri lyengar			Do not widen/no build	I do not support the expansion of 35, particularly through downtown. While cities across the country (and world) are remodeling downtowns by removing poorly placed and discriminatory/divisive highways, the I-35 expansion is a short-sighted 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
				Lane(s)/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 Phase	Cap and afford is also an incomplete solution. While it is better than nothing, the best option is to divert highway flow 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 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 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	1/11/2023	Metrolink Website 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, where 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	Metrolink Website Comment Form	Regional Connectivity	Revoke the Lone Star Rail proposal. Widening the roads without improving transit is a waste of money, as it only induces more demand and results in the same traffic and more pollution!	See comment #1
1245	Gaming Ryan	3/6/2023			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 overdue for improvements to meet the needs of the current and future needs of a growing region and future needs of a growing region 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/no build	No 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 other 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

	Gentry McLean	3/6/2023	Email	Renroute to I350	Multi35 Program Manager Tommy Horgan. I was born in Austin and have lived here most of my life. Adding still more lanes to I35 in the middle of Austin is a terrible idea. This highway is so hard to negotiate with the number of lanes it has now, adding more will only make it worse. An expansion will also make the health effects on nearby residents from the highway's pollution even worse. We should route through traffic around on TX 130, and consider using the money allocated for expansion to reconnect the parts of the city split apart by I35, either with the PedTram 35 proposal or others that have been put forward. Gentry McLean	See comment #3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
1248	Geoffrey Journey Keller			Do not widen/ho build	Multi35 Program Manager Tommy Horgan. I35's placement doesn't fit its intended purpose or interstate travel. Highway expansion will be bad for business and business expansion in Austin.	See Comment #5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
				Renroute to I350	There should be a bypass, that goes around the city instead of an expansion.	See comment #3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
				Bury/Tunnel	If you have to keep it where it is, fully bury it so we don't have to look at it for 10 years. The upper deck should be removed or turned into a pedestrian park. The upper deck is a noisy disaster for the inner city. These problems won't be solved by more expansion.	See Comment #25																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
1249	George Adams			Community Alternatives	As one example, USDOT identifies indicators that transportation agencies can use to reduce traffic-related air pollution and improve air quality. These are: 1) Commute mode share 2) Miles traveled by mode 3) Vehicles miles traveled per capita 4) Proximity to major roadways, and 5) Public transportation trips per capita. The scope and scale of the 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 inducing greater demand for SOV travel. The expansion of I 35 will disproportionately impact environmental justice populations in the corridor.	See Comment #4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	

1263	Georgi Krasimirov	2/20/2023		VOH	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 provide of interests for residents of both sides and for visitors. The proposed enhancement will also reduce the noise levels for people who live close to I-35 in downtown area. Thanks and keep up this great transformational work. It is much needed.	See Comment #8			
1264	Gentry Lowe				Public Transit / Multimodal Transportation	Gentlemen! Perhaps a park and ride system would be more beneficial and cause less congestion.	See Comment #13			
					Reroute to I-35	Has any thought been given to eliminating the tolls on I-350 around Austin to give the truckers an alternative to I-35. It would seem the cost would be less than the proposed project which in my mind would not relieve the traffic issues we are now experiencing.	See comment #3			
					Latent/Unstated 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	3/1/2023			Do not widen/ho build	Mobility35 Program Manager Tommy Alving. Greetings, As a resident of the I-35 corridor in Austin, I'm writing to urge reconsideration of the plans to expand 35. The construction will make traffic much worse for years in the heart of Austin, and there is not enough data to support the idea that expanding the interstate will improve congestion. I am also disheartened that the proposed expansion will do so much damage to my neighborhood when I-35 already divides us so much. Please pause your plans and reconsider with more input from locals, care for our community, environmental study, and forward thinking ideas. This is a 21st century world and I as an Austinite will not support it. Grace Gibson	See Comment #5			
1266	Grace Gilmer	3/1/2023			Do not widen/ho build	Mobility35 Program Manager Tommy Alving. Highway expansions do not solve traffic but instead just bring more cars onto the road. Grace Gilmer	See Comment #5			
1267	Grace Hawk				Do not widen/ho build	Mobility35 Program Manager Tommy Alving. Hi, I'm Grace. I grew up in the Austin area and I currently attend St. Edwards University studying environmental science. Growing up, I would travel up and down I-35 anytime I would come into town and I know that the expansion is the wrong thing to do. At the time the expansion is completed, the city will be extremely different and this project will just hurt the growth as we all know construction on I-35 takes years.	See Comment #5			
					Business/residential displacement	Many people and businesses would be displaced as a result of the expansion and just that does not justify the expansion. It has been seen in so many other areas of the country and even here in Texas that highway expansions do not relieve traffic but instead just bring more cars onto the road.	See Comment #21			
					Public Transit / Multimodal Transportation	I would love to see a pause on the expansion and a movement toward better public transportation. If people were able to have other ways to move around, then they might be more willing to leave their cars and there would be no need for an expansion 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 Snuggin	3/1/2023			Do not widen/ho build	Mobility35 Program Manager Tommy Alving. 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 Snuggin	See Comment #5			
1269	Grace Simmons	3/1/2023			Do not widen/ho build	Mobility35 Program Manager Tommy Alving. 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 sprawling, construction-populated area in the Austin community. I ask you to think of Austinites and our use of a land culture concerning this decision. Grace Simmons	See Comment #5			
1270	Grace Tsao			My City OK OK	Do not widen/ho build	I strongly object to the plans to connect from East 41st Street to Whitestone Boulevard, including a shared-use path.	See Comment #5			
					Bike/ped safety	Whitstone Bv is in a residential neighborhood and connecting these streets would pose extreme danger to significant foot traffic, children, and humans.	See Comment #30			
1271	Grace Xu				Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Alving. Hello, I am a UT Student residing in West Campus. I support TxDOT's plans for I-35 and I oppose expansion. I frequently visit businesses that would be demolished if TxDOT's expansion were to continue, such as Cherrywood Coffeehouse. Many of the locations threatened by TxDOT's expansion are special parts of Austin for me and other students. Additionally, many students do not own cars and rely on public transit for their trips. Expansion of I-35 would not serve the needs of me and other students. Though I do utilize my car to travel around Austin, I do not want to see an interstate highway for my road trips. The interstate often feels unsafe, especially during heavy hours of the day. I prefer bike downtown where I can conveniently take the bus to and from my destinations. It is also important to remember that highway expansions do NOT work. Congestion is worsened (due to the Kelly Freeway). As a relatively new Austinite, I do not wish to see this city invading 25 years of construction and millions of dollars in a project that ultimately will not benefit the city's traffic or its residents. I respect TxDOT, Austin City Council, and other representatives to stand up for me. Thank you. Grace Xu	See Comment #13			
					Business/residential displacement	Please consider alternatives to highway expansion that will actually reduce traffic in the long run such as investments in mass transit. I really do not wish to see many of the businesses I love demolished for a project that will only worsen the state of traffic in Austin.	See Comment #21			
1272	Grady Young	1/31/2023		MyCapitol Website-Comment Form	Regional Connectivity	Real options and improved options between ATX & SALT. the current Atank situation/transition is embarrassing. Look forward to better railway connecting both cities for daily commutes.	See comment #1			
1273	Graham Carter	1/11/2023			General support	Dear Chairman Bugg and Commissioners: I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. I-35 through Austin is one of the most congested roadway segments in the State of Texas. This roadway needs decisive action to transform this critical stretch of infrastructure into a highway that will accommodate the rapid and immense growth we are experiencing in our great State. Thank you for your consideration of this request. Graham Carter, Givens Real Estate Ventures [REDACTED]	See Comment #8			
1274	Graham Duncan	2/15/2023			General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously isolated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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, CPMS Senior Property Manager [REDACTED]	See Comment #8			
ID	C	N	Da	R	d	S	Topic	C	A	P
1275	Graham Emerson	3/1/2023			Do not widen/ho build	As a resident of Spicewood (near highway 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 DEIS, I urge TxDOT to choose the No-Build Alternative because the benefits of Modified Build Alternative 3 would not justify the costs and impacts on the community. As noted by many well-informed members of our community: • TxDOT's projected traffic growth and commuting times are exaggerated because commuters will change their driving patterns as alternatives become more available or favorable. • Expanding the highway would not eliminate congestion due to induced demand. • TxDOT can improve highway safety immediately by reducing the speed limits on the highway and across roads. • The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. • The project would encourage the use of single-occupancy vehicles, promote urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan. • In order to expand the highway, the project would confiscate land from businesses and residents near the right-of-way, disproportionately impacting small businesses and minority communities. • Widening the highway with the limited connectivity, currently in Modified Build Alternative 3, would perpetuate, expand, and worsen the demographic divide that began with the city 1928 master plan. • 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 street crossings, as outlined by the Austin City Council Resolution on 2/23/2023, including: • Ensure that all crossings between 51st and U.S. 290 are at grade. • Work with the North Loop, Ridgeway, and Windsor Park neighborhood associations to evaluate adding another full crossing (automobiles, bikes, 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. Graham Emerson	See Comment #5			
						1276	Graham Moore	1/23/2023		General support
1277	Graham Moore	2/1/2023			General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously isolated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. [REDACTED] [REDACTED] 311 W. Sixth Street Public Hearing Services is an AMOS 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, delayed, incomplete, or contain viruses. AQUILA Commercial, LLC does not accept liability for any errors or omissions.	See Comment #8			
						1278	Grant Chase	3/1/2023		Do not widen/ho build



1296	Gingrey Gish	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. All Texans should call for bold and decisive 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	Grisham 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 suggested for improvements. Also I am wholeheartedly opposed to the closing of Woodland Ave which is an important cross street to my neighborhood. We don't need as many lanes, but we do need the highway to be wider before grade but without all the extra lanes that just cause more pollution and displacement. LESS LANES, LESS TRAFFIC, LESS DISPLACEMENT, LESS STREET CLOSURES, LESS NOISE. I still really need to think inside the box. We don't want these tried old solutions that actually just cause problems. Thank you.	See Comment #5
				Latent/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 east-west crossings.	See Comment #20
				Air Quality/Noise	and that you are controlling pollution especially as it concerns Lady Bird Lake	See Comment #34
1298	Griffin Batsinger			Do not widen/ho build	Multi35 Program Manager Tommy Kings. 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 Batsinger	See Comment #5
				Latent/Induced Demand	The addition of an additional lane will not ease traffic congestion and in fact threatens to worsen it.	See Comment #18
				Business/Residential displacement	The 10 years needed for construction and the destruction of local businesses to make the necessary room would not be worth the results.	See Comment #31
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/Cut 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	McClure Website-Comment Form	Regional Connectivity	We need a high speed passenger rail connection between San Antonio and Austin!	See comment #1
1301	Gurdene Sethi	3/7/2023	McClure Website-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 major changes to the city's biggest thoroughfare.	See Comment #5
1302	Gus Loeffelholz	1/30/2023	McClure Website-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 Laseca	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. Sent from my iPhone	See Comment #8
1304	Gwen Flory	3/7/2023	Email	Do not widen/ho build	No 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	Halley Mendez	3/6/2023	Email	Do not widen/ho build	Multi35 Program Manager Tommy Kings. My name is Halley Mendez and I live in Hyde Park a couple blocks from 35 and I oppose TxDOT's plan to expand 35. the traffic in Austin is already too much and people have the option of brrs , which realistically would make Texas more money after their funding follows in TXPE to make 35 bigger when it's 35 that's the main problem here. I can't afford a car so 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. halley mendez	See Comment #5
1306	Hathman Amara			Do not widen/ho build	Multi35 Program Manager Tommy Kings. 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
				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	Heley Hanks			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.	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	Heley Woodward		McClure Website-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 B2B ONLY on ramps and off ramps so that transit goes a priority over one person one vehicle. We should have bus only lanes (gated forbid TxDOT actually plan for rail here - that would be truly awesome) - but we need FAST/BIKE/BIKE transit options.	See Comment #13
				Caps/Cut 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	Hermux Khani			Do not widen/ho build	Multi35 Program Manager Tommy Kings. 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. Hermux Khani	See Comment #5
				Air Quality/Noise	TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #34
				Latent/Induced Demand	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air, noise and water pollution, safety, and transportation options beyond driving.	See Comment #18
1310	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 Khaniam P.E.	See Comment #8
1311	Hank Gindberg	3/7/2023	Email	Do not widen/ho build	Multi35 Program Manager Tommy Kings. Heavily 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 clogged in gridlock, especially as more people flock to the city. Instead, this resident would like you to spend the money that this highway expansion would cost on developing a more efficient system for public transportation, such as a subway line, to connect downtown Austin to its many suburbs.	See Comment #5
1312	Hanna Jemel	3/7/2023	McClure Website-Comment Form	Caps/Cut Phases	Please extend the Cap and Stretch program to State street!	See Comment #42
1313	Hannah Asaff	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. <a href="https://www.bon.com/news/local/quality-matters-100-businesses-relocated-out-of-displacement-under-bill-i-35-proposal/">https://www.bon.com/news/local/quality-matters-100-businesses-relocated-out-of-displacement-under-bill-i-35-proposal/</a>	See Comment #5
1314	Hannah Bradford			Do not widen/ho build	Multi35 Program Manager Tommy Kings. 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. Hannah Bradford	See Comment #5
				Air Quality/Noise	The impact of the construction on the community will be very negative including pollution (air and noise). The people who will suffer most are often already marginalized populations.	See Comment #34

ID	C	N	On	R	d	S	Topic	C	A	P
1315	Hannah Bruce	3/7/2023	Email				Downcast	<p> Hello, I live at 1218 Hornwood Road in the Downcast 2 neighborhood. I am writing to express my objections to the proposed highway designs as they apply to the Airport / I-35 intersection. The proposed highway design do not meet the desired 2+2 mobility and access needs. This design also does not adequately attend to the safety of motorists of Austin who will drive through this intersection. 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 path users are thwarted. 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 Road instead of crossing at the intersection above ground. These tunnels save pedestrians out of sight of anyone around, which is uncomfortable and unappealing to any mixed use path users, including the young and disabled, especially after dark. Furthermore, given that TxDOT is well aware of the number of people who use highway infrastructure as shelter because Austin lacks sufficient affordable housing, it is inconceivable that the tunnels will not be turned into shelter for these people, resulting in poor outcomes for everyone. This proposal, should it come to fruition, will undoubtedly become a breeding ground for camping, crime, and will deter foot traffic in an otherwise thriving part of Austin. As a final point, this intersection regularly sees issues with flooding during heavy rain, making pedestrian tunnels an even more unstable 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 Cuskey						Do not widen/rev 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 Cuskey </p>	See Comment #5	
							Rebuttal/Audience	<p> I-35 as it exists today is a testament to the redlining and outright racism that Austin was built upon. </p>	See Comment #3	
1317	Hannah Cuskey			VOH			Do not widen/rev 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	
							Rebuttal/Audience	<p> 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. </p>	See Comment #3	
1318	Hannah Hale						Do not widen/rev build	<p> No TxDOT TxDOT, I'm writing to my concern. I live on E 11th St a couple of blocks from the I-35 crossing into downtown. I'm fortunate to still be able to afford to live here, but being so close to the highway, I'm sending this note to share that I strongly oppose expanding I-35. The studies I've looked at show that expanding highways actually worsens the very problems they're trying to correct. 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 mean give up the outcome that most Austinites prefer- safe, walkable and affordable streets. I've seen how highways create the sort of city that forces commuters like those in Europe don't just happen but they CAN happen here- we simply need to have the courage to allocate our plans to make our city more human-centric NOT car-centric. The measure of success of a city is how effectively it cares for the people that live there, not how easy it is to drive through it or the way to San Antonio. Do not expand I-35. Listen to the pleas of your community. Yours is solidarity, Hannah Hale Hannah Hale </p>	See Comment #5	
							Air Quality/Noise	<p> An expansion would mean more traffic, more pollution, and more damage to Austinites who need to cross this road to get to work Downtown. </p>	See Comment #34	
							Community Alternatives	<p> I want community alternatives to expansion, like Reconnect Austin and Rebuild I-35 to be fully studied and actually considered. </p>	See Comment #4	
1319	Hannah Hughes						Do not widen/rev build	<p> Mobility35 Program Manager Tommy Riegels, Hello I'm Hannah Hughes, a now 5 year resident of District 9 in central Austin, just a 5 minute drive from the proposed I-35 expansion. I oppose TX DOT's expansion for the environmental impacts it'll have on the area and the negative impact it'll have on the businesses in this area. From new residents to folks who've been in Austin for decades we all joke that I-35 is a nightmare (and I'm from San Antonio so that's saying something). We must imagine a different future for transit in our rapidly expanding city. Its clear to everyone that I-35 cannot be that future. Thank you for your time, Hannah Hughes </p>	See Comment #5	
							Community Alternatives	<p> I implore 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. </p>	See Comment #4	
							Latent/Unmet Demand	<p> Expanding the highway will only lead to more traffic congestion down the line and current congestion with the expected 30 year construction time. </p>	See Comment #18	
1320	Hannah Khan	1/12/2023	Email				General support	<p> I support this. </p>	See Comment #6	
								<p> 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&amp;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 ES was inadequate. The maps shown in the ITI 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. 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 Rebuild35 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 Rebuild35 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 Rebuild35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region. Sincerely, Hannah Khan </p>	See Comment #4	
1321	Hannah Knips	3/7/2023	Email				Community Alternatives			
1322	Hannah Lloyd	3/9/2023	Email				General support	<p> Dear Chairman Buggs and Commissioners I think you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Austin, at 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. Hannah </p>	See Comment #6	
1323	Hannah Rubin	2/12/2023		VOH			Do not widen/rev build	<p> Don't expand at all or at least north I-35 </p>	See Comment #5	
1324	Hannah Sawley	1/31/2023	MyCause Website Comment Form				Regional Connectivity	<p> We need rail transit! </p>	See comment #1	
1325	Hannah Turner						Do not widen/rev build	<p> Mobility35 Program Manager Tommy Riegels, 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	<p> 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 </p>	See Comment #25	
1326	Hannes Marshall	3/7/2023	Email				Community Alternatives	<p> Dear Capital Central Project Team, In the name of the Hancock Neighborhood Association, I would like to request considerably more realistic renderings of the Modified Alternative 3 throughout central Austin. The image below, for example, makes it look like there is a maximum of 8-8 lanes under the bridge - with buslanes, cycling, and sidewalks. And here we sit, alone, pondering, it takes this imagination (or 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 Marshall </p>	See Comment #4	
1327	Hannes Marshall	3/7/2023	Email				Latent/Unmet Demand	<p> The PDF is located in the public hearing summary, appendix F. Email Copy Dear Mr. Williams, Mr. Abrego, Mr. Ferguson, Mr. Ashley Nguyen, and I-35 Capital Express Central Project Team, Please accept the attached statement by the Hancock Neighborhood Association (HNA) regarding that 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 prompt of expansion of the project in its current form. We kindly ask you to provide answers, in accordance with Transportation Code §201.41.15b and Texas Administrative Code (TAC) Title 43, Part 1, Chapter 2, Subchapter 6, Rule 2.127(a)(2), to both our 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 long lasting consequences. Respectfully, on behalf of the HNA, </p>	See Comment #18	
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1328	Hannes Mandel	3/7/2023	McCuEx Website-Comment Form	Do not widen/ho build	<p>My name is Hannes Mandel, my wife, our two kids and I live in Hancock. Although Hancock is only a stone's throw away from French Place, Cherrywood, Delwood, and Walnut Wood - and what should be a short drive via from Blackhawk, Chestnut, Rosewood, or Bluebell - with kids, these neighborhoods are hardly accessible to us without a car.</p> <p>Before we had our second child, I was able to bike with my daughter in a seat on top of my handlebar. When daycare first was closed during the pandemic, we did that pretty much every day. Back then, as an experienced cyclist, I was able to get it to my house, actually "through" I-35 and get to go to the great parks, pools, and playgrounds in Cherrywood, Bluebell, and East Austin. There was some of the best days of my almost four years of fatherhood so far. Ever since we had our son, however, those rides are no longer possible. With a child seat and a trailer, it is simply not practical, let alone safe, to try to wiggle down the curbs, or leave all of us up and over to the pedestrian signal request button with cars honking and turning left and right. I express hope to know that I won't be able to bond with my son in the same way I was able to with my daughter, riding with her between my arms, our faces close enough to talk and babble as we were taking in our city together.</p> <p>On would 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 us and our kids, then at least in time for them and theirs. However, with the massive, utterly unnecessary and misguided highway expansion, that is simply not the case. No number of additional lanes ever going to make a 25+ 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 truly aspired - meaningly substantiating this unsustainable, unhealthy, unconcerned, wasteful, and environmentally harmful idea by building more and more free highway lanes, everyone - and especially everyone's children and grandchildren - would be so much better off. The American Dream has turned into a nightmare that way. It's time we wake up and start dreaming awake.</p> <p>I urge TxDOT to reexamine its motives and reimagine an I-35 that caters to 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.</p> <p>Thank you.</p>	See Comment #5
1329	Hannes Mandel		McCuEx Website-Comment Form	Do not widen/ho build	<p>In addition to the heat maps showing Traffic Volume Changes for each scenario and peak time periods in Appendix 7 (<a href="https://www3.txdot.gov/central/uploads/2022/12/Appendix-7-Traffic-Volume-Changes-for-each-scenario-and-peak-time-periods-in-appendix-7.pdf">https://www3.txdot.gov/central/uploads/2022/12/Appendix-7-Traffic-Volume-Changes-for-each-scenario-and-peak-time-periods-in-appendix-7.pdf</a>), could you provide the public with maps that indicate projected traffic "diverted by road capacity"? The subregion and use the Hancock Neighborhood Association's Transportation Committee believe this would give a much better impression of the actual effects of each scenario on city traffic.</p> <p>Thank you.</p>	See Comment #5
				Air Quality/Noise	<p>The heat maps for the TxDOT Alternative on pages 17 and 20 in Appendix 7 of the DES suggest that none of the neighborhood streets in Hancock, Cherrywood, Delwood, etc. would see "any" change in traffic volume (neither increase nor decrease), despite the considerable increase in traffic volume on I-35. Especially if "total traffic" on I-35 Central is currently 82%, as TxDOT says, how is this possible? Shouldn't we expect "minor" changes, at least - whether increases or decreases, here or there?</p>	See Comment #24
				Laterals/Induced Demand	<p>Your posting on the "Project Connect Modeling Process" (<a href="https://www3.txdot.gov/central/uploads/2022/12/Appendix-7-Traffic-Volume-Changes-for-each-scenario-and-peak-time-periods-in-appendix-7.pdf">https://www3.txdot.gov/central/uploads/2022/12/Appendix-7-Traffic-Volume-Changes-for-each-scenario-and-peak-time-periods-in-appendix-7.pdf</a>) 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 I can see is that the projected lateral / induced 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 by it. Of course, this explanation only works under the assumption that even an expanded I-35 will continue to operate at capacity in other words that congestion will not be solved. If that is TxDOT's expectation, however, we believe the agency has a political and moral duty to correct its messaging and inform the public transparently and unequivocally.</p> <p>Currently, the project continues to be promoted with slogans such as "The Big Traffic," or "lighting congestion," and is labeled by TxDOT under the "Texas Clear Lanes" campaign. Austinites and Texans need to know what exactly they can expect in return for the tremendous fiscal, cultural, infrastructural, and environmental costs of the project.</p>	See Comment #18
1330	Hannes Mandel		McCuEx Website-Comment Form	Laterals/Induced Demand	<p>In 2013, the Center for Transportation Research (CTR) at UT Austin wrote in a report (<a href="https://library.ctr.utexas.edu/ctr-publications/06867-1.pdf">https://library.ctr.utexas.edu/ctr-publications/06867-1.pdf</a>) specifically for TxDOT on the potential of Dynamic Traffic Assignment (see especially its State Traffic Management section).</p> <p>"According to a recent survey conducted by the FHWA, 42% of respondents (mostly 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 within the next 2 years, and 80% wanted to implement DTA in 3 to 4 years at the latest." (p. 47)</p> <p>How come TxDOT did not - for a project as huge, complex, expensive, and impactful as CapEx Central?</p>	See Comment #18
				Laterals/Induced Demand	<p>Well,</p> <p>Let me quote an I-35 bus lane statistic / going down slightly in the CAMPO area even before the pandemic, arguably indicating a preference among the population to drive less, not more. Do you conduct mode of transportation preference surveys? Also, to what extent does the CapEx Central project include Traffic Demand Management efforts?</p> <p>Thank you.</p>	See Comment #18
1331	Hannah Bacci	3/7/2023	McCuEx Website-Comment Form	Widening	<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 far larger - and especially more close to home in Austin - would either work closer to home, or they would work, like, take public transit, or telecommute - all of which are far better 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 hell will come spinning. Don't build, and you'll be fine. The highway is going to congested either way, so the real question that remains is "where" we want Austin's future growth to happen? In the suburbs, turning Austin into another Houston or Dallas? Or we more strongly in central Austin, increasing the affordability of sustainable public transit, affordability, walkability, liveability, and livability for all?</p> <p>I recently came to know of a proposed through way from week 41st street connecting to Walnut Blvd and going through our neighborhood via Schuler to connect to Airport Blvd. Plus the easiest way to connect to Airport Blvd would be to turn left onto Frontage road before going into Walnut Blvd and following it's existing roadbed. There is an additional benefit to going through the Walnut Woods neighborhood and instead will cause more harm than good.</p> <p>Criticism who walk through the neighborhood to get to Maplewood Elementary will be affected by the increased volume and speed of traffic. As well all residents who utilize the neighborhood to walk their pets and themselves. Events at Peterson Park will also be affected by the proposed change.</p> <p>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	1/11/2023	McCuEx Website-Comment Form	Regional Connectivity	<p>I would like to submit a request for TxDOT to consider adding passenger railway systems) between San Antonio and Austin. I-35 has been plagued by traffic for decades now and it is no longer feasible to use or passengers to quickly get to 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 these metropolitan areas and enrich the surrounding communities even more by providing additional property tax revenue to those communities. Legitimarily 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.</p>	See comment #1
1333	Harrison Gloor	3/6/2023	Email	Do not widen/ho build	<p>Mobility35 Program Manager Tommy Alving,</p> <p>This is really dumb, have you ever considered meeting in public transportation?</p> <p>Harrison Gloor</p>	See Comment #5
1334	Harrison Hudson	1/26/2023	McCuEx Website-Comment Form	General support	<p>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.</p>	See Comment #8
1335	Harrison Hudson	2/27/2023	McCuEx Website-Comment Form	General support	<p>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.</p>	See Comment #8
1338	Harrison Wright	2/9/2023	Verbal On-Call	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 90-95 percent of people don't really care. They don't care enough to come to something like this on a Thursday night. They don't care enough to put in their comments to a court hearing, and when most people do they use the transportation methods that are most convenient for them. So here here - from South Austin to here tonight, I drove here. Not because I wanted to drive so badly, not because I had, you know, no other opportunity but because I was the most convenient. There is parking in my 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 spend all this money on a highway, you are building it to be the most efficient and people are going to use it. You're making that demand when if you take that money and put it somewhere else, into improving other infrastructure, people are more likely to use that infrastructure because you're making that the more convenient option. The one example that I can think of is that in Ohio, I think they - they discovered - they're building like a light rail or a rail line from - not a light rail but a rail line from Cincinnati to Cleveland through Columbus. And they found that the cost of that cost about a fifth of what you're talking about. I think, two-thirds of a highway in downtown Columbus. And when you look at that, you can see, well, you realized 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 that you have to keep in mind that whatever TxDOT does, whatever the city decides to do, to what most people - are going to do. And either way, whether you build it or don't build it, people are going to use what you build. People are going to use what is most effective to them.</p>	See comment #1
1337	Harrison Wright			Do not widen/ho build	<p>Mobility35 Program Manager Tommy Alving,</p> <p>I am a resident of east Austin just a couple miles east of I-35, and I work right next to I-35 as well. I use the highway and the surrounding streets on a regular basis as a pedestrian, cyclist, and a driver.</p> <p>I oppose any expansion of I-35. The entire premise used for highway expansion is fundamentally flawed. This will not improve congestion at all, it will only induce more demand to use the highways and drive more - eliminating any gains in capacity it is the premise. It's a giant waste of taxpayer dollars, and really exacerbates the every day of those living around the highway. We should not be subsidizing suburban commuters at the cost of those that actually live near I-35. Please do not expand I-35.</p> <p>Harrison Wright</p>	See Comment #5
				Community Alternatives	<p>I support either I-35 and their alternative proposal, redesigning another highway as an interstate and making I-35 through downtown a boulevard. This still enables us to have a highway connecting interstates, and doesn't destroy lives and livelihoods in the core of our city. We do not need this much capacity through the most valuable land in Austin. Instead we should focus on the community, and create a place where people want to BE not drive through. Create a place where the city can build walkways, build new businesses, collect tax revenue. Not a giant concrete river through the city.</p>	See Comment #4
1338	Henry Swenney	2/22/2023	Email	Do not widen/ho build	<p>Hi TxDOT TxDOT,</p> <p>I live on 42nd St near I-35 and I strongly oppose the present I-35 Capital Express Central Project. I cross I-35 every day, walking or on my bike or in my car, and the proposed project will NOT improve the worst congestion. There are far better alternatives to the proposed I-35 Capital Express Central Project that would address the project's terrible impact on our neighborhoods.</p>	See Comment #5



1339	Hersman Kaur			Do not widen/no build	<p>Mobile35 Program Manager Tommy Krings. I am a resident of the city of Austin. Expanding US has disastrous consequences. First, Congestion will get worse. TxDOT has expanded highways for years, even though evidence does not support expanding highways decreasing traffic. In fact, congestion is worsened since expanded highways encourage more driving, known as "Induced Demand". Houston's Katy Freeway is an example. It was widened to 23 lanes in 2009 and commute times increased by 30%. 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 Cherrywood 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, Hersman Kaur!</p>	See Comment #9
				Climate Change	<p>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.</p>	See Comment #51
1340	Hettie Lindsey	3/1/2023	VGH	CapEx/Deck Phase	<p>Can you please consider wildlife crossing opportunities in this plan? Strakes, butterflies, birds all need habitat. I support the introduction of more trees &amp; arbors! Capping the highway for a park/pedestrian use is amazing! I'm a Dallas native and Dallas loves their highway park. Great use of public space. Infrastructure as lifestyle!</p>	See Comment #42
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1341	Hayden Bridges			Regional Connectivity	<p>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 time 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 for high speed rail.</p>	See comment #1
1342	Hayden Thomas			General support	<p>Dear Chairman Bugg 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 congested roadway is often called the Main Street of Texas, all Texans should act for best 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.</p>	See Comment #6
1343	Hayden Payne			Do not widen/no build	<p>Mobile35 Program Manager Tommy Krings. I am a resident of Austin TX. I OPPOSE TxDOT's plans for US 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 #9
				Latent/Induced Demand	<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 removals, and its traffic modeling is flawed.</p>	See Comment #18
				Air Quality/Noise and water quality	<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>	See Comment #34 and See Comment #125
1344	Haylie Ward			Blue/ped safety	<p>Mobile35 Program Manager Tommy Krings. 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. Haylie Ward</p>	See Comment #30
1345	Heard Canales			Public Transit / Multimodal Transportation	<p>Indicates that in one of the fastest growing cities in the country we can't get a decent system of transportation that can be regularly relied on</p>	See Comment #13
1346	Heather Burr			Do not widen/no build	<p>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 ineffective. The best investment in Austin and all future Austinites is to invest in our rail system. Intercity stops throughout different areas of Austin and the surrounding cities is what Austin needs. Please reconsider the US expansion to a solution that future proof our city beyond what a few times can do. Best, Heather, Austinites, TX!! Heather Burr @theher</p>	See Comment #5
				Business/residential displacement	<p>Only after we add more stops and routes via rail should we revisit an expansion of US, which still may be moderately needed, but has the potential to eliminate home and business displacement and is a better decision for environmental reasons.</p>	See Comment #21
				Multimodal Transportation	<p>By investing more into our rail system, intercity travel will be more efficient, inclusive, accessible, affordable and environmentally friendly for all.</p>	See Comment #20
1347	Heather Davis			Do not widen/no build	<p>Mobile35 Program Manager Tommy Krings. 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	<p>The time is now to increase public transportation, send traffic around the city and finally reintegrate our city for the future.</p>	See Comment #13
1348	Heather F			Do not widen/no 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 expanding 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 crash 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 Forrester</p>	See Comment #9
				Regional Connectivity	<p>Texas 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 redneck of central and east Austin.</p>	See comment #1
1349	Heather Forrester			Do not widen/no build	<p>Mobile35 Program Manager Tommy Krings. 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 US. 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 confuse sections of the Ann and Roy Butler Hwy and Blue Trail. I pass an accident almost every time I'm on it and have been in one myself on it (my only one ever). Heather Forrester</p>	See Comment #9
				Multimodal Transportation	<p>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.</p>	See Comment #20
				Regional Connectivity	<p>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.</p>	See comment #1
1350	Heather Forney			Latent/Induced Demand	<p>Mobile35 Program Manager Tommy Krings. TxDOT's process in this project is BAD. It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Make the right decision for your community and all users of highways. Expansion doesn't work. ☹️</p>	See Comment #18
1351	Heather Hies	3/6/2023	Email	Do not widen/no build	<p>Mobile35 Program Manager Tommy Krings. I am a resident of Austin. I oppose TxDOT's plans for US and I oppose expansion. I'm also concerned about how the extra highway pollution would affect the quality of fresh food for residents of East Austin, which is grown at Festival Beach Community Garden and Festival Beach Food Forest. These sites are an important resource. Personally, both rent and car maintenance costs are increasing at such a rate that my family is now down from 2 cars to 1. We are just a 2 person household, with no children, working professional jobs. With many others having a similar impact, even projected population growth may directly relate to an increase in the number of personal vehicles. Over the course of 7 years in 3 other cities, I've noted 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
				Latent/Induced Demand	<p>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.</p>	See Comment #18
				Multimodal Transportation	<p>I am for additional commuter transportation routes, and streamlined local routes.</p>	See Comment #20

1352	Heather Hurlitzer	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-facing increased air, water, and noise pollution and health impacts such as asthma, particularly in children. TxDOT should revise its preferred alternative Modified Alternative 3 and concur to the following design elements for the active Central Segment: (1) INCREASE THE NUMBER AND FREQUENCY OF AT-GRADE CROSSINGS. 135 currently limits and even acts as a barrier between neighborhoods and creates unnecessary obstacles to travel. Modified Alternative 3 does not provide badly needed additional crossing opportunities, maintaining disconnection between neighborhoods. At a minimum, TxDOT should provide a fully accessible crossing at least every half mile on 135 and pedestrians and bicyclists should never be relegated to tunnels or raised crossings simply to cross the street. (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 interest right-of-way on this project; this innovation should be employed more extensively to reduce crossing distances and right-of-way needed for the project. (b) Right-of-way areas should be limited to 30 mph speeds or less and limited to no more than two lanes in each direction. I look forward to seeing solutions that better support the needs of travelers and communities as well as the communities who live with 135 every day. -Heather Hurlitzer	See Comment #5				
				Caps/Deck Phases	ENABLE COVERING 135 IN NORTH CENTRAL AUSTIN AND OTHER LOCATIONS NOT PREVIOUSLY ENABLED BY TxDOT. "Sealing" or "capping" over the highway provides clear community benefit by removing noise and air pollution from neighborhoods and creating new shared public spaces. TxDOT should commit to pursuing full coverage of 135 through residential neighborhoods along 135, not just in central business districts as currently proposed. Tradeoffs such as removal of ramps should be weighed against potential 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	NE 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	Nolan Jones			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 Mean Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate 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. -Nolan Jones, CDM Partner	See Comment #8				
1355	Heather Bonds			Do not widen/ho build	Mobility35 Program Manager Tummy Horgan. I oppose the highway expansion for 135. Expansions do not address the root causes of traffic and do not offer alternatives to residents in Austin. Heather Bonds	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	Harriet Hale Jamann DA		MyCueX Website Comment Form	Air Quality/Noise	1. Concerned about contributing 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				
				Reserve 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				
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1357	Heidi Colorado			Do not widen/ho build	Mobility35 Program Manager Tummy Horgan. I am a resident of Dallas, Texas. I have friends in Austin. I visited Austin twice in 2022, the latter time I started two days longer than needed so I could spend additional time and money at Austin businesses. Both times, I traveled to Austin by directly taking 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 income are not served by expanded highways. There are many who are capable of operating a vehicle but who need 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 new, expanded, and rebuilt highways in Texas, thereby entrenching dependence on cars for those who are able and marginalizing those who aren't. OR, we can choose to invest in 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 Health35 Proposal. I AM FOR greater investment in sidewalks, bicycle infrastructure, and public transportation.	See Comment #4				
1358	Hayden Walker			Blue/ped safety	TxDOT 135 Cap Ex Central Team, Smart Growth America puts out a report on walkable urbanism annual. This year's report Fact 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 F.) The report states: 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 it 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 sub-urbanism did for the late 20th century and will be far more environmentally resilient by enabling lifestyles that use far fewer carbon emissions via less per capita household energy use and emissions from driving.	See Comment #34				
				East/West Connectivity	This is a large part of why the Austin community, along with our elected officials, has repeatedly requested more connections points across 135, a continuous gap from Holly St. to Airport Blvd, attention to local economic development, compliance with the City of Austin Climate Equity Plan, alignment with the City of Austin Strategic Mobility Plan, and safe shared use paths that are protected by trees (between the DUP and any clear zones).	See Comment #20				
1359	Hayden Walker	3/6/2023	Email	Blue/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 recommendation regarding 135 Cap Ex Central. This is in response to the DES and is hereby submitted on the record. (The PDF is located in the public hearing summary, appendix F.) Thank you.	See Comment #30				
				Air Quality/Noise	Dear 135 Capital Express Central, 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 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 headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level. - The fact that we are so close to non-attainment for PM 2.5 is likely why TxDOT did not do the analysis. And likely why they are pushing for an 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. Sincerely, Hayden Walker	See Comment #34				
1360	Hayden Walker			Do not widen/ho build	Dear 135 Capital Express Central, Re: 135 Capital Express Central, Draft Environmental Impact Statement Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero by 2050. Crashes are measurably more important than congestion and cost the people of the Austin region more - using National Safety Council costs of crashes methodology to compare to Texas A&M Transportation Institute congestion methodology. The Texas Transportation Commission Minute Order 115481 directs TxDOT Austin to "work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. The Commission acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing fatalities. It is further ordered that the divisions and districts of the department should 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 is our greatest goal to completely double and within TxDOT's grasp. Instead, upon the design of the facility and various studies that would result from unreasonably having this goal as the top purpose and need of this project. No project should move forward without a reasonable expectation that the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. Thank you for all that TxDOT is doing and will do in the further development of this project to end traffic deaths. Sincerely, Hayden Walker	See Comment #5				

					Do not widen/no build	<p>Dear TSD Capital Express Central,</p> <p>Re: TSD 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 TSD 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&amp;M Transportation Institute on the ReLink35 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 maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle mile traveled are lower on local streets 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 #5			
					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 ReLink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReLink35 and Reconnect Austin in the ES and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please use the original analysis found throughout thousands of pages of ES on the ReLink35 and Reconnect Austin proposals.</p>	See Comment #4			
1361	Hayden Walker				Bike/ped safety	<p>TxDOT T-35 Cap Ex Central Team,</p> <p>The attached report from Perkins+Will, "Highway Impact, Urban Heat Islands" is attached here and submitted as part of the public record for the DES. (The PDF is located in the public hearing summary, appendix F). The report refers to improving the morphology of cities, building compact cities is a solution. This is because greater compactness helps to reduce the proportions of roads and highways. On a similar note, a higher compactness will encourage the reduction of a need for cars and automobiles.</p> <p>There is no heat island analysis in the DES, regardless of the fact that T-35 will be even wider, with more concrete and impervious cover, than exists today. Please include a heat island analysis in the DES. Heat is a critical issue in Texas and will become more so with climate change. Austin is already experiencing the hottest summers on record.</p> <p>Thank you.</p>	See Comment #30			
					Air Quality	<p>TxDOT Falls,</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 DES.</p> <p>Thank you.</p>	See Comment #508			
ID	C	N	Da	R	d	S	Topic	C	R	P
1362	Hayden Walker	3/7/2023	Email		Bike/ped safety	<p>Dear TSD Capital Express Central,</p> <p>Re: TSD 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 TSD Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposals.</p> <p>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 a 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 slightly speed up long distance single occupant vehicle travel do not represent my needs and desires or the vast majority of the reasons that I need safe, multimodal access in the Austin region. The regional growth forecasts that project a future with the vast majority of residents living in car-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the lifestyle that I want to live.</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, ReLink35, 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&amp;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 #30			
1363	Hilary Raines				Do not widen/no build	<p>Mobility35 Program Manager Tommy Ahlgren,</p> <p>I live in Houston and I've seen first hand how highway expansions don't reduce congestion long term as I live near I-25. Please stop making the same mistakes that waste so much of our taxpayer money. And as someone who travels to Austin, I don't want to drive there. This is what I see when I visit some American and most international cities and it's such a better way to move through life so why can't we have these things? It's in your hands!</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			
					Reverts to I-35	<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 Buggs 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 TSD Capital Express Central design as proposed by TxDOT. Hil Morrison</p>	See Comment #8			
1365	Hillary parks	1/26/2023	McCaule Website-Comment Form		General support	<p>I'm excited for the improvement, I235 is a road that many Austinites avoid if at all possible. The improved crossings through Austin will help east and west connectivity. This project will improve pedestrian and vehicular safety. Go TxDOT Go!</p>	See Comment #8			
1366	Hsien Bhagupia	1/18/2023	McCaule Website-Comment Form		Unrelated comment	<p>Hi!s, our company was involved in traffic management for the HDS/183/92 drive construction and we performed traffic zoning to remove disabled vehicle and vehicles involved in accidents when the closures were performed. We worked alongside JD Abrams on the project. Who is handling the project for HDS and Williams Drive where we can offer our services? Thanks in advance.</p>	Unrelated comment			
1367	HJ Richard				Do not widen/no build	<p>Dear TxDOT,</p> <p>The Schaffner-Walshire neighborhood will be negatively impacted by the current Plan 3. With the addition of the 42nd bridge, there is no doubt we will have terrible cut-through traffic from 42nd at Walshire Blvd/Schaffner Rd to Airport Blvd. As you know, drivers cutting through a neighborhood drive too fast and recklessly, because they are not thinking, nor do they care about the children, pets, bicycles and pedestrians who live there. This attitude multiplied by the very sure possibility of hundreds each crossing this area a day, adds up to a very dangerous situation.</p> <p>A large portion of this stretch of road borders a beautiful and well-treed 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.</p> <p>There are many other negatives to the entire plan. I am appalled at the idea of more I-35 lanes, and the pollution and noise and traffic this will create. But I'll save my opinion on that subject until I have no input on TxDOT's plans.</p> <p>All I can ask of you, in the name of the hundreds of children who play in the neighborhood, the hundreds of students in the Mapleswood Elementary School, many of whom walk to school, (the school is only 1.2 blocks from Walshire Blvd and Patterson Park), the many bicyclists who use this route from east of Austin to west, and the many concerned families, is to consider doing whatever is necessary to insure that the stretch from I-35 frontage road at 42nd via Walshire/Schaffner 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 live the preventable death of a child on your conscience. Thanks for your consideration of this issue.</p> <p>Warmly,</p> <p>Jane Richard@Cox</p>	See Comment #5			
					Bike/ped safety	<p>All I can ask of you, in the name of the hundreds of children who play in the neighborhood, the hundreds of students in the Mapleswood Elementary School, many of whom walk to school, (the school is only 1.2 blocks from Walshire Blvd and Patterson Park), the many bicyclists who use this route from east of Austin to west, and the many concerned families, is to consider doing whatever is necessary to insure that the stretch from I-35 frontage road at 42nd via Walshire/Schaffner 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 #30			
1368	Hsien Truong	3/6/2023	Email		Do not widen/no build	<p>Mobility35 Program Manager Tommy Ahlgren,</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. Hsien Truong</p>	See Comment #5			
1369	Holly A.		McCaule Website-Comment Form		Do not widen/no build	<p>I think it is a bad idea to add more lanes to I35 through the center of Austin. It's been shown in other cities, such as Houston, that it doesn't relieve traffic. It just encourages more people to drive. Right now we should be finding ways to reduce our reliance on fossil fuels, and not make it even harder for people to navigate the city by using public transportation.</p>	See Comment #5			
					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 like myself who live within a couple of blocks of I35. We should accept this plan and come up with a more forward-thinking plan.</p>	See Comment #21			

									I want to add my voice to the question of why we are aiming to expand I-35 through Central Austin. A growing body of research demonstrates that urban highway expansions induce more driving and worsen congestion, which negatively impacts residents' health and well-being. As the Cherrywood Neighborhood Association and NCMC pointed out, the data data in the 2025 does not seem to support a 50% increase in highway capacity, a fundamental assumption of the CapEx Project. This 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. Either other project moves forward that will affect all of Central Austin for years to come, and may potentially exacerbate the equity issues that I-35 created in the first place. It do need explore beltways or an express route that would keep intermodal traffic out of the heart of the city.		See Comment #5	
1370	Holly Herrick				VGH				Finally, I support the removal of the Upper Deck of IH 35 and a switch from E 42nd 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	
									Traffic should be diverted at the I-35 opening of Wilshire Boulevard where it would connect with the west side of the Interstate with longterm, so that cut-through traffic could not enter Wilshire from the 42nd Street overpass 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	Homer Luna								Multimodal Program Manager Tommy Krings. I know I'm reading no time being the better since this project (like all other TxDOT projects) will move forward regardless of what regular folks want, but I digress. As a resident of Fort Worth, I have seen the impact that years and years and countless years of construction on 35 can lead to headaches during rush hour while construction is happening, followed by congestion relief for a little while after construction is finished, before once again reaching the capacity of the highway.		See Comment #5	
									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 American HQ bid. If we invested the amount of money we currently spend on expanding highways on funding mass transit instead, we could truly make this state much more attractive for others to decide to move here.		See Comment #20	
1372	Homer	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 isolated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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	
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1373	Hope Bass	3/7/2023			Email	Do not widen/no build			I-35 COMMENT I AM KENTHALL TxDOT GOV TO WHOM IT MAY CONCERN, MY NAME IS HOPE BASS. I AM A RESIDENT IN THE BUNNY 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 MOVING FORWARD. PLEASE SEE COMMENTS BELOW. THANK YOU, HOPE BASS A key fault in TxDOT's preferred plan for I-35 is that they eliminate all northbound access to 38 from south of Riverside Drive up through 8th Street. All drivers seeking northbound I-35 access from (as) Riverside Drive and its surrounding neighborhoods, (to the level of at least) the new bridge constructed in the Narrows District, below 8th Street and (at) that large portion of downtown which is south of 8th Street will be immediately funneled on to the 3-4 lanes of new I-35 service roads that run from Clear Creek through 8th Street. These service roads will become unceremoniously overwhelmed. Clear Creek Street will also be overwhelmed, particularly during the 6 years of I-35 construction starting late 2025. During that time frame, TxDOT will routinely close or partly impede traffic at the intersection of I-35 and Clear Creek, as they seek the road there while the highway still operates, build an east-west bridge, and a flyover bridge. To move service road traffic from the eastern side of I-35 at Holly Street to the western side of I-35 at Clear Creek. At the very same time, the many thousands of new residents arriving in the middle of new 40-70 story Narrows District buildings will commence with their car trips. The Convention Center will undergo a doubling in its size, undoubtedly involving the expansion of Clear Creek lanes for construction staging. Project Connect, which can no longer afford tunnelling through downtown, will be building rail lines on or 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	Husain a c Cavale Bb	1/31/2023			M/QueX Website-Comment Form	Regional Connectivity			We need a corridor railway system that connects the major cities in Texas.		See comment #1	
1375	Huston Gaines-Ross	3/7/2023			Email	Air quality/noise			Multimodal Program Manager Tommy Krings. I can hear the traffic already all day and I get annoyed. You're gonna just make it worse by adding more lanes.		See Comment #34	
1376	Hufus Husain	3/6/2023			Email	Do not widen/no build			Multimodal Program Manager Tommy Krings. OPPOSE TxDOT's plans for I-35 and I-OPPOSE expansion. TxDOT's process in this project is flawed, highway expansion doesn't work & 50 years is an insane amount of time.		See Comment #9	
1377	Hugh Harris					Do not widen/no build			Multimodal Program Manager Tommy Krings. Please don't continue expansion of the Interstate system through town. Traffic doesn't improve appreciably as more lanes are built. Unfortunately human nature just leads some to expand into the entire space virtually negating the advantage of more room.		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: bike light rail, ride sharing, buses. I thank you for the opportunity to share my thoughts.		See Comment #13	
1378	Hugh Yasumoto	3/6/2023			VGH	Public Transit / Multimodal Transportation			Thank you for the opportunity to provide feedback on the Project. As a resident of a neighborhood bordering the Central Project for 25 years, it is important that plans meet the challenge of updating transportation systems while improving the quality of life of nearby neighborhoods. We believe that the Central Project should evenly weigh the impact of changes to both the east and west side of the highway. The current plan places a significantly larger burden on the east side of the highway, especially with respect to right of way and apparent plans to place hubs of construction activity (i.e. equipment, construction administration) on the east side. We are in agreement with the vast majority of comments shared by the Cherrywood Neighborhood Association (CNA), that there are some specific concerns 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 our ramps at Manor Road/Dean Keeton and Wilshire Boulevard/Airport Boulevard are sufficient. Any small convenience a main lane and ramp to E. 38th St Street may add is outweighed by additional congestion, noise and disruption to Cherrywood. 2. Innovation and funding for Cherrywood frontage road design should reach 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 conventional frontage roads should be integrated to limit the overall scale and scope, especially near established neighborhoods.		See Comment #13	
1379	Hume Spike	1/20/2023			M/QueX Website-Comment Form	Regional Connectivity			I-35 needs center running rapid rail transit operated either through Lunderfar Real, Artrux, or another public agency. This project should not add any lanes and if necessary remove them in favor of mass rail rapid transit.		See comment #1	
1380	Hume Spike					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 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 people that I want to live. Please optimize any scenario to improve safe, multimodal access for people across the Austin region for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant vehicle trips. Thank you for all that TxDOT is doing to improve safe, multimodal access for all		See Comment #13	
						Multimodal Transportation			Please build an analytical model to be able to understand how different alternative transportation investment scenarios will provide for safe, multimodal access for each neighborhood in the Austin region. This should analyze how many jobs/people from each scenario (are) can reach within a half hour by walking, biking, wheelchair, transit, and personal motorized vehicles in the no build, alternative 2, modified alternative 3, Reframed35, 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 analysis for this project.		See Comment #20	
						Bike (not safe)			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 Spive	3/7/2023	Email		Do not widen/no build	<p>Mobility35 Program Manager Tommy Ahnig. I don't want other freeway expansion. I will take our family, clean our climate, encourage more driving, build safe homes and businesses, and won't receive traffic. Build on high capacity high speed high comfort transit. I take local buses to school. Give your project's money to making our bus systems rock instead of putting interstates down downtown.</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 Knight a licensed real estate brokerage company ~&amp; One of the 2022 World's Most Ethical Companies! James Lang LaSalle 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 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 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 #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 Endovox 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 Endovox Real Estate Group</p>	See Comment #6
1385	Hunter Alexander	3/6/2023	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. Hunter Alexander Senior Vice President, Tenant Representation</p>	See Comment #6
1386	Hunter Couch	1/31/2023	MyCause 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 transportation that makes not using a car a viable option. High speed rail to interconnect these cities will greatly increase the ease with which people can get between them.</p>	See comment #1
1387	Hunter Holden				Do not widen/no build	<p>Mobility35 Program Manager Tommy Ahnig. I'm a resident of Dallas, and moved out of that city because of how unfivable it became. From the angry drivers to increased crime, car dependency made the city worse and worse to the point where living there seemed more like a living hell than anything. Austin has the chance to be better, and it has the chance to not make the same mistakes as Dallas and Houston. We have the opportunity to make Austin a walkable city with suitable transportation and a safe environment for our children. Even walking my dog in the streets within my suburban neighborhood, I'm afraid of being run over by a car. When the Texas happened a few weeks ago, I couldn't leave my home to get groceries because the nearest store is 20 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/no build	<p>Re TxDOT TxDOT, I-35, more specifically the path it cuts through Austin, is: • Dangerous • Unhealthy • Congested It brings unnecessary traffic through what is already the most congested &amp; unhealthy part of our great city downtown Austin (East). I do not believe that any expansion of the highway is going to resolve public concerns about our city's growth. I do believe that best future for I-35 is to redirect traffic around the most dense, severely downgrading areas of town. When visiting other big cities, I can't help but notice that they're just waste to historic, residential, &amp; public areas by demolishing them with highway-adjust concrete structures using ugly, state-sponsored designs. It has to be said Austin is something much different, for the better. Please consider a more robust development plan that is authentically Austin, and not brought to you by outside money or sleepy transportation interest!</p>	See Comment #5
ID	C	N	On	R	P	Topic	
1389	Hunter Delman Stanford				Do not widen/no build	<p>In TxDOT representatives, As a born-and-raised Austinian and now a transportation planner, I think TxDOT's plan to widen I-35 through central Austin is completely unnecessary project using outdated methods and ignoring the real costs of highway expansion. While this is likely true, the report ignores the thousands of daily trips that it will induce by creating additional roadway and (initially) faster travel times. The benefits of potential mode shift by providing managed lanes could be reached without expanding the existing capacity simply replace mixed lanes with restricted HOV lanes now and encourage their use by designing express bus routes to/from downtown on those managed lanes. However, expanding the lane count to completely backwards and will not solve any issues. Prolonging and take paths over 14+ lanes of highway does not encourage anyone to bike or walk. Instead it creates a barrier between those neighborhoods that only the poorest residents will use because of the horrible inconveniences/traffic/pollution one is exposed to just to cross the street. This plan, while less terrible than several TxDOT alternatives, will clearly not increase both congestion and air pollution, and we will be stuck with it for another 50 years. Austin deserves a project that improves transportation options and health equity for residents now, best. Hunter Delman Stanford</p> <p>Decades of study have shown us that expanding highways without investing in equal alternatives for walking/biking/travel means that MORE people fit those new lanes (aka "Induced Demand") and traffic congestion quickly becomes worse than before. The phrase "Induced Demand" is a common concept in transportation planning, appears nowhere in your QMS &amp; Climate Change report. The report says, "The WMH estimated for both build alternatives are slightly higher than that for the No Build Alternative because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network."</p> <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 gaps with active community uses overhead.</p> <p>HPNA recognizes that TxDOT possesses the directive and funding to expand the physical footprint of I-35 as part of its Capital Express Central project. Moreover, despite growing concerns that previous community comments are not sufficiently reflected in current design alternatives, we accept the need to work with TxDOT in this current project to minimize the many potential negative outcomes for human health and vibrancy in central Austin neighborhoods. For almost 50 years, HPNA has fostered a 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, HPNA calls for reasons to TxDOT's Preferred Alternative "Modified Alternative 3". In addition, HPNA conditions any future support for TxDOT's expansion of I-35 upon TxDOT and the City of Austin committing to the following design elements for the entire Central Segment: • Exclude covering I-35 in north-central Austin and other locations not provided in the current plan. "Decking" or "capping" over the highway provides a clear community benefit by reducing noise and air pollution from neighborhoods and creating new shared public spaces. TxDOT should also commit to designing for future covering of I-35 through residential neighborhoods along I-35, not just in central business districts as currently proposed. Traditionally such as a reduction in the number of planned ramps should be weighed against community benefits that will be achieved through additional covering of I-35.</p>	See Comment #5 See Comment #18 See Comment #20
					Do not widen/no build	<p>• Reduce the physical impact of I-35 on surrounding neighborhoods. Surface streets should reflect City of Austin standards, including street trees and designs that are compatible with urban neighborhoods. The current plan does not sufficiently promote the safety, comfort, and health of all users. TxDOT has demonstrated the ability to work within areas of limited right-of-way width in this project. This innovation should be employed more extensively to reduce crowding, displacement.</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 #305
1390	Hyde Park Neighborhood Association				East/West connectivity	<p>The complete PDF is located in the public hearing summary, Appendix F. Please find attached the Hyde Park Neighborhood Association's (HPNA) letter providing requested feedback on the I-35 Capital Express Central Project CDE. I have also included the body of HPNA's letter in this email. Sincerely, Kevin Nguyen President, HPNA Decades of uncertainty over the future of Interregional Highway 35 (I-35) have shaped and disconnected neighborhoods along it, impacted ease of travel, impacted the safety of people traveling on foot, by bicycle, and in vehicles, and left residents concerned for the long-term health of their families and communities. A roadblock is long overdue. But expanding the Central Segment of I-35 is not the answer. We can agree that improvements to I-35 are badly needed. However, we also recognize that when TxDOT expands capacity on our roadways, more vehicle traffic follows, congestion worsens, and the roadways become more dangerous. Neighborhoods through which TxDOT has chosen to expand highways disproportionately bear the brunt of increased pollution, negative financial impacts, and poor air quality - related disruption. • 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 half mile on I-35. Furthermore, pedestrians and bicyclists should never be relegated to tunnels or raised crossings simply to cross the street.</p>	See Comment #20
					Remains to I-30	<p>• Reduce through-traffic in the city center. Incentives to direct through-traffic to SR130, 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 SR130 may also reduce overall project costs. TxDOT's I-35 expansion plan should include means to reduce the traffic volume in central Austin, not encourage more traffic. Our neighborhood is affected daily by I-35. Over the proposed decade of planned I-35 construction, there will be increased air, water and noise pollution that will impact our neighbors' health, especially the health of our children. We therefore call on the City of Austin and Texas Department of Transportation to continue to resist and support residents to Modified Alternative 3 that further improves safety, health, access, and community strength. Each time TxDOT has acted on community input on I-35, it has produced a better version of the project. The current design will benefit from greater, deliberate engagement with HPNA and its allied neighborhood associations. We look forward to seeing versions that will put this project on a path toward better supporting the needs of residents and communities as well as the communities who live with I-35 every day. Respectfully submitted, Kevin Nguyen</p>	See comment #3
1391	Isi Bogan				Do not widen/no build	<p>Mobility35 Program Manager Tommy Ahnig. Hello Mobility35 Program Manager Tommy Ahnig, I am writing to you today to express my opposition to TxDOT's planned expansion of Interstate 35 through Austin. While I reside in Killeen, my family makes periodical trips to Austin via I-35. I've witnessed firsthand the excessive levels of traffic present on the interstate, which passes right through the heart of the city. Most of the vehicles traveling through Austin on the current I-35 do not need to be routed through the city, and could do so better with a well-timed detour that avoids the city center. Our interstate highway should be for fast travel between states. They have no business in the center of our cities, where sidewalks or our roads would suffice for most local or occasional travel. Expanding the highway to solve traffic problems only works for a short time after that time has passed, the rule of Induced Demand comes into effect and traffic begins backing up again as more drivers take their roads.</p>	See Comment #5

					Multimodal Transportation	I support TxDOT realigning 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 they spend. Interstate 35 through Austin could be redesigned as a multimodal, transit- and human-friendly corridor that serves the community instead of dividing it. It's time for Austin's city council to stand up for their constituents and give them a better quality of life. It's time that TxDOT and our representatives listen to what we want, to create a better future for all Texans. You have the choice to do the right thing for us. Please choose sagacily and wisely.	See Comment #20			
					Reroute to I-35	State Highway 135 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 problems, it's a waste of money and time for an extremely temporary reward. The negatives easily outweigh 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	Jan Chamberlain	1/11/2023	McCaule 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 divert or commiserate traffic on the highways as well as encourage ecological and financial beneficial alternatives for the citizens of Texas. Funds 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	Jan Marcotte	3/6/2023	Email		Do not widen/no build	Hi TxDOT TxDOT, It is a wasteof and damaging maneuver that will only temporarily heighten convenience for the citizens, while timing the pockets of a precious few. This is a bad idea. You know it is. Please continue to propose realistic light rail options until we have one that is not suboptimal. Jan Marcotte	See Comment #5			
1394	Jan Mitchell	3/7/2023	Email		Do not widen/no build	Multi35 Program Manager Tommy Kingsh. I am a local conservative. We need to stop throwing good money after bad on projects with no practical value. Jan Mitchell	See Comment #5			
1395	Jan Quaint	1/18/2023	McCaule 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 reroute the Lone Star Rail Proposal.	See comment #1			
1396	Bibi Bug				Do not widen/no build	Multi35 Program Manager Tommy Kingsh. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. We do not need another broken system of expanding highways for cars when we know that it will not solve traffic jams, if we cant build subways then we can build transit if we cant fit more cars on a highway than we need buses! Lets make cities walkable and SAFE, more cars on the road with more road to operate on is ineffective, costly, and frankly straight up stupid. Did you see the highway in Katy? 26 god damn lanes and they STILL HAVE TRAFFIC JAMS. Dont bother wasting money on more highways until major cities across America are tearing highways down in fear of BUSTED AND THROTTLED AND PUBLIC TRANSPORTATION. More people can fit on a single bus than can fit across a 50 lane highway and jell will build this pos. Bibi Bug	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 TRAMS.	See Comment #13			
1397	Rianne Garcia	3/7/2023	Email		Latent/Induced Demand	Multi35 Program Manager Tommy Kingsh. It doesn't solve traffic problems. Busses across the nation of highway expansion show that more lanes actually brings more drivers not lessens congestion. It will further complicate downtown mobility and add traffic and pile up in neighborhoods and discourage foot, bike, scooter, etc traffic from easily moving between downtown and east. More drivers = more gasoline use, supported by big business on TX. Big business (oil, construction) in TX lobby = possible collusion with TxDOT...people know people Pollution Money diverted from public transit or fixing current roads.	See Comment #18			
1398	Ben Frank		McCaule Website-Comment Form		Bike and safety	I would like to see the I35 project improved to include: -More prioritization of non-motorized pedestrian and bicycle infrastructure especially around major intersections, -Water quality protections that meet City of Austin and federal standards for waters of the U.S., including the Colorado River and Ladybird Lake	See Comment #30			
					Cape/Creek Phase	Capping major portions of the highway, when to Kyle Warren Park in Dallas.	See Comment #42			
					Air Quality/Noise	More shade and trees, better mitigation for environmental impacts including reduced air quality and increased noise along the entire corridor.	See Comment #34			
1399	Ives, 'Chai' Caputo	2/11/2023	VOH		Do not widen/no build	DO NOT EXPAND AT ALL IF YOU MUST, DO NOT EXPAND NORTH OF I35	See Comment #5			
1400	Inga Overmest	2/9/2023	McCaule 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		McCaule 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 to an extent which places a possible 157 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/no build	Multi35 Program Manager Tommy Kingsh. 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	Ivin Bellan	2/9/2023	Phy and Co mem ent		Do not widen/no build	I oppose any and all expansions of I-35 and this proposition serves no purpose other than to worsen congestion and destroy communities, all the while circulating money away from projects that will have a positive impact without ever needing to touch I-35. (Public transportation to draw local commuters off the highway). I understand that your agency only gets funding specifically for highway and I truly pity the state in which it is. So... rather than spend billions destroying a city further, buy out the related 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	C	R	Dis	R	d	S	Topic	C	R	g
1404	Ivin Bellan		Verbal Co mem ent		Do not widen/no build	I live at 1812 Marlene Mauchel Boulevard, Duplex A. My comment on this is that I oppose any and all expansion of I-35. I understand that your agency only gets funding specifically for highways, and I truly pity the state at which it is in. So rather than spend billions destroying a city further, buy out Interstate 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 draw local commuters off the highway.	See Comment #13			
					Do not widen/no build	Multi35 Program Manager Tommy Kingsh. Good evening, my name is Ivin Bellan, a life-long resident of Travis County, and I write this letter to voice my opposition to any and all highway expansion of I-35. It is so 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 over a billion dollars being funneled away for 8 years of even more congested traffic for the construction of more lanes that will shortly fall prey to induced Demand and put us back to square 1 sound like a good use of OUR tax revenue? Because real assured it is the highest infrastructure money pit you can conceive of today. The only ones who benefit from such a waste of money and destruction of communities are the oil and gas industries as more people are forced and funneled into car dependency. This expansion is naive and everybody with a shred of decency knows it. If you truly did want to solve congestion there are many solutions that do not involve stabbing yourself with a bigger knife. If the TxDOT is so allergic to funding any form of transportation not involving cars, then they cut 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 less word of their title means that it is imperative that they use the highway expansion money to bolster our public transportation and city's walkability to give people more VISIBLE avenues to commute across the city. Also, TxDOT's preachy goal to "throughout" all the while showing money into road expansions that will only make them more dangerous for our youth who are already forced to operate 30m machines if they want to visit family across the city, is just so blatantly negligent that "hypocritical" wouldn't even begin to describe you. All of this and I haven't even touched on the negative effect this expansion will worsen along with the countless socioeconomic impacts highways have as well as that blocks class mobility. As someone who's money is going to your agency I expect better and hope you do better and rethink I-35. You're welcome for your time and I hope you have a good day. Ivin Bellan	See Comment #5			
1405	Ivin Bellan				Latent/Induced Demand	The Induced Demand that has brought us to this point works the other way around too and I-35's congestion will ease without even having to touch it. Easing congestion is a matter of redirection of commute roads, either by literally redirecting interstate traffic around the city or by redirecting intercity commuters away from the INTERSTATE highway through viable public transit and mobility options that do not force us into pools to go anywhere.	See Comment #18			
1406	Ivin Castellanos	3/7/2023	McCaule Website-Comment Form		Reroute to I-30	Please Consider re routing outside traffic away from 35 and look to Erect a Kyle warner park like solution for 35 in downtown Austin / Widening 35 is not the solution	See comment #3			
1407	No Jones	3/7/2023	McCaule Website-Comment Form		Reroute to I-30	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-wheelers trying to navigate hilly areas. Why are they allowed on I-35? Move them to 183 and that's a major problem solved. There are SO MANY alternatives that don't involve ripping apart a road through the middle of this wonderful city. Please don't destroy Austin!	See comment #3			

1408	Isaac Blackmore	2/8/2023	Verbal and On line art	General support	And yeah - okay. And I just want to make a comment. Native Austinis, grew up in Austin. Left to serve in the Army for 10 years and came back. The traffic's way worse, so definitely a big fan of this project. I just hope you guys can knock it out quickly because I-35 between 435 and the river has been a headache since the '90s. So it'd be great to see it cleaned up, especially right there at 435 Street, between 435s 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	Mobility35 Program Manager Tommy Koenig. 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 Levine Rutime R	3/7/2023	Email	Do not widen/rev build	Mobility35 Program Manager Tommy Koenig. 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 Levine/Rutime R	See Comment #5				
1411	Isaac Mervus	1/11/2023	McCuEx 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/rev build	Mobility35 Program Manager Tommy Koenig. 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 my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Isabel Webb Carey	See Comment #5				
				Laterity/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 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/rev build	Mobility35 Program Manager Tommy Koenig. 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	McCuEx 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 31				
1415	Isabella Vick			Do not widen/rev build	I vehemently oppose the current preferred alternative to I-35 in Central Austin. I live next to I-35, in the Arco apartment complex, and the proposed changes will only make it more difficult to cross this dangerous gap that divides central Austin. You are better off doing nothing to I-35 than spending 10+ years and billions of dollars to make it worse. I use I-35 frequently to get across town in my car. Turning this section in a boulevard will not add much time to 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				
				Recurse to I-30	Recurse any traffic that needs to go around Austin to the big toll road. Use some of the billions earmarked for this project to get rid of the toll	See comment #3				
1416	Isabelle G	3/6/2023	Email	Bike/ped safety	Mobility35 Program Manager Tommy Koenig. I need to bike to work and I don't want a highway expansion Isabelle G	See Comment #30				
1417	Isabelle Gilespie	3/6/2023	Email	Air Quality/Noise	No 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 Gilespie	See Comment #34				
1418	Isabelle Heudick			Do not widen/rev build	Mobility35 Program Manager Tommy Koenig. Dear Mr. Abrego: I am a resident of the Cherrywood, 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 contemplate 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 Heudick	See Comment #5				
				Recurse 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. Instead, TxDOT should incentivize non-local traffic to take SH-130, designating that as the interstate highway.	See comment #3				
1419	Isabelle Heudick		VOH	Do not widen/rev build	I am a resident of the Cherrywood, 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. Instead, TxDOT should incentivize non-local traffic to take SH-130, designating that as the interstate highway.	See Comment #5				
				Recurse to I-30	Instead, TxDOT should incentivize non-local traffic to take SH-130, designating that as the interstate highway. The current I-35 should either become a toll road or a public transit first boulevard.	See comment #3				
1420	Isak Soper	1/20/2023	McCuEx Website- Comment Form	Regional Connectivity	I am a San Antonio resident who frequently visits Austin, adding lanes and flyovers to I-35 only solves our problem down the road. I and many others demand a rail service between the two cities! High speed rail is safer and faster. Every developed country in the world has this except for us. Let's not get left behind!	See comment #1				
1421	Isaac Blackmore	2/9/2023	Phy des I On line art	General support	Currently, I-35 is a massive system. Between 38th street and 435, about there are mounds of garbage and unsafe conditions for casual pedestrians. Any improvement should be designed to prevent overflowing in those areas. Also, the proposed boulevard section of I-35 is a great 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 "right of way" check out Buffalo Bayou in the heights in Houston.	See Comment #8				
1422	Joy Kaiser			Do not widen/rev build	No 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 miles. 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 #395				
				Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes	See Comment #34				
1423	Joy Kaiser			Do not widen/rev build	No TxDOT TxDOT. Dear TxDOT, I do not believe this design is going to be healthy for our community in the long term. Austinites want to be more connected, not more divided. Thank you, Joy Kaiser Joy 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 sides 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				
ID	C	N	On	R	d	S	Topic	C	R	P
1424	J Enel Hundker	1/25/2023	McCuEx 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 have done an excellent job doing what it was told to do, unfortunately that task requires the capture of the real impacts to the environment by ignoring consequences of induced traffic, impacts to air quality beyond CO2, and permanent destruction of community cohesion and habitability in central Austin. The CE Central Project will perpetuate and expand east-west division in Central Austin and continue the Stephanian effort to reduce traffic impacts by increasing concrete. The basic concept - increasing throughput of I-35 through expansion - is antithetical to the development of practical, safe, and efficient multi-modal transportation solutions within central Austin.	See Comment #34				

1425	Erin Hunsicker				Do not widen/ho build	<p>Re 135 Capital Express Central Project Draft Environmental Impact Statement</p> <p>I oppose the current proposal for the 135 Capital Express Central Project to expand of 35. Further, I oppose any project proposal that expands the footprint of the highway in urban areas.</p> <p>I want community alternatives to expansion, including Reconnect Austin and Rediv35, to be fully studied.</p> <p>In particular, I want to call all of 135 all PART OF THIS PROJECT and to constrain the project within the current right of way. Eliminating new multi-lane service lanes would allow remaining within the current right of way and free funding for the extended cap. The capped area should include vehicle and pedestrian east-west crossings at grade at least every quarter mile. Roadways within the scope of this project that are not intended as high-speed highways should be designed for 25 mph and be safe for all road users.</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, annexing sections of cities and destroying thriving communities. The impact of interstate highways can be seen in multiple Texas cities, including Austin. This project provides an rare opportunity either to repair some of that impact or to make the impact worse for another generation.</p>	See Comment #5		
					Easy/Wide Connectivity	The proposal would perpetuate and exacerbate obstructions to east-west communication. It would preempt and inhibit intelligent multi-modal transportation system planning.	See Comment #20		
					Air Quality/Noise	The proposed expansion of 135 would worsen traffic density, air, water, and noise pollution, health impacts, heat island impacts and vehicle crashes and would come with unrestrained costs to the communities communities on both sides of the highway.	See Comment #34		
1426	J m	3/7/2023	Email		Do not widen/ho build	<p>Multi35 Program Manager Tommy Kings.</p> <p>Hi,</p> <p>I would just like to note my disagreement of the proposed expansion of 1-35. In this day and age, with climate change a pertinent issue and the realities of Induced Demand made clear, it is irresponsible and wasteful to expand a highway, much less one whose construction will require the demolition of buildings along the corridor within a city. I urge all involved to reconsider the expansion, perhaps by relocating the highway outside the city core and turning it into a backroad instead.</p> <p>A concerned teenager in</p> <p>New York.</p>	See Comment #5		
1427	Jack Davis	3/3/2023	Email		Bury/tunnel	It will be long and expensive, but in the long run it will be worth it to bury 135 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	Jack Davis				Do not widen/ho build	<p>Multi35 Program Manager Tommy Kings.</p> <p>The best solution for Austin and the west of Texas is to bury 135 through Austin. Boston had their big dig and they are happy with the results. Seattle just opened a new highway tunnel near downtown that buried a highway running along the water. Now they have more open space and commercial development. Dallas just finished highway 75 to leave grade and added a park on top that keeps winning awards. Jack Davis</p>	See Comment #5		
					Bury/tunnel	Bury 135. The future is worth all the trouble it will be in the present. Expanding the footprint of 35 through Austin is the worst possible option.	See Comment #25		
1429	Jack Esberg				Do not widen/ho build	<p>Multi35 Program Manager Tommy Kings.</p> <p>I am a resident of Pflugerville near 1-35, and I oppose this expansion project.</p> <p>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.</p> <p>I don't want to use an interstate highway for my local trips, and would prefer public transportation or interstates (like a toll) 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 frontage roads, which ruin walkability, and are proven in cities like Dallas and Houston to make things awful for pedestrians and ruin local culture.</p> <p>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 Gerlanger	1/11/2023	Email		Lateral/Induced Demand	<p>Hi,</p> <p>I'm an Austin resident and have the following questions about the 135 expansion project. 1. Do you expect the expansion to improve congestion? If so, please explain how you expect the expanded 135 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 53rd street? Regards,</p> <p>Jack</p>	See Comment #18		
1431	Jack Laurier	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 for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate 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> <p>Jack Laurier Sent from my iPhone</p>	See Comment #6		
1432	Jack McDonald	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 call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate 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> <p>Sincerely, Jack McDonald</p>	See Comment #6		
1433	Jack Parlow				Do not widen/ho build	<p>Multi35 Program Manager Tommy Kings.</p> <p>135 should not be widened, simple as that. It's already a deadly highway and making it larger won't help. Additionally, according to the Braess paradox, adding another lane will make traffic WORSE in both the short and long run!</p> <p>Jack Parlow</p>	See Comment #5		
					Public Transit / Multimodal Transportation	That money could be spent instead on a non-automotive public transit alternative which would get more cars off the road. That in turn would actually reduce traffic. It's also cost less road maintenance is much more expensive and unpredictable than rail maintenance). Reconsider this egregious and foolish expansion.	See Comment #13		
1434	Jack S	3/2/2023	Email		Air Quality/Noise	<p>Multi35 Program Manager Tommy Kings.</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 sustainable 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 Kings.</p> <p>I OPPOSE TxDOT's plans for 135 and I OPPOSE expansion. I am for rethick 35's proposal, turning the 135 into a boulevard. The 135 greatly impacts racial segregation in Austin lanes, and enlarging it would forever enforce 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 lane that will always be traffic, no matter where. I think that you should take out the 135 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 8th grade at St. Andrews episcopal school and am currently running a school project on how without the 135 being enlarged it will heavily impact Austin in so many ways.</p> <p>Please don't turn off all my hard work and research I have done in the past few months, and please stop this. Kind Regards,</p> <p>Jack Simmons Jack Simmons</p>	See Comment #5		
1436	Jack Spence			My email is on my cell	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 135 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 135. Then why worry about connecting 290 W Hwy 130 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 135 is a complete embarrassment and will be a disaster for climate change, air quality, noise, and the epidemic of traffic deaths. Do better TxDOT. Build things that fix traffic, like public transit and safe bike lanes.	See Comment #13		
1437	Jack Tunk		McCupe Website Comment Form		Lateral/Induced Demand	Instead of adding lanes to the 135, will 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 are at least 6 daily trains to, and from, those cities. Why don't we have the same thing here? More people would take the train for concerts, sporting events, or even day trips or maybe possibly commute back and forth if they so choose.	See comment #1		
						Stop adding lanes and start adding rail.			
1438	Jack&Deanna King	1/30/2023	Email		General support	<p>Dear Chairman Bugg and Commissioners: I am a resident in Austin, and I live approximately five blocks off the 35 corridor area that is slated for improvements. It is a fundamental requirement for our neighborhood to have access to Hwy 35. As a concerned citizen, I am in support of this project. 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 135 users and Austin residents is clear that this is the time and this is the way. 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> <p>D&amp;K</p>	See Comment #6		
1439	Jackie Arnold	3/7/2023	Email		Community Alternatives	<p>No TxDOT TxDOT.</p> <p>Placing a massive freeway divide the city in half is already a waste of space and worsens walkability, air pollution and safety for residents of the city. Expanding this freeway especially through downtown area is one of the worst ideas I've ever heard and I'm actually amazed that anyone would think it would be a good idea. The expansion would remove housing something that is already scarce in the city and make all of the taxes I discussed worse. This would absolutely decrease the living standard of residents and do nothing to reduce traffic congestion. This would also be a massive waste of money and I'd question the motivations of TxDOT in pursuing this project at all. Austin is a fast growing city and I'm sure that people want to live and work in the city itself. The only solution to traffic congestion is to invest in transit. I ask that Reconnect Austin and Rediv35 plans be considered and that TxDOT listen to the people who live in this city about what we want our city to look like. It would be tragic to continue to build and expand something that should never have been built in that location in the first place. Do not double down on your professional 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> <p>Jackie Arnold</p>	See Comment #4		
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1440	Jedric Burniske			Do not widen/ho build	<p>I oppose the current TxDOT Plans for I-35 through Austin. I live in the Harcook Neighborhood.</p> <ul style="list-style-type: none"><li>• I oppose expanding I-35.</li><li>• East-west crossings should be at least every 1/4 mile.</li><li>• Expansion will worsen traffic and many other problems, including air, water, and noise pollution, health impacts, heat island impacts, and crashes.</li><li>• 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.</li><li>•</li></ul> <p>A) I have grave concerns about the data used to justify such a large expansion of I-35 B) I am including the Harcook Neighborhood Association's draft remarks below and I fully support this statement.</p> <p>B. A more walkable freeway environment</p> <p>We recognize the necessity of expanding I-35 to current design standards in order to enhance safety. We support TxDOT's efforts to solve problems such as narrow lanes, the absence of shoulders, insufficient overhead clearance and inadequate drainage. We would support a widening of I-35 that does not expand the freeway but reduces crashes and increases neighborhood connectivity.</p> <p>As some of I-35's closest neighbors, those most affected by its noise and air pollution, and those who will be most immediately affected by construction, we request the following modifications to the Preferred Alternative. We believe these will turn I-35 into an asset for our community.</p> <p>B1. Build for the future option of placing noise or decks between Deer Rapid and Airport. The Charpentier and Harcook neighborhoods and others in MCHC strongly support the concept we refer to as the North Central Deck. This deck would fully cap a long stretch of road, such as from 32nd to 38th St, and would support amenities for recreational and drive use along the cap (similar to Klyde Warren Park in Dallas). As important, the deck would increase connectivity between the Charpentier and Harcook neighborhoods and make the process of moving between them a pleasant prospect.</p> <p>We support TxDOT's responsiveness to requests from Downtown and UT stakeholders and the current design that enables the later construction of significant caps in those areas. We encourage TxDOT to apply the same flexibility and creativity to this stretch of the freeway, which is flanked on both sides by residences and is in daily to grow more dense in the coming years. We believe there is a clear and compelling case for a North Central Deck. It would further reduce noise pollution, increase East-West Connectivity, improve the corridor for residents closer to I-35, and provide open space for recreation.</p>	See Comment #5
				Reroute to I-35	Texas Department of Transportation should remove all tolls from State Highway I-35 to make if the alternative route to I-35 it was meant to be.	See comment #3
				Capex/Deck Phase	I support a rebuilding of I-35 to remove the upper decks and address safety concerns, and have specific asks to make that project better for Harcook neighborhood.	See Comment #42
				Lower Speed Limits	All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users.	See Comment #395
				Community Alternatives	I want community alternatives to expressways, including Reconnect Austin and Redshift35, to be fully studied.	See Comment #4
1441	Jackson Finch	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>For more information about how ALL processes your personal data, please click here</p> <p>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 so wish to receive similar electronic messages from us in the future then please respond to the sender to this effect.</p>	See Comment #6
1442	Andrew Hestling			Do not widen/ho build	<p>Mobility35 Program Manager Tommy Knapik,</p> <p>I am not a resident of Austin, however I pass through and stop in Austin regularly with Atrank and various buses. Interstate highway expansion is the wrong way to go, and it will make it a less pleasant place to visit. Please explore I-35 expansion and consider alternatives that make our communities thriving and beautiful.</p>	See Comment #5
				Public Transit / Multimodal Transportation	Investing in options such as public transportation and intercity rail service will be a better alternative for Austin in the long term.	See Comment #13
1443	Jackson Michael Finch	3/6/2023	McCuEx 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 notoriously 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 state economy 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
1444		1/31/2023	McCuEx Website Comment Form	Regional Connectivity	A passenger rail between Austin and San Antonio would be great for everyone, easier and quicker access would benefit those who don't want to drive and would actually benefit those who would want to drive by reducing overall traffic	See comment #1
1445	Jedric Williams	1/20/2023	McCuEx Website Comment Form	Do not widen/ho build	I would like more options for public transportation such as high speed railways rather than expanding highways. Access to public transportation improves traffic, is better for the environment, and increases value of the community.	See Comment #5
1446	Jacob Berardino	3/9/2023	Email	Multimodal Transportation	<p>Mobility35 Program Manager Tommy Knapik,</p> <p>I am a resident of Cedarbrook in Austin. It's a lovely little neighborhood with so many friendly faces because there is a lot of good local businesses within walking distance of so many people. It seems these types of neighborhoods are few and far between in Austin. Expanding I-35 would make it even harder to build neighborhoods like this in Austin. Prioritizing cars, which a lot of residents in our city cannot afford seems short-sighted, and in the long run will not bolster Austin's economy, and the reason so many such jobs have moved to Austin is because it is affordable and inexpensive to live in SF now.</p> <p>People have to take buses from suburbs 2 hours out, just to commute to work, and have to sit in so much traffic. Contrast this with NYC, where they have reliable public transit options to commute into the city from the suburbs, and ways to drive, so you can get to work more quickly and affordably. And even if you don't take to commute to work, which will partially be used to provide parking through our great city seems so high, when the cost of making the city more bike able, walkable, and giving it great transit will be cheaper in the long run. If we repeat the mistakes of other sprawling cities like SF, Dallas, Houston, Los Angeles, etc., we will limit the amount our great city will be able to give. This is the time for Austin to use all the momentum and investment to build a city of the future, and becoming a sprawling traffic congested city like so many other American cities is a horrible plan, and will hamper our future economic potential.</p> <p>Jacob Berardino</p>	See Comment #20
1447	Jacob Barrett			Do not widen/ho build	<p>Mobility35 Program Manager Tommy Knapik,</p> <p>Hi,</p> <p>I live in Central South Austin off of Menchaca and Redell streets and regularly use I-35 to get to and through Downtown Austin and points north. This road is awful for the Austin community it runs through. It does not help us reach our community goals and sustainable safety goals of zero deaths on our roadways and expanding it will not help. I will not help "improve" capacity and "improve" mobility for people in Austin. It does not help reach walkable street goals. The numbers don't add up. The only thing that improves safety and mobility in communities are fewer cars, going slower. If you actually wanted to "improve" I-35, then you wouldn't be talking about more lanes. You'd be talking about fewer lanes, more transit and slower speeds.</p> <p>Having three "feeder" lanes on each side of the highway inside a highway.</p> <p>Not having crossings for cities along a roadway is asking for desperate crossings and deaths for community members.</p> <p>Having "HOV" lanes instead of demand-based pricing is not actively deterring use of the facility and doesn't provide funds for continued maintenance or future improvement.</p> <p>If you really wanted to make a difference for the Austin community, reduce the number of lanes on the feeder roads from three to two and design them as local roads. Increase the number of crossings so there is not more than a 1/4 mile distance between them.</p> <p>Just those four things would make the project better and more palatable to the community, and it would make a dent in safety and mobility improvements for the community. Thanks for the consideration.</p>	See Comment #5
				Capex/Deck Phase	Not providing community benefits like funding the caps on top of the highway as has been done in Dallas and Houston is anti-Austin and hurts taxpayers as we'll have to fund it without state assistance. Pay for the cap parks and toll the new through lanes and use that to fund the caps. Lower the design speed of I-35 to 55mph and the feeders to 25mph.	See Comment #42
1448	Jacob Bower	3/9/2023	Email	Latent/Induced Demand	<p>Mobility35 Program Manager Tommy Knapik,</p> <p>Highway expansion DOES NOT WORK as a permanent solution to reduce congestion. It only incentivizes more people to travel via car, an incredibly inefficient mode of transporting people compared to other transit options. I35 will just get as congested as it was in the first place if this expansion is made. Use this money instead to invest in public transit.</p> <p>Jacob Bower</p>	See Comment #18
1449	Benck Christman		McCuEx Website Comment Form	Reroute to I-35	I'm a longtime Austin resident. I fundamentally question the need to expand the I-35 corridor in Austin and would prefer solutions that focus on routing pass-through traffic around the city center.	See comment #3
				Latent/Induced Demand	Similarly, I oppose major lane expansions, much evidence shows that increasing lanes simply increases traffic, and I am greatly concerned about displacing residents and businesses around I-35.	See Comment #18
				Capex/Deck Phase	Finally, since I realize that we're going to do this highway expansion anyway, I support cap-and-stitch projects that mitigate the noise and walkability issues that come with a highway expansion. These cap-and-stitch projects should be placed not just downtown, but further north and south so that as much of Austin as possible benefits from them.	See Comment #42
1450	Benck Cleveland			Latent/Induced Demand	<p>Mobility35 Program Manager Tommy Knapik,</p> <p>Adding more lanes won't fix the problem. More lanes will lead to Induced Demand, meaning more traffic (see: Katy Freeway). Not to mention how long this construction will take, and we both know that it's going to run over schedule.</p> <p>Please, I sincerely urge you to reconsider this plan. Invest in public transit and abandon this flawed plan. Jacob Cleveland</p>	See Comment #18
				Public Transit / Multimodal Transportation	The only way we can meaningfully reduce highway congestion is by providing robust alternatives to car transit. We need more light rail systems, better bus and bike lanes, and more walkable cities	See Comment #13
1451	Jacob Cunningham	2/14/2023	McCuEx Website Comment Form	Do not widen/ho build	Don't expand I-35 north of 45th street!	See Comment #5
1452	Jacob Eckelblad	3/7/2023	McCuEx Website Comment Form	Public Transit/Multimodal Transportation	I think this expansion is poorly planned and will be poorly executed. The city doesn't need more highway to divide it. I-35 has been used to separate this city for decades. TxDOT itself has said we need more separation on traffic options. Providing low cost options separates the city and forces residents to utilize one form of transportation, the personal car. There needs to be more options for bicyclist, for bus passengers and other mass transit. This means more crosswalks, and more pedestrian options. It's shouldn't be easy to walk across I35, but it's a barrier. I also don't understand why we need so much access roads. If you're on I35 you probably driving through town, let's keep them moving and maybe we could have more transit if we just had more to create instead of access roads with speeds that are unsafe for pedestrians and bicyclists. This isn't just about accessibility for Austin. This should be a priority in all of Texas.	See Comment #13
1453	Jacob Eric	1/30/2023	Email	General support	<p>Dear Chairman Bugg and Commissioners,</p> <p>As a long time resident of Austin, I am writing today to strongly support the I-35 Capital Express Central design proposed by TxDOT. Thank you for your time, Jacob Eric</p>	See Comment #6

1454	Jacob Harwell	3/2/2023	Email	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Arango. Dear TxDOT, 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 mass campaign by auto manufacturers to disempower citizens of their public spaces and freedom to move. Explain to me how having to pay a \$500/mo subscription fee (costs associated with my car) is a "free" we 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 proposed design is based on a century-old problem and solves nothing. We know from a thousand red cases in our city and others that adding lanes just encourages more people to drive. You'll be saving for money and 2 lanes again in 10 years - best to get ahead of it now and use the money you're asking for to disincentivize driving. Jacob Harwell	See Comment #13				
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1455	Jacob Hendrickson						Do not widen/rev build	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. Thank you. Jacob Hendrickson	See Comment #5	
							Capex/Deck Phase	Rather I believe Austin would benefit from a full cap from Lady Bird Lake to Airport Blvd. And as Austin grows I think expanding Airport Blvd to 290 as well, and routing trucks to SH 130.	See Comment #42	
1456	Jacobs Ostrowski	3/1/2023	Email	Do not widen/rev build	Mobility35 Program Manager Tommy Arango. We don't need more cars. DO NOT TOUCH 35 Jacob Ostrowski			See Comment #5		
1457	Jacob Shuts						Do not widen/rev build	Hi TxDOT TxDOT, Hello, I am writing to you today to express my opposition to the 135 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 (excess heat islands (in an already hot enough city), and has adverse health impacts in the community. These issues should be top of mind for TxDOT planners. Yet, road expansion is the only solution that has been proposed despite proven failures across the state. Thank you. Jacob Shuts Jacob Shuts	See Comment #5	
							Multimodal Transportation	As an Austin resident, I don't want to travel around town on crowded, congested highways. We need investment in other forms of transportation such as public buses, trains, biking paths, or sidewalks, all of which reduce our carbon footprints, pollution, and congestion. While these projects are long-term, capital intensive, and necessitate a transformation of our infrastructure, these circumstances are not much different from the proposed expansion.	See Comment #20	
							community alternatives	I implore you to invest in a reimagined future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied and invested in.	See Comment #4	
1458	Jacob Westfall	2/25/2023	Email	Lobby/Induced Demand	Hi TxDOT TxDOT, I urge you NOT to widen 135. It will not help traffic; it will only encourage even more car travel. This is a step in the WRONG direction for Austin. Jacob Westfall			See Comment #18		
1459	Jacqueline Gahnen	3/7/2023	Email	Business/residential displacement	Good morning, I'm writing to express my extreme opposition to the current plan for expanding 135. I am a parent whose children have been attending Escuela del Alma since 2019. Escuela del Alma is a Spanish immersion preschool located at 3209 N. Henderson St. 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 mainly native Spanish speaking women, rely on public transit to be able to access our school. If we move, not only would it negatively impact our children, it would also potentially reduce the amount of teachers who are able to teach the school. Our children's careers are already facing so many barriers to be able to operate effectively, and this would create an even deeper divide. Please consider this opposition as just one of the many ways this plan is not the best plan to move forward. Thank you.	See Comment #21				
1460	Jacqueline Green	3/7/2023	Email	Community Alternatives	Hi TxDOT TxDOT, I don't think widening 35 is a good idea. We did that with Major and it was useless. I oppose expanding 135. 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 parking highways through town are not what I want for Austin. I want safe, pleasant, and walkable and bikeable streets. I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied and implemented. Jacqueline Green	See Comment #4				
1461	Jacqueline Hunt Bradley	2/6/2023	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 Corridor design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8				
1462	Jacqueline Thomas		VOT	Do not widen/rev build	I oppose this project because it's a sign of how out of step TxDOT is with the real needs of the community and the country.	See Comment #5				
				Racial justice	Now is not the time to double down on roadway infrastructure; rather, it is time to look toward public transportation and to bring the two sides of Austin together after so many decays of roadway-enforced apartment. Your proposed disruption of the neighborhoods on the east side is intolerable. Wake up and join the 21st century!	See Comment #3				
1463	Jacque Fraser			Lobby/Induced Demand	Mobility35 Program Manager Tommy Arango. I read a Houston, Texas for 20 years and have seen firsthand how widening highways does it reduce traffic. It in fact has the exact opposite impact and increases traffic! Jacque Fraser	See Comment #18				
				Public Transit / Multimodal Transportation	Please show the US how to lean into public transportation and begin the process of weaning off our dependence on cars. Local trips should be able to be EASY made via bus, bike, rail or walking.	See Comment #13				
1464	Jake Shaffer	2/6/2023	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 Corridor design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8				
				Bike/ped safety	We have lived on Wrightwood Rd since the late 1970s. We are one of many families that live in the blocks surrounding Wilshire Boulevard and 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-limited throughways that these two streets provide, in the face of the design for the new 135 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 135 project to connect east and west Austin, while still ensuring the safety of children and pedestrians in our neighborhood and leveraging the investments already made in our neighborhood to encourage safe and walkable streets and increase bicycle traffic. We believe that our recommendations will encourage connectivity--while preserving the safety of two 100+ residential streets. It is our understanding that TxDOT has proposed a possible design for the expansion of 135 through our city area that would convert Wilshire Boulevard from its current status as a quiet residential street into a busy and potentially dangerous cut-through thoroughfare. Our understanding is that this would be achieved by extending 42nd Street from the west side of 135 across the Interstate to the east side to join Wilshire Boulevard and Schaffer Avenue in a continuing connective line to Airport Boulevard. The neighbors most affected by this proposal are the residents of the Schaffer/Wrightwood 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, Maywood Elementary, is home to grades PreK 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 cut-through in a misdirected Google-map respect way to avoid extra stoplights. Such traffic already poses a danger to our residents; to increase it exponentially, which this conversion plan would do, is a disheartening prospect for all of our citizens.	See Comment #30				
McCombs Website										

1465	Jessica Fajtas		Comment Form	Wildlife	<p>In addition, Wilshire Boulevard and Scheffer Avenue both border sides of a widely used city facility, Patterson Park, which for generations has served as a haven for diverse people all over East Austin. Patterson Park expresses the connectivity that is central to the 35 project by offering people from everywhere in East Austin a 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 richness and a strong sense of community to all. The park contains a community garden, a swimming pool, a playground with swings and other equipment, a field for playing flag 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 teams of accompanying kids, elderly seniors—have also walked from their neighboring homes to reach the park. To jeopardize their safety and render the park more inaccessible would be worse than a release. It would mean discouraging their well-being as a measurement and we sure the City of Austin does not intend to endorse. These events, in which we have invested time, money, energy, and dedication in developing and maintaining (though lanes, pedestrian-friendly pathways, and controlled speed limits, must not be sacrificed to restore convenience. We request that you mitigate these dangers by diverting traffic at the 35 opening of Wilshire Boulevard where it would overlap with the west side of the Interstate with turnpikes, so that cut-through traffic could not enter Wilshire from the 424 Street crossover 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 waitlight 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 ensure the safety of children, pedestrians, and the public users of Patterson Park. Thank you for considering our request for support.</p>	See Comment #9
1466	Jake Spille	3/7/2023	Email	Do not widen/no build	<p>+I oppose this plan for expanding I-35. +I don't want coverage should be 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 want to travel around Austin on an interstate highway, whether it is a or on existing or bicycling, I want safe, pleasant, and walkable and bikeable streets. +I want community alternatives to expansion, including Reconnect Austin and Reconnect35, to be fully studied. Thanks</p>	See Comment #5
1467	Jake Tubewing	3/6/2023	Email	Community alternatives	<p>Mobile35 Program Manager Tummy Hingps. I oppose TADOT's Alternative 3 Design for a 35 expansion through Austin. In an age when cities are moving to either remove, downsize, or cap freeways (I-75/I-85 cap in downtown Atlanta, Alaskan Way Viaduct in Seattle, I-70 capping through Denver, etc.) it is embarrassing that TADOT is considering expanding a freeway that will displace families and local businesses. This plan unfairly favors people with the privilege of owning a car and does not increase mobility options for pedestrians, cyclists, or transit users. Considering proximity to the Colorado River and other environmental features, without extensive water quality improvement measures, the project would increase riparian area and vehicle miles traveled, further polluting the air and water of Austin. If this project were to unfortunately come to fruition, more time should be taken to draft a design that decreases the footprint of improvements. Using a double-decker approach, capping the freeway, or reducing the number of managed lanes would allow for freeway improvements while remaining within existing ROW or even decreasing ROW. More thought should be taken to the aesthetics of the project and connections east-west across 35. The highway already divides Austin and creates serious safety issues for people crossing on foot or bike. This isn't just enhanced or merely of people running across the freeway, near University of Texas at M&amp;M and 13th Street, huge crowds frequently park east of 35 and cross west for football games, concerts, at Moody Center, etc. Are we still stuck in the 1950s where more lanes = better? This project will easily take years to design and permit and several of five years to construct. By then, projected traffic will surpass what this has been designed to and I-35 will be a congested mess once again, but to mention the nightmare that traffic control will be during construction for several years. More thought should be put into proposed repairs, repair of existing infrastructure are on the table. Please consider alternative design options and improvements in other areas to relieve traffic improvements to other areas, alternative routing options such as SH130 converted to freeway, commuter rail, etc) before I-35 is expanded. Thank you. Jake Tubewing</p>	See Comment #4
1468	Jake Wagman	3/6/2023	Email	Community alternatives	<p>Mobile35 Program Manager Tummy Hingps. I am an Austin resident. Widening I-35 through Central is a misguided decision. It will result in the waste of billions of dollars and cause untold disruptions during years of construction, and for what? There will be no long-term improvement in drive times. TADOT claims there will be but the evidence from countless other projects around the country, such as TADOT's own Katy Freeway I-35 expansion west of Houston, show otherwise. The widened highway will allow even more air pollution to be spread into downtown and large swathes of Central Austin than is already the case now. The most valuable real estate in the entire state, downtown Austin, will be blighted even more by doubling down on the original tragic mistake of widening I-35 right through it. Why are we doing this? I-35 traffic today is basically the same as it was in 2000. If congestion really is a major problem that needs to be addressed, then why not consider other, much cheaper alternatives, such as congestion tolls on I-35, or removing some truck access from I-35 or highways. I-35? These cheaper alternatives have the potential advantage that they, unlike widening I-35 with untold lanes, would actually accomplish the stated objective of reducing congestion or increasing safety or both. The I-35 expansion project represents the latest in cutting-edge thinking circa 1965. It is quite frankly mind-boggling and embarrassing that such a biased, wasteful, and downright harmful project is even being considered. Jake Wagman</p>	See Comment #4
1469	John Cordova	3/7/2023	Email	Do not widen/no build	<p>Mobile35 Program Manager Tummy Hingps. Hi, my name is John and I am an Austin resident. I oppose TADOT's expansion plan as it would destroy our neighborhood and likely create even more problems, as most highway expansions do. I would support rerouting I-35 as well as increased public transportation. John Cordova</p>	See Comment #5
1470	Jacob Wise	1/20/2023	McClure Website Comment Form	Regional Connectivity	<p>We need rail its cheaper than car infrastructure and more efficient!</p>	See comment #1
1471	James Brady	2/20/2023	VGH	General support	<p>Please continue and implement the proposed plan. This is needed to finally begin the east side with the west side of I-35 into the same urban fabric. We are all negatively impacted by the current situation. Thank you for listening to all our concerns and working this to find a solution that best benefits the Greater Austin community. I trust that those that will be impacted by this revised plan will be well compensated and assisted in moving their businesses forward. Thank you for the opportunity to respond.</p>	See Comment #8
1472	James Burnside			Air Quality/Noise	<p>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 DES. 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 analysis must look at PM 2.5, PM 10, and NO2. TADOT 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 TADOT 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). - 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 road related decisions that widening this freeway will cause. The model must be able to analyze the collective 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. Sincerely, James Burnside</p>	See Comment #34
				Community alternatives	<p>Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TADOT 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&amp;M 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 "problem" of out of town traffic in no way considered the actual impact the State of Texas might reasonably decide between meaningful alternatives. Given that the way of traffic density per vehicle mile traveled are lower on local streets than TADOT facilities, this study was essentially a way to choose the most dangerous alternative. 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 Reconnect35 and Reconnect Austin proposals, including various levels of elected officials asking TADOT to seriously consider meaningful alternative. While the TI study was interesting, it is no way a replacement for thoroughly analyzing Reconnect35 and Reconnect Austin in the EIS and TADOT failed to provide any reasonable argument for why I refused to meaningfully consider these alternatives. Please see the agency analysis found throughout thousands of pages of EIS on the Reconnect35 and Reconnect Austin proposals. Thank you for all that TADOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region. Sincerely, James Burnside</p>	See Comment #4
1473	James Caswell	1/11/2023	McClure Website Comment Form	Regional Connectivity	<p>Please include/route into rail options using I-35 to move people/freight between San Antonio/Austin and Dallas. Studies show reduced demand from new lanes doesn't reduce traffic congestion. The best way is to take people/freight off the road. Having a rail line for people to take a train to Austin or Dallas or having a bus for freight would reduce the amount of people on the road.</p>	See comment #1
1474	James Dulha	2/7/2023	Email	General support	<p>Dear Chairman Buggs and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this 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 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 TADOT. Thank you for your consideration of this request. James Dulha, Attorney-at-Law Heritage Ties Company of Austin, Inc. [REDACTED] 78748. HeritageTies@austin.tx [REDACTED] 2000 via Fortuna   Suite 500 Austin, TX 78748. HeritageTies@austin.tx [REDACTED] [REDACTED] [REDACTED] I request that you consider my communication to change them as fraudulent. 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 Ties Company requests your continuing support to ensure a small. Make us 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 onto the party requesting same. Please know that we are operating under a COVID-19 NOTICE and any attachments may contain proprietary, confidential, or privileged information of Heritage Ties 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.</p>	See Comment #8

1475	James Dyeas	2/7/2023	Email	General support	<p>Dear Chairman Ruggs and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans want to continue to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. James Dyeas</p> <p>Hunter Bank Austin, Texas</p> <p>CONFIDENTIALITY / PRIVILEGE NOTE: This communication is confidential and privileged, as stipulated by the Electronics Communications Act, 18 U.S.C. 2510-2522. This highly privileged communication is intended only for the personal and confidential use of the recipient(s) named above. Unauthorized review, use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please cease any further review of the message and any attachments, contact me and destroy all copies of the original message. Thank you.</p>	See Comment #8			
1476	James Gavin	2/23/2023	Email	Blue/paid safety	<p>Hi TxDOT TxDOT,</p> <p>I oppose your plans to expand I35 as the plan does not meet the needs of the community that walks and bikes.</p> <p>James Gavin</p>	See Comment #30			
ID	C	N	Due	R	S	Topic	P	A	g
1477	James Gray	1/6/2023	McCombs Website Comment Form	General support	<p>I have been brought to our attention that many residents in the S Austin area oppose the Roundwood toll increase. My wife and I have lived in central Travis Heights since 2012 and frequently use this toll.</p> <p>Nonetheless, we favor its closure to traffic for two reasons. One is that it will reduce congestion on I-35. The other is that it will re-direct travelers to the main roads (Hwy61 and Olsen) and away from secondary neighborhood roads (e.g., Arroyo, Monrovia). Traffic on these roads has steadily increased over the years and has become a safety concern. James Gray 508 E. Arroyo Travis Heights</p>	See Comment #9			
1478	James Gray	3/6/2023	VOH	Caps/Deck Plazas	<p>As a Cherrywood resident, I'm extremely concerned that the expansion proposal doesn't include any ability for a cap to be added to the section between Manor/Olsen Austin and 38th/1/2 street. This is one of the main sections of the highway that has neighborhoods on either side, so it would benefit the most from increased connectivity. We also stand to suffer disproportionately from noise pollution and emissions from increased daily traffic. Please review the plan for this section of I35 so that a cap could eventually be added (if funded). The "bottleneck" don't offer any benefit to residents (who want to hang out right above the highway?) so feel free to remove the sketch plan in favor of existing #194.</p> <p>Additionally, many Cherrywood residents have expressed that it would be preferable to remove the highway exits between Manor and 38th street so that the impact and footprint of the access road could be made significantly smaller. This would also reduce the amount of increased air pollution that the neighborhood will suffer as a result of the current plan. Please review the plan to have fewer exits along the Cherrywood neighborhood and compress (or remove) the proposed access road. That would help reduce the negative impact on thousands of families nearby.</p>	See Comment #42			
1479	James Hattamah	3/7/2023	Email	Do not widen/no build	<p>Mobile235 Program Manager Tommy Kingsley,</p> <p>Expansion of I-35 near downtown Austin would displace businesses, pollute central Austin, and perpetuate the racist origins of the highway. Additionally more lanes would not reduce traffic in the long term James Hattamah</p>	See Comment #5			
1480	James Hattamah		VOH	Racial justice	<p>Widening I-35 will only exacerbate the existing racial divide in the city, worsen noise and air pollution, increase crashes, and hasten climate change.</p> <p>Increased lanes would worsen I-35 as an urban boulevard and divert long-haul trucks away from the city center. I-35 has a racist legacy that we should seek to remediate rather than reinforce.</p> <p>I-35's construction in Austin resulted in the displacement of many residents, particularly in historically Black neighborhoods.</p> <p>The highway runs through the city's most vulnerable and most densely populated areas, exacerbating systemic racism and inequality.</p> <p>Widening the highway further widens the divide that already exists.</p> <p>Interstate highways were originally designed to connect cities and suburban areas, often at the expense of urban neighborhoods, prioritizing mobility and commerce over the needs of residents.</p> <p>Highways through city centers are often loud, polluted, and unsafe, creating physical and psychological barriers that separate communities and reduce social cohesion. There are many reasons why diverting long-haul truck traffic away from the city is a good idea:</p> <ul style="list-style-type: none"><li>- Large trucks also create more wear and tear on roads, causing the need for more frequent repairs.</li><li>- Heavy trucks are often the cause of fatal accidents on highways, putting both truck drivers and other motorists at risk.</li></ul>	See Comment #3			
				Do not widen/no build	<p>There are several reasons why widening highways does not necessarily ease congestion:</p> <ul style="list-style-type: none"><li>- Limited land availability: In many urban areas, there is limited space to widen highways, and acquiring the necessary land can be expensive and time-consuming.</li><li>- Cost: Widening highways is extremely expensive, and the cost is not justified by the amount of congestion relief that it provides. The money may be better spent on alternative transportation options, such as public transit, which can be more cost-effective in reducing traffic congestion.</li><li>- Environmental impacts: Widening highways can have negative environmental impacts, including increased air pollution and habitat destruction. This can make the cost of widening highways even higher, as the environmental damage may need to be mitigated or offset.</li></ul>	See Comment #5			
				Route to I-35	<p>Diverting long-haul trucks away from the city can improve safety and reduce the number of accidents on highways in the area.</p> <ul style="list-style-type: none"><li>- Moving truck traffic to alternative routes can reduce noise and air pollution in urban areas, improving the quality of life for residents.</li><li>- Diverting truck traffic to alternative routes can also reduce the cost of road maintenance and repairs, as heavy trucks cause more damage to roads and bridges than other vehicles.</li></ul>	See comment #3			
				Community alternatives	<p>Converting I-35 into a boulevard would create more transportation choices, shorter commutes, and affordable housing.</p>	See Comment #4			
				Latent/Induced Demand	<p>Induced Demand: When roads are widened or new highways are built, it often leads to increased demand for driving, known as Induced Demand. This means that more people choose to drive because the roads are less congested, and this increase in traffic can quickly fill up the extra capacity created by widening the highways.</p> <p>Furthermore, widening highways may alleviate congestion in one area, but it can create new bottlenecks in others. For example, if a highway is widened in one section but not in another, the extra traffic may simply shift to the narrower section, causing congestion there.</p> <ul style="list-style-type: none"><li>- Long-haul trucks contribute significantly to traffic congestion, especially during peak hours.</li><li>- Diverting truck traffic can also free up space on highways for other types of vehicles, reducing congestion and improving overall traffic flow.</li><li>- Removing central freeways has improved quality of life and reduced congestion in other cities, making I-35's expansion an unnecessary and costly mistake.</li><li>- Widening highways has been shown to increase traffic and congestion, as seen in Houston's Katy Freeway.</li><li>- Removing central freeways has been shown to improve quality of life and even reduce congestion in cities like San Francisco, Portland, and Rochester.</li></ul>	See Comment #18			
1481	James Hilly			Do not widen/no build	<p>Mobile235 Program Manager Tommy Kingsley,</p> <p>Hi,</p> <p>I am writing to oppose the I-35 expansion plans.</p> <p>Expanding I-35 is a really bad idea.</p> <p>James Hilly</p>	See Comment #5			
1482	James Houston McCombs		McCombs Website Comment Form	Latent/Induced Demand	<p>All it will do is cause more traffic, more accidents and more harm.</p> <p>Not to mention the 10 year of construction will make I-35 unusable even as it is now.</p>	See Comment #18			
				Public Transit / Multimodal Transportation	<p>I honestly believe that investing the money into public transportation, or at the very least expand a road that goes around Austin and not right through it.</p>	See Comment #13			
				Bury/tunnel	<p>This idea of burying Interstate 35 through Austin is crazy. Doesn't it feel remember when they started digging an underpass near Mexico? There is a solid risk down there. This is just one reason to forget this plan, not to mention tunneling under Lady Bird Lake. Yes, I-35 through downtown is a problem, but burying it is not the answer. And to that the fact the homes and businesses will be wiped out, it's wrong on a personal level too. Do we simply live off Porcupine.</p>	See Comment #25			
				Route to I-35	<p>Alternative routes should be encouraged, US 183 for one. US 183 has seen some improvements recently. Drivers need to be encouraged to use other routes like 183 and the one east of town.</p>	See comment #3			
					<p>I am resident in Delwood 2, together with my family including my daughter who attends Maplewood Elementary.</p> <p>I have a specific comments regarding the environmental impact of the I-35 that should be addressed by TxDOT:</p> <p>1. What engineering analysis has been conducted regarding the usability of pedestrian access at the Airport Blvd intersection? On the map the routes are convoluted, with multiple subways and tunnels. What data has been used to estimate whether pedestrians will actually use these routes? I do not refer to ADA compatibility requirements, but data on whether these designs will encourage pedestrians to walk through the intersection. For example, there is substantial data on car travel times through the intersection (including automobiles but nothing on pedestrian and bike transport). What? How is that consistent with the design requirements of the project which include Easy/Walk Connectivity. Cars are engineered for, but bikes and pedestrians appear to be more human. For example, there appears to be zero data on the radius turnings of the "bike paths" but it is well known that tight turns (especially on uphill ramps) cause bike accidents and negative interactions with pedestrians. See for example <a href="#">here</a> (most corners worst):</p> <p>Mishra Mishra, A., Hummer, J. E., &amp; Kishall, K. (2019). Modeling safety performance of the new super DDI design in terms of vehicular traffic and pedestrian. Accident Analysis &amp; Prevention, 127, 108–209. <a href="https://doi.org/10.1016/j.aap.2019.03.058">https://doi.org/10.1016/j.aap.2019.03.058</a></p> <p>Bent, R. J., Tortolero, R. F., Turner, S., Meador, D. S., &amp; Hurtado, P. S. (1997). Guidelines for Bicycle and Pedestrian Facilities in Texas. <a href="https://static11.safelinks.safelinks.com/1449-39.pdf">https://static11.safelinks.safelinks.com/1449-39.pdf</a></p> <p>ASDPIO "Guide for the Development of Bicycle Facilities" as published by the American Association of State Highway and Transportation Officials.</p> <p>These data and simulation engineering tools are available and should have been incorporated into the design. This is a failure of engineering work and the project cannot claim to meet its design requirements without data that shows impact of the design on pedestrian and bike east-west connectivity. The baseline for comparison should be the BPUJ and convoluted pathways for paths/bikes against intersections with all grade crossings, such as that proposed for the E. Riverside Drive design in Alternative 2.</p>	See Comment #184			
					<p>2. How will TxDOT prevent the occupation of pedestrian turnoffs by those seeking shelter due to lack of affordable housing? That the community looking at the maps during the consultation in East Austin immediately called these "murder turnoffs" should communicate that TxDOT has not provided sufficient information, consultation, or engineering on these options.</p>				



1497	James Simmons	1/5/2023	McClure Website Comment Form		Bury/tunnel	The Modified Build Alternative 3 plan seems to be as 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 precious and rare opportunity to replace the divided nature of the city, and to enable higher quality of life for those living downtown and beyond driving-emphatic road. It is frankly unbelievable that those involved would be an acronym of the benefits of trying to banish the evils of a 35S downtown without affecting those who need to use it for commercial reasons. Bury the highway and cap and ditch is necessary to enable free access across the 35S for those who live, work or merely have to get across it. There is no price for such a highway to be added to the downtown area or the midtown or indeed future world. Please, please, please what can be achieved by this project. Adding lanes is not a modern or effective solution.	See Comment #25
1498	Jamie Van Zanten 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 like what happened several years ago on the stretch that is being proposed to be lowered & covered with a vault. I can't even conceive the number of deaths that would occur when this happens. Not if, but when. It's impossible to make the majority of the Austin population happy about this project but it is necessary & way past due. There is NO reason to bury it. The argument for years was it was a cultural dividing line in Austin. Those days are long gone. Just look at property values in east Austin & that will prove it. James	See Comment #6	
1499	Jami Sims	3/3/2023	Email	General Support	The PDF is located in the public hearing summary, appendix F. The Real Estate Council of Austin (RECA) 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 Corridor design as shared by the Texas Department of Transportation (TxDOT) in January 2023. Attached is RECA's letter of support. Thank you for your dedication to serving the citizens of Texas, Jami Sims Director of Policy and Government Affairs	See Comment #8	
1500	James Altrutt	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 Corridor design as proposed by TxDOT. Thank you for your consideration of this request. James Altrutt	See Comment #6	
1501	James Cartmel	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 Corridor design as proposed by TxDOT. Thank you for your consideration of this request. James Cartmel James Cartmel Investment Advisor Storelake Capital Partners	See Comment #6	
1502	Jana Mendicino Chaudhri	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 Corridor 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/no build	Please stop the crazy plan for I 35 expansion. It will be an environmental disaster and it will destroy neighborhoods.	See Comment #5
1504	Jana Brichum				Do not widen/no build	Hi TxDOT/TxDOT, I am opposed to the current proposal for H 35 expansion through downtown Austin. The road was built with the division of our beautiful city in mind, this proposal furthers that goal, sadly bringing it into the current day. It is completely unnecessary to tear down even more of the central city for ugly and pollution-filled highways. For several years I drove between Austin and DFW, and have experienced on a day-to-day basis the horrors of TxDOT construction projects, which seem to never end. Please, we're having a beautiful city here. Your project is 170 concurrent and extremely divisive, in the most concrete (ha) way of ways. Jana Brichum Jana Brichum	See Comment #5
1505	Jane	2/26/2023	McClure Website Comment Form		Reverts to I 30	With I 30 available as an option, we have to opportunity to lead the way of H 35, putting local traffic below ground and highway traffic around the city.	See comment #3
1506	Jane Lundquist	1/4/2023	Email	General support	I attach comments on A0.2, A0.3 is similar but better access for pedestrians with pedestrian bridges at "attractions" (food/home/entertainment). Elevated roadway structures will be closed during cold moist weather. This will limit capacity.	See Comment #6	
1507	Jane Montalvo	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 Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #6	
1508	Jane Pearl	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 Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Jane Pearl	See Comment #6	
1509	Jared	1/23/2023	Email	Parks	My question and has always been my question. What is TxDOT going to do with the bottle neck at Lady Bird Lake bridge. I haven't seen anything addressing this narrow bridge compared to the expansion North and South. Please advise. Jared Evans Cherrywood Neighborhood Sent from Mail for Windows	See Comment #150	
1510	Janel Dunn	2/21/2023	VOH	General support	Based on the presentation with maps and documents. Initially opposed to the entire project - 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 inside lanes do not seem to be the full answer to the congestion problems whereas a dedicated over-pass or underground path might solve that issue. In my opinion, the drop-off at Hwy290 past Airport Blvd. continues the same and current problems of traffic congestion all the way to Williamson County which was started in the 1970's when the overpass was not continued further north.	See Comment #6	
1511	Janel Evans	2/10/2023	VOH	Bike/ped safety	Opening up traffic thru 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 #20	
1512	Janel Wallace	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 Corridor design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #6	
1513	Jane Zacher	2/25/2023	McClure Website Comment Form		Do not widen/no build	I oppose expanding I 35. I oppose dissolving 157 businesses/homes for widening I 35. I oppose having 20 lanes of I 35. I oppose having high-speed access roads alongside I 35 - too many traffic deaths related to I 35 already. I oppose the expansion for environmental impact and safety reasons. I oppose expanding I 35 - instead route Austin traffic to new interstates (DCT35). East-west coverage should be at least every 1.4 miles. All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users. Expansion will worsen traffic and many other problems, including air, water, and noise pollution, health impacts, heat island impacts, and crashes. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and walkable and bikeable streets. I want community alternatives to expansion, including Reconnect Austin and Redshift35, to be fully studied.	See Comment #5
1514	Janelle Bitty		McClure Website Comment Form		Public Transit / Multimodal Transportation	The proposed Highway should include bus lanes, and TxDOT should pay for it, as far as proposed.	See Comment #13
					Water Quality	There should be adequate environmental studies to ensure the health of our waterways.	See Comment #125
1515	Janelle Wittingly	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 Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Janelle Wittingly	See Comment #6	
1516	Janelle Macias	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 Corridor design proposed by TxDOT. However without public transportation throughout the city from the airport to Cedar Park the expansion of this highway will be a bandaid and will not help the city over the next fifty years. Furthermore, without a high-speed rail linking our major cities: Dallas, Houston, San Antonio, Austin, El Paso this state is doomed to the dark ages as it experiences global warming and climate catastrophes. I appreciate your consideration of this. Sent from Yahoo Mail on Android	See Comment #6	
1517	Jacqueline Gallegos	3/7/2023	Email	Labor/Induced Demand	Nobility25 Program Manager Tommy Knight. 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 #18	

	Jared Lindsey	2/1/2023	McClure's Website Comment Form	Regional connectivity	Commuter Rail is sorely needed in Central Texas. Envision 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	
1518	Jared Nations	3/2/2023	Email	Route to I-35	Mobile35 Program Manager Tommy Hengen. I am a resident of Austin and I'd like to make it known that I strongly oppose I35 expansion. Got to many other major cities and you'll see highways that are 5, 6, 8, 10 lanes wide, but one of those cities is known to manage traffic well. LA, Atlanta, Houston, the list goes on. Austin has a chance to be a beacon of positive change where the inhabitants of the city get to provide the best living and long term health of the city. Do not expand I35. I will not be a long term resident. Build another highway like proposed SH130 for commuter traffic. Please Austin need Jared Nations	See Comment #3	
1520	Jared Thomas			Do not widen/no build	Mobile35 Program Manager Tommy Hengen. I am a resident and homeowner of East Austin and wanted to share that I am against the current TxDOT's plan I-35. Specifically the plans for expansion do not make sense for either travelers or the community. Instead I hope you consider a few other alternatives that comprehensively look at the issue. Great downtowns don't have highway running right through the middle of them. We've seen many other cities 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. Highway removal is the best plan. Expanding I-35 without fully capping or burying it would be one of those mistakes. I appreciate your consideration and thank TxDOT, Austin City Council, and other representatives to stand up for our community as a state and city. We take pride in Texas of being a wonderful place to live and travel and TxDOT has those values. I hope they make their way into this project and we make the traffic around the city center comfortable.	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 Phase	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 road/road travel to connect our Austin community.	See Comment #42	
1521	Jarred Dorn	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. Jarred Dorn, Commercial Examiner, Heritage Title Company of Austin. <a href="mailto:jarred.dorn@heritagetitle.com">jarred.dorn@heritagetitle.com</a> 512.990.1010 Austin, TX 78746 - Heritage Title Company (HTE) is pleased to announce that we are now a part of the new Heritage Title Company. Due to increased need of trust 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 agent 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 or if you know you have been exposed to someone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrow team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone at 512.990.1010, delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #8	
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1522	Jarred Barriquez			Do not widen/no build	Mobile35 Program Manager Tommy Hengen. I am an independent researcher in the Philippines with an interest in urbanism. I grew up in California, underlating a haven of car culture, and, having spent a sheltered existence in a car-dependent suburb, I can tell you that there is an incredible amount of harm to be done with expansion of Interstate 35. Jarred Barriquez	See Comment #5	
				Community alternatives	The downtown area does not need to have its viability undermined by a huge asphalt canyon, nor its denizens suffering from asthma. The downtown area deserves a fitting watercourse, linear park, and open line down its center. State Highway 130 should be redesignated as Interstate 35. The current TxDOT plans also do not take into account Induced Demand. Please be open to the current alternatives that many Austin denizens have offered.	See Comment #4	
1523	Jawarith d'Arbon	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	Jaemin Adasga	3/7/2023	Email	Do not widen/no build	Mobile35 Program Manager Tommy Hengen. 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. Jaemin Adasga	See Comment #5	
1525	Jaemin	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 <a href="mailto:jason.ballard@hls.com">jason.ballard@hls.com</a> HLS & Wikstrom Dallas < Austin > Fort Worth <a href="http://www.hls-wikstrom.com">www.hls-wikstrom.com</a>	See Comment #8	
1527	Jason Burns	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 #8	
1528	Jason Briggman	3/7/2023	Email	Lower Speed Limits	Dear I-35 Capital Express Central. Re: I-35 Capital Express Central, Draft Environmental Impact Statement Driving at high speeds is more dangerous than we feel it to be. We have to close ourselves off to seeing and feeling the danger in order to be calm enough to get the driving done, because we have little choice, because we do need to get where we need to be. As we feel isolated in from the road, from feeling the fear knowing heavy vehicles just feel away from us. But of course they are there, and of course sometimes the danger breaks through to us. That's why I write to thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero by 2050. Crashes are measurably more important than congestion and cost the people of the Austin region more - using National Safety Council's costs of crashes methodology to compare to Texas A&M Transportation Institute congestion methodology. The Texas Transportation Commission Minutes 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 as large as to not 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 unapologetically having this 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 Briggman	See Comment #395	
				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 immediately by reducing the speed limits on the highway and access roads. • The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. • The project would encourage the use of single-occupancy vehicles, promote urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan. • Widening the highway with the limited connectivity currently in Modified Build Alternative 3 would perpetuate, expand and worsen the demographic divide that began with the city 1950s 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 State and U.S. 290 are at grade. • Work with the North Loop, Redgate, and Windsor Park 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 #18:	
				Later/Induced demand	• Expanding the highway would not eliminate congestion due to Induced Demand.	See Comment #18:	
				Capex/Deck Phase	• Cap I-35 at 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 #8	
1531	Jason Dax	1/21/2023	McClure's Website Comment Form	Regional Connectivity	I support commuter rail in San Antonio, Bexar and Central county!	See comment #1	
1532	Jason F	3/5/2023	Email	None	I live right next to I-35. It's already noisy enough. Heavy Rainey street I cannot sleep in my unit because the cars outside are REALLY loud. Think this is a horrible idea.	See Comment #69	

1533	Jason Paludi	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 Mean Street of Texas, all Texans should call for and demand 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. 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 viruses or malware.	See Comment #8			
1534	Jason Grant			Lateral/Induced Demand	MultiModal Program Manager Tommy Klingbe. Hi, as a former Austinite and somebody who still lives only a few blocks from I-35 in Dallas-I express your plans to widen it through central Austin. Expanding it to "yellow congestion" is like treating already by loosening your belt. We have a half century of experience showing that building more and wider roads encourages people to drive more, creating a vicious cycle. Not to mention projects like this are incredibly expensive and cause years of traffic delays while they're under construction. For people who live in Austin, or even for the Dallas area trying to go south on I-35, not worth it. Expanding I-35 simply makes all this worse, while not actually addressing the problem. Let's find a better way to move people around, instead of more of the same. Jason Grant	See Comment #28			
				Rebutals 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 food, 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 Hixon	3/7/2023	McCauley Website Comment Form	Caps/Deck Phases	We should have more caps story the freeway in longer segments so we truly create connections between east and west! Every plans suggested TxDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	See Comment #42			
1536	Jason Hoffman	3/1/2023	McCauley Website Comment Form	Do not widen/no build	The highway expansion is an insane idea that has nothing to do with moving people or goods. It's a third world solution.	See Comment #5			
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1537	Jason K			Do not widen/no build	MultiModal Program Manager Tommy Klingbe. I-35 through Austin should not be expanded at all. As a resident of Austin, I live on increasing congestion every day, and I understand it's a problem we want to solve. To this end, we either need a way to move more people longer distances faster, or we need to reduce the total distance everyone needs to move. The latter is a difficult problem, but one that Austin is working on, by allowing denser developments that increase the number of people who can live close to employment, shopping, and entertainment. The former is the one TxDOT seems to want to solve, but unfortunately we've seen the outcome when other attempts have been made elsewhere. We need look no further than Houston to see a massive failure on a billion-dollar scale. The day's freeway. 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 even more time in traffic than before. What was our original hope? Nothing for the people, that's for sure. I understand that the Upper Deck is exciting and needs to be either heavily renovated 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 megalomaniac, it seems like the obvious choice to tear it down. So props to this proposal for getting one thing right. The section of I-35 between Menard Rd and 41st St is narrow enough that caps and pillars over the existing lower deck would be enough to realign the neighborhood back together and provide a safe crossing for these roads and outside of major vehicles. This would be a great solution for this neighborhood. The downtown section (Close to the Downtown) is a bit different. To fully undo the damage that I-35 has done to East Austin, the appropriate solution here would be to remove I-35 and replace it with a boulevard, harkening back to the days of East Avenue being a major commercial hub for the city. A small boulevard section of highway perhaps two lanes each way could exist under this boulevard if necessary, so long as it doesn't interfere with the city's plan alone it meaning, only comes with a high-speed railway or traffic noise wall from above. This is a prime city center land that could be developed or retained as part space. Either would provide a huge economic benefit, unlike a highway that only guides our fate down and often permanently car in return. Of the new I-35 planned for this project, most need way to destroying homes and businesses, directly opposing Austin's climate goals, increasing commute time, increasing pollution, and worsening the planet's climate. Despite these negative outcomes for locals, and pending lawsuits regarding the imprudence 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 current tolling, including the possibility of canceling the project entirely and going back to the drawing board to devise a replacement that will improve quality of life for Austinians, not rip a new one wider chisel through the heart of the city. Jason K	See Comment #5			
				Air Quality/Noise	As a customer of our local businesses near downtown and elsewhere along the I-35 corridor, the experience of simply existing near such a polluting thoroughfare is dismal at best. It's noticeably harder to breathe and the constant noise is disturbing and makes it impossible to enjoy being in the area. This is not a good environment for anyone, but worst of all children who will grow up with predictable health problems (respiratory and developmental) from the proximity to such an environmental disaster of a roadway. Courtious studies have shown these correlations worse worldwide, and TxDOT should take this into consideration and take our collective health as a revolving factor in cancelling this highway expansion. As a citizen of the earth that plans to be here for a few more decades, I also see the destruction our infrastructure toward fossil fuels and climate change has caused. Obviously most cars consume gasoline (though a shrinking percentage, thankfully), but this is just one way that dependence on cars negatively affects the world. Pavement absorbs more sunlight and allows the heat to be air above. Summers in Texas are already deadly hot, and every additional square inch of pavement adds to that temperature.	See Comment #34			
				Racial Justice	TxDOT has a long history of racial injustice when it comes to highway location selection, construction, and plans for expansion. Again, I can point to Houston: the recent decision to expand I-45 through minority neighborhoods, destroying homes, schools, and businesses. But at some point this has to stop, we have to join the 21st century and recognize that harming the same groups of Americans over and over is completely reprehensible and should be avoided at all costs. I should surprise nobody that this planned I-35 expansion will further destroy primarily minority-owned homes and businesses, and create a wider physical barrier between historically redlined areas and a growing, increasingly vibrant downtown. Even with occasional caps and pillars, every highway through a city remains a scar on our landscape and a painful reminder of the destructive history of 20th-century "improvement".	See Comment #3			
1538	Jason Kennedy	3/6/2023	Email	Public Transit/ Multimodal Transportation	MultiModal Program Manager Tommy Klingbe. I'm a longtime Austin resident living in 78701. The city and the highway will not be better if expanded. Traffic will remain and likely get worse. Please focus on improving other modalities, like bus, transit, light rail and bike lanes.	See Comment #13			
1539	Jason Krali	3/1/2023	Email	Do not widen/no build	MultiModal Program Manager Tommy Klingbe. I strongly oppose the 35 expansion. I have lived in Dallas and seen that building endless highway benefits no one but the construction companies, decreases quality of life and disrupts the fabric of the community. It boggles my mind how we allocate so much funding to projects that become disasters as soon as it's built. We should double the old way of thinking that has proven time after time and come up with new innovations to improve our quality of life and mobility. Building a new 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 feeding the highway industrial complex. Jason Krali	See Comment #5			
1540	Jason Kruha	3/2/2023	Email	Do not widen/no build	Hi TxDOT TxDOT. Please stop building roads that do nothing to ease congestion and further segregate communities. Jason Kruha	See Comment #5			
1541	Jason Kruha			Bike (not safety)	Hi TxDOT TxDOT. My cycling/walking/jogging commutes are constantly interrupted by colossal expansions by TXDOT to vehicular infrastructures. Despite paying at least my fair share for transportation infrastructure, my safety is treated as little more than a nuisance during these projects. Imagine taking out a highway bridge with no notice, leaving hundreds of motorists 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 things citizens interact with in their daily lives, yet we continue to expand them through densely populated areas. Jason Kruha	See Comment #30			
				Public Transit/ Multimodal Transportation	Please stop the insanity. Building roads DOES NOT decrease traffic - removing cars is the only proven way. Incentivize non-vehicular traffic, mass transit, and walkable cities. And please, stop forcing me into highway traffic by closing shoulders and bike paths for construction.	See Comment #13			
1542	Jason Qwell	3/1/2023	McCauley 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	Rebutals to I-35	St. More immediately, please significantly increase 3+ mile trucks to use I-30 instead of 35. 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 this please!!	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 engagement (like a permanent picnic street food market. La Farmers market and Barataria is terrible). The rest of the caps as many as possible should be parks including permanent spaces for rotating local art installations. We need more art / murals / etc. for a city this size! 2. Are there plans to redo the 35 bridge over downtown? Seems like a missed opportunity for an iconic bridge if not considered yet! 3. Please consider buying 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 get all lowered. Yes, this would create a buffer roads south of holly where both sets of opened lanes rampage, 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 burnt lanes - ideally all the way to Ben White - or at least through to nearside where so much development is projected. What a beautiful park cap that would make!	See Comment #8			
1545	Jason Samuels	3/1/2023	McCauley 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 unencumbered. There also needs to be bike access under the bridge as well as, since a safety under launch access is under and east of the bridge. The bridge also provides important structure for birds and aquatic life.	See Comment #150			
1546	Jason Supak	2/18/2023	Email	Rebutals to I-35	Hi there!! A major source of congestion is the 35 traffic is the trucking industry. Instead of new 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 provide efficiency and safety all at once. Thank you for your consideration.	See comment #3			
1547	Javier Polomares			Lateral/Induced Demand	MultiModal Program Manager Tommy Klingbe. Hello, I am a resident of south Austin, and wanted to express my concerns with TxDOT's current plans for I-35 expansion. TxDOT's process is very flawed, and purely adding more lanes is a very naive solution for solving traffic. The process failed to model bottlenecks, which often are the source of traffic, rather than oversupply 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 Polomares	See Comment #18			
				Rebutals to I-35	The state should instead eminent domain 3rd-130 and make this the interstate. Doing this would save considerable costs to the state, as well as avoid the pain and quality of life costs to those living near the highway that the current plan will have.	See comment #3			





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1596	Jennifer Keane	2/25/2023	Email	Do not widen/ho build	<p>Re TDOOT TxDOT:</p> <p>It is a longtime Austinian who has watched the City grow and expand across a modest town for school in 1985. I have driven I 35 for years going out to meetings at a state agency located north of town. So I am very familiar with its challenges. I also spent a lot of time driving out in the LA area, specifically the 405 and 51. I do not understand why TDOOT is not thinking more creatively about how to better address the traffic issues on I 35. Simply adding more lanes and feeder lanes will be a short term fix at best. Traffic studies always show that traffic grows to fill the added lanes. Thus, Austin will be LA - many lanes of traffic just sitting in gridlock. And, unless the switch to electric vehicles comes more quickly than anticipated, we risk having Austin go into a tailback under the federal Clean Air Act for ozone and potentially even particulates. That would create all kinds of transportation conformity issues as well as impose new onerous requirements on Austin businesses. It's a very real risk and should not be discounted when evaluating these options.</p> <p>I feel that there should be more review and consideration given to local concerns, not simply State transportation goals and desires. With better communication and perhaps more open discussion on both sides, it seems as though the transportation needs of the State of Texas could be better harmonized with the needs and desires of Austin residents. I would not move forward with either of these options at this time, and I feel like the "do nothing" option is disingenuous. I feel quite certain that is not really an option, we should fix the Texas road, other options to the top-down model need further review and consideration. The best solution for a while. I honestly can't understand how these two options ended up as the two presented. It's as if TDOOT has been soliciting input and then dismissing it largely out of hand as an ongoing development strategy. Why? Both of these proposals are very 1980's highway development projects. But it is 2023. Are these really the best TDOOT can come up with?</p> <p>The State should be promoting Austin as a leading world class community. Not adding scores of roadway eating up downtown buildings and adversely affecting our quality of life. Most (national) people would pick Austin over LA, give the choice. But turning I 35 into the 405 or the 51 would not seem to be moving us in the right direction. People who with their feet. If you create massive highways without proper mitigation, you start destroying the quality of life reasons people choose Austin over another community. That seems like a short-sighted strategy by the State of Texas. People are moving to our cities. That's where new tax revenues that can help fund our more rural communities come from. Why create massive highways that detract from a community without considering all viable alternatives and at least maximizing mitigation impact?</p> <p>Do not move forward with these two options at this time. Happy to answer any questions you might have.</p> <p>Best, Jennifer Keane Jennifer Keane</p>	See Comment #45				
ID	C	N	Da	W	e	S	Topic	C	A - p	
							Easy/need connectivity	From a personal standpoint, I cycle and enjoy going from my house west of downtown out to Guadalupe Park for access to the Walnut Creek trail. I can't even fathom how that would work if either of these options came to fruition! It particularly bothers me that none of the TDOOT proposals include a state-funded cap over I 35. It's as if Austin doesn't matter if the State of Texas can shove truck traffic more efficiently up the interstate. The current proposals do not even have many CTR crossings over the expanded interstates. Austin has been having trouble at integrating the two sides of Austin separated by I 35. Why would TDOOT want to hinder those efforts?	See Comment #20	
1597	Jennifer King						Do not widen/ho build	Multi/35 Program Manager Tommy Hodge. I OPPOSE TDOOT's plans for I-35 and I OPPOSE I-35 expansion. We want to see Austin thrive as the beautiful, weird city it is, not as a multi-layered highway nightmare. As a resident of Austin, District 4, I expect TxDOT, Austin City Council, and other representatives to stand up for me and OPPOSE I-35 expansion.  V/R, Jan King Jennifer King	See Comment #45	
							Later/Induced demand	Highway expansion doesn't work. They worsen congestion, as we've seen with the Katy Freeway in Houston, another Texas city. Austin needs to be forward thinking in its traffic solutions, and highway expansion is NOT the answer.	See Comment #18;	
							Reserve to I-35	Redesignating an already existing highway (such as SH-130) that goes around the city for trucks and freight vehicles, leaves Austin for the people who live here.	See comment #3	
							Public Transit / Multimodal Transportation	I am FOR a public transit-first program to reduce traffic in downtown Austin and allow it to be for residents, not as a throughfare to other parts of the state.	See Comment #13;	
1598	Jennifer King						MyCueX Website-Comment Form	Air Quality/Noise  I am also concerned that by subsidizing the I-35 expansion project, the total environmental impact is not adequately recognized nor addressed. I would like to see a report on the total environmental impact of all segments of this expansion through Austin combined.	See Comment #34	
							Easy/Need Connectivity	I appreciate the effort to improve traffic flow through Austin, and the provisions to reconstruct east-west cross-street bridges. I am concerned that adding lanes and width will still further disconnect east and west Austin and will not significantly improve traffic flow through downtown.	See Comment #20	
							Public Transit / Multimodal Transportation	and improve transit accommodations.	See Comment #13	
							Reserve to I-35	Where is the focus on diverting traffic around Austin? We need a rerouted bypass.	See Comment #3	
							Blue/paid safety	add pedestrian and bicycle paths.	See Comment #30	
								Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TDOOT. Thank you for your consideration of this request. Jennifer Lopez Jennifer Lopez Copy Clerk Heritage Title Company of Austin, Inc. [REDACTED]	See Comment #8	
1599	Jennifer Lopez	2/8/2023	Email	General support				Sent from Mail for WindowsHeritageTitle@austin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE as 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 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 to [REDACTED] delete this email, and destroy all copies and any attachments. Thank you for your consideration.		
1600	Jennifer Lynn							Re TDOOT TxDOT:  My husband and I own a bicycle shop in South Austin, BIKES'N'UT. We both grew up in Houston and have seen what a complete disaster the Katy Freeway expansion of I 10 turned out to be. We do NOT want I-35 to repeat I 10's mistakes! More lanes will lead to more traffic, more accidents, more pollution, and more chaos of our historically divided Capital city. We are also in the midst of a rain-water crisis situation. We need viable alternatives to driving the over-thrifty public transit and more safe pedestrian and bicycle infrastructure instead this expansion will increase fossil fuel consumption and associated pollution in Austin, as well as traffic accidents (accidents that have serious human and economic impacts). We want safer and more economically viable alternatives to provide car use for our generation and generations to come. This proposed expansion is seriously outdated, and learns nothing from past failures like the Katy Freeway. The full environmental impact also needs more time to be assessed and opened up for public comment. Thank you for your time and consideration, Jennifer Lynn Jennifer Lynn	See Comment #18	
								Blue/paid safety	This expansion will make it harder to get around Austin by bicycle, which is a real economic issue for countless thousands of Austinites who cannot afford cars, gas, insurance, tolls, etc. Crossing this enormous proposed expansion would be dangerous, and the plans call for too few crossings, with previous tolls also causing considerations for pedestrians and cyclists. By effectively subsidizing private car use with taxpayer money, TDOOT would be expanding serious pollution problems while leaving the most economically vulnerable people (who already pay disproportionately high taxes through property and sales taxes) with few viable transportation options.	See Comment #30
								Business/residential displacement	This expansion would also hurt hundreds of small local businesses and low-income housing residents along the existing I-35 corridor. That is utterly unacceptable to our community.	See Comment #21
								Reserve to I-35	We would rather see through traffic routed around Austin's city center the way I-35 goes around Laredo for example. Please review community based proposals from ReThinkI35 and Reconnect Austin and come up with a new and improved proposal for our community to consider.	See comment #3
1601	Jennifer Ralston	2/17/2023	Email	Business/residential displacement				I am reaching out because I absolutely do not think it's fair or should be legal for the I 35 to be expanded throughout Austin at the expense of hundreds of business owners. That is extremely unfair and should be against the law without any sort of fair compensation to those businesses being displaced. I am against this expansion in this manner. Thank you so much.	See Comment #21	
1602	Jennifer Schaffer							Re TDOOT TxDOT:  Expanding I-35 will not solve our traffic problems. It may seem counterintuitive, but studies show that bigger highways lead to more congestion. Thank you for your consideration. Jennifer Schaffer	See Comment #18	
								Public Transit / Multimodal Transportation	We need and deserve solutions that reduce car reliance and air/water/noise pollution, and improve safety and connectivity in the city. It's time for TDOOT to shift its priorities and consider alternatives like trains, bike lanes, and buses.	See Comment #13
								Community alternatives	I want community alternatives to expansion, including Reconnect Austin and ReThinkI35, to be fully studied.	See Comment #4
								Dear Chairman Bugg and Commissioners:  Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TDOOT. Thank you for your consideration of this request. Have a Beautiful Day. Jennifer L. Storm, Executive Director Buda Economic Development Corporation	See Comment #8	
1603	Jennifer Storm	3/6/2023	Email	General support						
1604	Jennifer Tobias	1/21/2023	MyCueX Website-Comment Form	Regional Connectivity				If we are to move forward with the I-35 Capital Express Project, we need to revisit the Lone Star Road proposal. Further widening highways is detrimental to the environment and provides little, if any, relief in traffic. Widening roads without improving transit will be a waste of money. As one of the largest cities in the US, we need to invest in public transit for the good of our citizens and the environment.	See comment #1	



1620	Josae Altas			Public Transit / Multimodal Transportation	Me TxDOT TxDOT, I am an Austin resident who prefers to travel around the city by transit, bicycle, and on foot. I oppose the proposed expansion of I35. The current proposal is an enormous investment in a car-focused future. I believe instead we should be investing in climate-friendly infrastructure like public transit, active transportation, and nature restoration.	Josae Altas	See Comment #13			
				Community alternatives	While I oppose the project entirely, if TxDOT insists on building it I hope you can do more to make it meet Austin's needs. This includes providing more east-west crossings for non-automobiles, covering the traffic lanes, reducing speed limits on forage roads, adding more green space, and containing the numerous forms of pollution that the highway will generate (noise, air, water, light, etc).		See Comment #4			
1621	Josae Altas			McCuix's Website-Comment Form	Do not widen/ho build I oppose the long term seizure of portions next to Lady Bird Lake in order to perform construction. This will negatively impact me as a user of the Butler Trail and boater on Lady Bird Lake. It will also worsen access to the shoreline by both people and animals. This project is incredibly disruptive to residents of Austin and should not proceed as is. I oppose the plan to put both forage roads on the same side of the highway and to switch which side the forage is on as the project nears downtown. It will also make it more difficult to get on and off of the highway near downtown, which is likely the most common place for Austinites to enter and exit the highway.		See Comment #5 See Comment #34			
				Bike/ped safety	This will add unnecessary confusion for local traffic, especially cyclists and pedestrians.		See Comment #30			
				Business/residential displacement	I oppose the seizure of land from established Austin businesses in service of this project. While I am not opposed to eminent domain in general when the purpose serves the public good, I do not believe the proposed use will be worthwhile. Maintaining longstanding businesses like Whifigs, Davis Cafe, and the Austin Chronicle is more important than adding more lanes of concrete for automobiles.		See Comment #21			
				Do not widen/ho build	I oppose the plan to add more lanes and more width to I35. Study after study have shown that adding more lanes does not improve traffic or travel times over the long term. Instead it encourages more people to drive and makes traffic worse.		See Comment #5			
				Bike/ped safety	I personally would love to see more space devoted to safe cycling infrastructure and rapid transit. I would drive my car less if these options were available to me.		See Comment #30			
				Public Transit / Multimodal Transportation	Instead we should invest in solutions that encourage people to live closer to work and recreation and to take alternative modes of transportation to get to and from downtown.		See Comment #13			
1622	Josae Altas			McCuix's Website-Comment Form	Do not widen/ho build I support the feedback submitted by the Austin City Council and Tarrant County commissioners. This is an opportunity to spend billions of dollars to improve the lives of Central Texas residents but the current proposal demands the same car focused and traffic intensive strategy that has proven not to work for decades. Bike/ped safety I believe the project needs more connectivity across the highway, especially for cyclists, pedestrians, and transit. Air quality/noise I believe we need to do more to mitigate the considerable environmental damage of the project.		See Comment #5 See Comment #30 See Comment #34			
1623	Josae Bernal				Do not widen/ho build Me TxDOT TxDOT, I am writing as a fellow Austinite and resident of the city to let TxDOT that I strongly oppose plans to expand I 35 in Austin. The city and its residents do not need more lanes on I35. Increasing the capacity of the highway will only increase traffic, increase noise and air pollution, and make Austin less livable. Instead, TxDOT should prioritize re-envisioning I 35 in the urban corridor. Thank you for your attention, Sincerely, Josae Bernal Josae Bernal Remains to I35 Inevitable traffic that is moving through the city should be pushed to highways that go around the city, like Texas 130. And the roads in Austin's core should be remade to encourage walking, biking and public transportation - these are all things that make a city more livable and increase the quality of life for its residents. Community alternatives TxDOT should give honest consideration to the alternatives to I35 expansion that community groups have proposed. This needs to be more than just tip service, TxDOT owes it to the people of Austin, for whom I35 is a daily headache, to conduct a full study of the alternatives that so many of us prefer.		See Comment #5 See comment #3 See Comment #4			
1624	Josae Harata	1/18/2023		McCuix's Website-Comment Form	Regional Connectivity The I35 expansion plans need to be rethought as they will induce more demand on the roads. Traffic will return to previous levels and pollution will be increased. While plans to add bike and pedestrian paths are good, they are not sufficient. Instead of another flying highway, we need regular rail connection between the cities like the proposed Lone Star rail district. We should be investing in at least hourly commuter rail - more during peak hours. To relieve pressure on I35 and better connect our region.		See comment #1			
1625	Josae Lary- Robinson				Public Transit / Multimodal Transportation Mobility35 Program Manager Tommy Klings. I think it's important to invest in more public transportation that connects Austin and displaces fewer people. Business/residential displacement		See Comment #13 See Comment #21			
1626	Josae N Salinas	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 Jose's iPhone		See Comment #6			
1627	Josica			McCuix's Website-Comment Form	Do not widen/ho build I do not support the expansion of I35. Texas needs better, more reliable, cheaper, easily accessible public transportation. TxDOT can't even keep up with the upkeep of the highways we have. Not to mention any work done on I35 seems TxDOT is there, just in time to reveal that adding more lanes to a highway is not as helpful as it was once thought at the conception of this outdated project. Regional Connectivity Why doesn't Texas have a light rail system yet? I'm done with driving and traffic. I like Europe and Japan's public transportation options much better than a highway expansion.		See Comment #5 See comment #1			
1628	Josica Holland				Latent/Induced Demand Me TxDOT TxDOT, Data suggests that expanding the highway will only worsen congestion. Look at Houston! Austin is special because we rethink ways of handling problems. I've lived here for 35 years. Community alternatives Please consider alternate plans, including Reconnect Austin and Redbird30's work.		See Comment #18 See Comment #4			
ID	C	N	Do	R	d	S	Topic	C	R	P
1629	Josica Pauls	1/24/2023		VOH	Do not widen/ho build I don't believe that investing a single road for nearly all of the traffic of I35 makes sense. Other cities have committed to loops and other forms of directing traffic around the city. At this time we have several toll roads, but the fact they cost money to use is an impediment. I do not support expanding 35 any more.		See Comment #5			
					I have noticed in the neighborhood bordering the Central Project for 19 years. I believe the current I35 Central Project plans from 32 to 38 1/2 to Street do not fully consider the environmental and quality of life impact of the Cherrywood neighborhood. I believe that the Central Project should evenly weigh the impact of changes to both the east and west side of the highway. The current plan places a significantly larger burden on the east side of the highway, especially with respect to right of way and plans to place construction activity both on the east side, including project administration portables, materials and equipment storage. I support the comments shared by the Cherrywood Neighborhood Association (CNA). This is my third or fourth comment, in addition to attending several in person meetings and I do not feel our neighborhood is being heard, especially with regard to the following important requests for change: 1. Elimination of the northbound main lane exit ramp to E. 38th St Street. The Mueller neighborhood has ample access to homes and businesses through the Manor Rd/Dawn Pavilion and Wilshire Blvd/ Airport Blvd exits. This exit must not be built for the convenience of the Mueller development and should not be provided over the Cherrywood neighborhood request. Adding an exit to 38 1/2 20th Street is simply not necessary and will be a huge blow to my neighbors and I. 2. Improving quality of life with increased traffic, noise and disruption 3. closing extensive widening, necessitating significant eminent domain of our established residential neighborhood. 4. eliminating the possibility of the continuation of the southbound forage road 5. preventing construction of infrastructure that would enable future caps from 32nd thru 38 1/2 20th Street 2. innovation and funding for the Cherrywood neighborhood forage road design should match the downtown. Since the east side of the highway is taking on a greater burden to accommodate the Central Project, we believe innovations such as southbound forage roads should be integrated to limit the overall scale and scope, especially near established neighborhoods.		See Comment #5;			
1630	Josica Halman	3/7/2023		VOH	Latent/Induced Demand					
1631	Josica Reeves				Climate Change Mobility35 Program Manager Tommy Klings. I am a resident of Walnut Street in Central neighborhood and the traffic generated from I 35 is already a constant problem. Expanding the highway will only bring more traffic, pollution, smog and delays. Josica Reeves Public Transit / Multimodal Transportation Instead, Austin should look at moving the highway underground and creating more pedestrian walkways, bike paths and train routes. Thank you!		See Comment #51 See Comment #13			
1632	Josica Robertson	3/2/2023		Email	Do not widen/ho build Mobility35 Program Manager Tommy Klings. Hi, I'm a resident of District 7 in Austin and I STRONGLY OPPOSE any expansion to I35, particularly the expansion proposed by TxDOT. Expanding a major freeway despite proof that it does not work, leads to more congestion, and would cause a massive destabilizing impact on the city as a whole, more permanent inconvenience. Texas is ready for our expansion state to be more connected, but via ways that add value to each individual community. With the closing of businesses, increased air and noise pollution, and displacement forced by this massive project, is not a value addition. Please put your best foot forward instead of delivering us your most expensive flat rubber tire. - Jess Rodriguez Robertson Josica Robertson		See Comment #5			
1633	Josae Camacho	3/7/2023		McCuix's Website-Comment Form	Public Transit / Multimodal Transportation Rather than putting money into expanding highways, I'd like to see the region double down on Project Connect and focus on expanding public transportation to areas that are not yet accessible via CapMetro services.		See Comment #13			







					<p>Shifting this southbound managed lane east to Dean Keeton allows for a protected right turn for emergency vehicles which will then have two more right turns - and no left turns across traffic - to access the St. David's ER and allow more direct vehicle direct access to Dean Keeton, a major transit corridor. If this entry cannot be moved, the east should be redesigned as a portal entry. We request that these proposed modifications be included as a scenario in the traffic model and that the results be shared with the City of Austin Transportation staff and community stakeholders.</p> <p>Interchange at E. 38th Street and E. 32nd Street bridges. As related in the January 2022 OIA letter, and seeing no design evolution in the ODES or Preferred Alternative, we believe action designs for the 38th Street and E. 32nd Street bridges only add additional handicapping. There is no indication from TxDOT as to how the sketches become functional amenities. We discourage the City from allocating funding to sketches that have no human-centered design or active functionality. We encourage the City and TxDOT to explore using the funds earmarked for the address as a first step toward creating a full cap between</p> <p>E. 38th Street and E. 32nd Street and a new pedestrian/bicycle crossing at Congress Ave.</p> <p>We note that future development on the west side of 35 in this section will very likely be multifamily and mixed-use mid-rises, similar to the recent construction at the intersection of E. 32nd and I-35. There will be hundreds, if not thousands, more residents in this area in the future who will benefit from a meaningful, functional use of development, physically and visually connecting east and west sides of the corridor.</p> <p>Revised frontage road. We are enthusiastic about TxDOT's creativity with the backward frontage road alignment between Marier Road and Dean Keeton, as well as the slightly wider boulevard design in the downtown section between 5th and 7th Streets. We understand the TxDOT preference to build on solid ground where it is available, as through expanded right-of-way. However, we understand this to be a preference, not a requirement - clearly it is a viable configuration, as demonstrated in the downtown section. We believe the Cherrywood section deserves as much innovation and funding focus as the downtown section. We echo the NCHRP call to treat all frontage roads as part of a neighborhood street grid and employ appropriate design.</p> <p>New intersection design at E. 32nd Street. Again, the boulevard frontage road concept between Marier Road and Dean Keeton is exciting. We encourage the City to work with TxDOT to replicate the Dean Keeton intersection/overpass design at the E. 32nd Street intersection. We acknowledge this will require extending the boulevard frontage road design from the UT section north to the E. 32nd Street intersection. We see this as already intended to be a significant improvement and suggest that vehicles seeking to access the northbound ramp just north of E. 32nd Street can utilize a dedicated lane at the intersection as is frequently done in other cities. The frontage roads could then shift further to the west side in a boulevard design (or separate to either side on the north side of the intersection). The northbound-to-southbound turnaround can be eliminated and vehicles can simply go through the intersection signal cycle to make the turnaround. If a separated frontage road, the southbound-to-southbound turnaround could remain, albeit narrower (as shown in Alternative 1 in August 2023). This change would greatly reduce the right-of-way expansion needed between Dean Keeton and E. 32nd Street, reducing - perhaps eliminating - the negative impact on the People's Community Clinic Center for Women's Health and Prenatal Care and Stars Café.</p>			
1654	Jim Walker	3/6/2023	McClure's Website-Comment Form	Air Quality/Climate Change	Several neighborhoods and thousands of residents, and many families, currently live within a 1/4 mile of I-35 between Dean Keeton Blvd and Airport Blvd. The residential population in this same area is expected to grow over the life of the Capital Express Project. TxDOT's Air Quality Analysis (Appendix P) only analyzes carbon monoxide. The omission of NO2 intrudes serious, PM2.5 particulate matter 2.5, and PM10 particulate matter 10 is dangerous and undermines the health impacts on residents. We request that TxDOT commission and publicly share a new Air Quality Analysis including these additional parameters.	See Comment #18		
1655		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. Jim Young, CCM Subject Development	See Comment #8		
1656	Jimmie Burnett			Do not widen/ho build	Mobile35 Program Manager Tommy Hagan. I am 73 years old and a native Austinite. When I was growing up in the Brydenwoods neighborhood, I-35 did not exist. It was called East Avenue. I currently live in Whitewood less than two blocks from I-35. Most of the time, when I approach I-35 on Whitewood Blvd., the traffic on the two is predictable at a standstill. A large percentage of the traffic is big rigs that have no business in Austin. They are just passing through. They should be routed around downtown Austin and forced to use the left roads.	See Comment #5		
				Latent/Induced Demand	Your plan will not reduce traffic in the long run. It will make it worse. It will also disrupt our neighborhood and result in the destruction of some homes and small businesses along the access roads. More lanes will just mean more traffic.	See Comment #18		
				Community Alternatives	I support the Retain35 plan.	See Comment #4		
1657	Jimmie Burnett	3/7/2023	Email	Widening	Whitewood is a neighborhood where people walk their dogs and children play. It is unimaginable that anyone would consider connecting E41 and Whitewood Blvd. just to make it easier for drivers on 41st St. To get to Airport Blvd., which is only about 200 yards to the north, PMs or left-turn lanes and roads that run past our neighborhood and north to Airport Blvd. That is what was done on the east side of our neighborhood, when Marier was developed, to keep traffic from cutting through to reach I-35. Please use common sense and protect the Whitewood neighborhood.	See Comment #9		
1658	Jimmie Fiddling	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 #6		
1659		1/30/2023	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. As a resident of the Austin area since 1998, this section of I-35 has been a constant thorn in the side of every driver, from those who live here, to those that are just trying to pass through. Thank you for your consideration of this request.	See Comment #8		
1660	Jo Hagan		McClure's Website-Comment Form	Bury/tunnel	Please think about the bigger picture. Talk to the folks in Boston about the big rig and re-routing the city. Bury the I-35 in larger segments as we truly desire connections between east and west! Thanks, Jo	See Comment #25		
				Public Transit / Multimodal Transportation	Include direct BUS ONLY on ramps and off-ramps so that transit gets a priority, and have bus only lanes, or some preferred transit options. And F302	See Comment #13		
				Air Quality	Include greater measurements of air quality during the "environmental" review	See Comment #558		
				Water Quality	Engineers to study ways to treat the water runoff so it's not flowing directly into the lake where our drinking water comes from.	See Comment #225		
				Do not widen/ho build	My name is John Hermon. I'm a resident of Austin, Texas. I would like to leave my viewpoint to strongly oppose the I-35 expansion. I am a homeowner in the Mueller Development which is right around Airport and 35 currently. And as it stands now getting someone there as anyone other than someone in a car is quite tedious. And driving on 35 is just something I avoid all together. But I would like more people to be able to experience that, and I think widening the road that basically from other neighborhoods - is a terrible idea. We have seen in other cities that this doesn't work. I grew up in Atlanta GA and I've seen firsthand it does not work. It causes community to split apart from each other. You're going to destroy things like 220 - 220 or so residents maybe more. I don't know the exact figure. But that's pretty awful. You know during the pandemic it was really nice not hearing you know the roar of traffic nearby. There are studies out now that have shown that increase traffic noise can cause things like dementia, Alzheimer's, all those things. I don't know that you know your concern is probably traffic volume and that's great but there are other more imaginative ways to get people and goods through the city, and making a gigantic highway that can cause indirect traffic harm to all of our things. It's just infuriating that we are still here. We are still trying to push back against this really really outdated old way of thinking. It's just it's infuriating. Like let's be creative. Like there are - you know this is Texas. Like you know why are we doing what every other stupid city is doing? Like we - we're creative. There's a better way. And we're going to use it. That's something as an business are going to have to do. So it's going to be - you know as many people as have more money. And you know you don't live here so it's not your problem. But this kind of thing you know it needs to stop. So stop. Just stay out of it. Just leave it alone. You know, if you need to put the highways elsewhere maybe start rebuilding stuff. The department of transportation needs to do something new than just highways. Like, well, I don't know who your creative people are but they need more creative imaginative people. And you know if we keep doing this it's just going to be - it's just making us a laughing stock - really like everywhere I go almost people are like are you guys OK not there? No, we're not, we're not. We're not OK because we keep doing really dumb things. So, yeah just to stop. Just stop. And leave it alone. Stay out of our business because you know - we know what we want. We know what we're trying to do and it's not the right solution.	See Comment #5		
				Bike/ped safety	I actually ride my bike all over the city and it's quite easy. It takes me about 15 minutes to get from my place to downtown. I can walk everywhere pretty easily which is nice. It's a privilege.	See Comment #30		
				Racial Justice	The city has a history of splitting residents apart by race using a highway. I don't think that's something we really want to continue.	See Comment #3		
1662	Joseline Santiago			Do not widen/ho build	Mobile35 Program Manager Tommy Hagan. I am a resident of Austin, TX. 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. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Thank you for your time	See Comment #9		
				Community Alternatives	I am FOR the Retain35 proposal, reconfiguring another highway such as SH-130 as an interstate, a boulevard going through town, a public transit first project, etc.	See Comment #4		
				Latent/Induced Demand	Highway expansions 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		
1663	Joselyn Soto	2/11/2023	McClure's Website-Comment Form	Business/residential displacement	Do not expand I35 north of 45th street. The businesses there are vital to the heart of Austin and it would be a tragedy to lose places like West China Tea	See Comment #21		
1664	Joana Flores	2/5/2023	McClure's Website-Comment Form	Regional Connectivity	This would change my life and broaden the opportunities for more work	See comment #1		
1665	Jodi Margaritis	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. Jodi M.	See Comment #8		
1666	Jody Hubbard			Do not widen/ho build	Please do NOT widen I35 between downtown and Airport Blvd. Do not take over more of a footprint.	See Comment #5		
				Business/residential displacement	Please do not take over more homes and businesses.	See Comment #21		
ID	C	N	Due	R	d	S		
				Comment Form	Community alternatives	Better, look for alternatives to bury the road, shrink the footprint, reduce noise and pollution.	See Comment #4	
					Reverts to I-30	Please incentivize I-8 travelers to go AROUND Austin, not through the center of town to reduce traffic.	See comment #3	
					Do not widen/ho build	TxDOT I am a home and live on Polkston Ave near 38th 1/2 St. I am STRONGLY against widening I35 between downtown and Airport Blvd. I am very concerned about the destruction of local businesses, more noise, traffic, and air pollution. It does not seem the best choice for my family I want it further away from my family's living space including our yard and patio. This proposal will decrease the value of my property, create a less healthy environment (pollution and noise), destroy local businesses, and doesn't solve the actual problem of the volume of traffic in the area. Jody Hubbard	See Comment #9	
1667	Jody Hubbard							

				Community alternatives	Instead of widening the road, I support asking the road below ground level and capping the road with green space and public space that is healthy for all, similar to the proposals for the areas closer to downtown. I also support routing traffic OUTSIDE of Austin instead of straight through the city center. Route traffic to alternative loops that move through traffic away from the very congested city center.	See Comment #4
1688	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 strictly prohibited without the explicit consent of TFCU.	See Comment #6
1689	Joe Lewis	3/7/2023	McCuEx Website Comment Form	Do not widen/ho build	Hi TxDOT 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 highways worsens surface and local traffic crashes, 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 analysis at TxDOT is sufficient to work in urban areas. The driving is articulated beyond belief, mitigated to an extent, and finally offering to the citizens of Austin. I benefits to me, it will increase traffic. It will continue to divide our city. It will be a failure. Instead, we must use this opportunity to correct our city, build more green space, reduce reliance on automobiles, route trucks out of the city area into the highway we built for them which will not only reduce traffic but also make the city's streets safer for those who drive. If you work at TxDOT, I assure you have some interest in urban planning. Maybe read a textbook and learn what works.	See Comment #5
1670	Joe Offutt	1/31/2023	McCuEx 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 chaos.	See comment #1
1671	Joe Reyes	2/12/2023	McCuEx Website Comment Form	General support	I support the updated plans for all three sections of the I-35 redesign.	See Comment #8
1672	Joe Shively		McCuEx Website Comment Form	Local justice	Expanding I-35 would represent a continuity of the drive, road, classic, estrogically descriptive past planning practices we see all over Austin. Adding lanes eliminates worsens traffic--especially when you get over three lanes. We don't want to need more lanes if I-35--more lanes don't work! The proof is in the research. Down the traffic, reconnect the city, P.S., at the very least, put it completely underground and save the entirety of it so we can build on top.	See Comment #3
				Reverts to I-35	Looking at the redevelopment areas more wholy-giving attention to rerouting interstate traffic via SR 130 and developing SR 45 into its full vision, thru traffic could bypass the downtown area complete as it does in most cities this size.	See comment #3
				East/West Connectivity	The I-35 corridor through Austin could benefit from returning to a boulevard formation for local traffic, much like the historical East Avenue that once ran that length through the city. There are countless precedents of this existing in other American cities to reduce traffic. This would encourage connectivity between downtown and East Austin as well as the opportunity to integrate light rail public transit in the medians--similar to preparations for the Blue Line along East Riverside Drive.	See Comment #20
1673	Joe Wingenter	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 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 Armendarez	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. Joel Armendarez, TX 78746 heritagetw@heritagetw.com WIRE FRAGD WARNING: Due to increased risk of theft by wire fraud, Heritage Tw 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 Tw 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 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 Tw 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 Fluss	2/26/2023	VOH	Community Alternatives	I live in the Holly neighborhood just west of the 35. The 35 is an expense separating the growth engine of downtown from the residents of Austin. I stand with the recent 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 rendered the myself and family that will have to think about what could have been lost (the 35 is no longer a dividing line, Austin's will always be a tale of two cities.	See Comment #4
1676	Joel Greenberg	1/31/2023	McCuEx 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 Dahn to commute. I know many others here would use it if it was available.	See comment #1
1677	Joel Washburn	3/3/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Riegels, 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 35 and hope that you vote against it.	See Comment #5
1678	Joey Rapalo	1/31/2023	McCuEx 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 Allen	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 A. Allen, John Allen Administrator, Heritage Tw Company of Austin, Inc. [REDACTED] delete this email, and destroy all copies and any attachments. Thank you for your consideration. Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Tw 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 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 Tw 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 #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. 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, CDFI contacts and who, as well as your data privacy rights under applicable law, are available at CDFI - Privacy Policy	See Comment #6
1682	John Berggren	3/7/2023	Email	Community Alternatives	Mobility35 Program Manager Tommy Riegels, I am writing to express support to TxDOT's plans to expand I-35. My family lives in Cherrywood, and I am a government employee - both my wife and I work at UT Austin, while my two children attend Maplewood Elementary (just a few blocks from I-35). So I am involved in the local community and the people of Texas more broadly. And that is why I feel compelled to voice my opposition to the proposed I-35 expansion. It is simply the wrong way to go. My family and I endorse the many important points against the project that have been made by Rethink35, the Cherrywood Neighborhood Association (CNA), and other local organizations, such as the North Central I-35 Neighborhood Coalition (NCNC). These groups represent lots of Austinians (lots of thousands or more), only a few of which will write individual letters like this one. The report they've provided is the result of a tremendous amount of research, reflection, and discussion by community members. Since I believe that critics should aim to be constructive, let me also note that on the positive side, I favor the Rethink35 plan (https://rethink35.com/the-rethink35-plan) and urge you to give serious consideration to alternatives such as redesigning another highway such as SR 120 as an interstate, converting a public transit first project, and replacing SR 45 with a boulevard. These alternatives are as very promising ideas! Among my many concerns about the project, perhaps the most serious is that too little attention has been given to these alternatives -- and, relatedly, considerations having to do with equity of life have been neglected. I believe that we can make real progress to improve the lives of all Texans traveling through, to, and in Austin by pursuing one or more of the alternatives just mentioned. My impression is that TxDOT is simply assuming that the solution to congestion is more lanes. As emphasized in the CNA's letter, the traffic data I have presented does not support the plans for expansion. TxDOT's plans also have not demonstrated recognition of existing empirical research on induced demand, negative environmental effects (increased emissions near residential neighborhoods, particulate matter pollution from two lanes, noise pollution, etc.) and concerns about health and well-being, particularly for children (related to the effects just mentioned, given the proximity of Maplewood Elementary). Nor has TxDOT acknowledged the success of freeway removals in the US and around the world. We should be trying to learn what we can from these successes. We should also be learning from before-hand evidence. Experience teaches that highway expansion worsens congestion, increases air noise and water pollution, decreases safety, and negatively impact all transportation options beyond driving. (There is no released reason to privilege 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 Texans, but I simply want to be correct. "Think about how you know to do it." I hear people say. Please prove them wrong! I hope and expect TxDOT, Austin City Council, and other representatives to pay heed to the many good points against expansion made by stakeholders, and to give serious consideration to alternatives to the proposed expansion.	See Comment #4
1683	John Brinkley			Do not widen/ho build	Mobility35 Program Manager Tommy Riegels, I am a current resident of Austin and was also born and raised here. I oppose TxDOT's plans for I-35 and oppose expansion. Austin has a once-in-a-multi-generational opportunity to create the mobility infrastructure that will allow the city to not only flourish in the immediate future but manage the growing pains of a city that has been projected to double in metro population, from roughly 2 million to 4 million, by 2040. The 10 years of construction is NOT worth it for just a few years of congestion relief--if you build it we will all congest it, I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
				Induced/Induced Demand	I oppose TxDOT's plan, as it ignores Induced Demand, congestion impacts, particulate matter pollution from two lanes, the failure of almost all highway expansions, and the success of freeway removals.	See Comment #18

				Community Alternatives	Instead, I support the Return35 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 mend the physical division of downtown Austin, which would really come too late for so many people of color who faced the discriminatory divide.	See Comment #4			
1684	John Burnett			General support	I saw what the widening and deepening of US75 (Central Expressway) did for north-south travel in its hometown of Dallas. It has been a huge success. Sorry, interstate-fronting properties, you gotta crack some eggs to make an omelet. I hope that TxDOT can achieve the same success with your plans for the widening of I-35, and I am a big supporter of capping it and putting some green space over it, like they did in Dallas. But I think that's on the City of Austin's nickel. 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			
1685	John Castillo	1/31/2023	McClure's Website Comment Form	Regional Connectivity	Rail service between San Antonio and Austin would be great! With stops for communities in-between for housing and recreation. Being able to take rail to Austin airport from San Antonio would be amazing.	See comment #1			
1686	John Constant		Phy idea I On the way out	Do not widen/ho build	I think basic guess theory would show that proposal for more I-35 lanes would not meet the desired outcomes. There is plenty evidence around this idea.	See Comment #5			
				Community alternatives	Aside from evident and basic science, Austin has so many other important needs: central housing, central localization, alternative transportation options: bikes, scooters, walking, mass transit. As if this can't enough, there are better solutions. Lower the speed limit, close I-35 in downtown and utilize existing infrastructure as round about interstates. Look at the science, alternatives and listen to the people.	See Comment #4			
1687	John David Carson			Latent/Induced Demand	No TxDOT TxDOT, widening I-35 will not help congestion, it will only make it hell during construction and then induce more demand to fill up any added capacity.	See Comment #18			
				Public Transit / Multimodal Transportation	This budget should be reallocated to maintenance and transit, bike, and pet projects that actually improve mobility and don't have all the other terrible side effects of road building.	See Comment #13			
1688	John Elliot	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 Mail for Windows	See Comment #6			
1689	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 Central design as proposed by TxDOT. Thank you for your consideration of this request. Please help make this happen for the safety of all of us. John Fisher	See Comment #6			
1690	John Flapewick	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 Central design as proposed by TxDOT. Thank you for your consideration of this request. John Flapewick Sent from my iPhone	See Comment #6			
1691	John Garcia	3/1/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Kling. Why are we expanding the highway instead of making incentives route drive thru commuters and supply chain trucks around Austin? I have truck drivers in my family and they hate going through Austin, they say they'd hate it even with more lanes because then it would feel like going through Houston. Why can't we release alternative long-term solutions over those short-term, short-sighted relief efforts? As a resident of Austin, taking I-35 cuts the city experience out of my drive. It makes me not want to venture out to other shops or discover roads I never knew existed. It pans over and hides local businesses from organic discovery and relies on software solutions to surface our city's beautiful culture and 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			
1692	John Hagan	3/2/2023	McClure's 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 will sound walls and sound reducing pavement?	See Comment #34			
1693	John Heuser			Do not widen/ho build	Mobility35 Program Manager Tommy Kling. 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 to data plan (or any plan of expansion) will be the worst thing that can be done for Austin transportation.	See Comment #5			
				Latent/Induced Demand	For one, the idea is that it must be expanded to ease traffic. However where is the data to support those claims? The data suggests the opposite, in fact. More lanes will lead to more driving and more traffic. Why expand local neighborhoods and businesses to be so dependent just to make traffic worse in the long run? What gives them 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 return 35 plan and/or more public transit.	See Comment #4			
1694	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 Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Mail for Windows John Hurley Heritage Title Company of Austin, Inc. [REDACTED] 2023, 10000 Cows Road   Building 1, Suite 100 Austin, TX 78748 [REDACTED]@heritagetitle.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them an indication. Please call your closest bank 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 having COVID or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend meeting, please contact your account team 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. 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 or by phone [REDACTED] delete this email, and destroy all copies and any attachments. Thank you for your consideration.	See Comment #6			
1695	John Kiene	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 capitol? Pay them well, defunding the police leads to less mortality. All these cheerys on the City Council wonder why Austin is at the highest homicide, vehicle and pedestrian death rate on record. It's because they defunded the police. Where are the police on the highways and on the roads??? There are so many people driving crazy!!! There is so much road rage, and violence in Austin. Leftists are literally killing people because of their war on the police!!! Why????? You all are about safety? really? - doubling our police force should be your priority!! It's not reducing or the speed limit etc., pretending that's the problem!	Unrelated Comment			
1696	John Killeyn			Do not widen/ho build	Mobility35 Program Manager Tommy Kling. 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			
				Latent/Induced Demand	Studies have shown that expansion of highways does little to stop traffic and congestion and just encourages more people to use the highway--regarding the usefulness of the expansion.	See Comment #18			
				Public Transit / Multimodal Transportation	A robust or even present train, trolley, or subway (like the first in a handful of major American cities NYC, Chicago, Boston, San Francisco) and in most cities outside our car-bound country--would totally change the face of my beloved city forever. There can be more movement across Austin and it would be easier for anyone to visit in this city if they don't have the financial means or urge to buy a car. If there were a subway or train system when I was a teen I could have gone to school, visited friends, or went downtown without the need of a parent or a friend to drive me.	See Comment #13			
				Rural justice	Austin is a heavily redlined city and having transportation with minimal barriers could help prevent the heavily divided east and west and north and south from their separation. With the ease of entry to public transportation more businesses can be frequented by people from all over the metro area.	See Comment #3			
1697	JOHN KODZ	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	Mobility35 Program Manager Tommy Kling. To the commissioners: Please do not expand I-35. There are many reasons, moral, ecological, and urban, but those 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 flood Austin's already choked surface streets with yet more traffic. If TxDOT's stated goal is reducing traffic, as they claim, they absolutely should not expand I-35. This is a bromatogge of the highest order - it is unnecessary and will only exacerbate the problems it claims to solve. Thank you for your consideration.	See Comment #5			
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1698	John Kopych	3/5/2023	Email	Latent/Induced Demand	1) The expansion is unnecessary. Although traffic on I-35 is severe, it has been constant for the past twenty years. In 2000, there were 200,000 cars per day. Although TxDOT promised that this 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 bridge capacity elsewhere - I-83 and I-30 have been additional crossings of the Colorado River as Austin has added growth. As growth increases near 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 FM 960 bridge. As it currently stands, I-35 will not add more congestion, it will not grow from 2000 to 2020 and will not grow from 2020 to 2040. 2) Induced Demand: Houston, the largest city in the United States, has made it a goal to make this growth a self-fulfilling prophecy. If the expansion is built, it is well known that adding highway capacity increases the amount of traffic on that highway. Any benefits for additional capacity disappear within a few years as drivers start using the highway more and more. The Katy freeway, the widest highway in the western world is the poster child (literally, you can buy a poster) for this phenomenon - it was expanded in 2010 and had longer commutes times by 2014. And the expansion of the I-290 bridge in New York, it is engineering masterpiece to grow induced demand. 3) Finally, expanding I-35 will have a huge 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 just get choked with greatly more traffic, clogging cutting out money in Austin's beleaguered drivers.	See Comment #18			

1699	John Lewis	2/16/2023	McCuEx 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. I have lived in Austin for nearly 12 years now, and I35 has gotten exponentially worse as the city's population continues to skyrocket. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. 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.</p> <p>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
1700	John Maki	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.</p>	See Comment #8
1701	John Mays			Do not widen/ho build	<p>Mobility35 Program Manager Tommy Kling.</p> <p>I am writing today to contribute to the state and local dialog regarding TxDOT's proposed plan to greatly expand I-35 within Austin by adding property through eminent domain and adding more lanes. I want to make clear that as a local Austin resident I oppose TxDOT's plan. There has to be another way that will provide a better long term solution. I lived in Houston and the Katy freeway expansion is a perfect example of how traffic congestion will remain after lane expansion. If we had a significant lane expansion outside of town, that might be a different story, but we are talking about I-35 as it runs directly through town and right over town lanes. Highway expansions often fail to provide the long term benefit they seek. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Please don't let this fall on deaf ears. Thank you.</p>	See Comment #9
				Rebuild to I-30	<p>Envisioning that to make I-30 a major thru/freight interstate would allow us to beautify and enhance what makes our city so loved. I don't want to be forced to take long trips on a monorail of an interstate through the middle of town.</p>	See comment #3
				Air Quality/Noise	<p>Several years from now congestion will be just as bad, but the footprint of gray concrete in the middle of Austin will be loud, ugly, and polluting near the river. We need more green space in most precise areas near downtown. With this project I'll be another Dallas. More gray everywhere. Not Austin's style and definitely not the one we want to keep for the capital city of our great state. Rerouting by diverting the interstate around town and taking the opportunity to remake I-35 as a local, green, sustainable thru/freight is exactly the kind of big brain activity that could be once in a generation transformational project that becomes an admired template for other highly urbanized places that want to recapture the beauty of nature within the city.</p>	See Comment #34
1702	John Miskow			Do not widen/ho build	<p>Mobility35 Program Manager Tommy Kling.</p> <p>I am a resident of Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.</p>	See Comment #5
				Rebuild to I-30	<p>I am FOR redesigning another highway such as SR 130 as an interstate.</p>	See comment #3
				Link to External Document	<p>TxDOT presents in the project a flawed, it ignores induced demand, construction impacts, the failure of almost all highway expansions, the success of freeway corridors, and its traffic modeling is flawed. Highway expansions DON'T work. This woman's conjection (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.</p>	See Comment #18
1703	John O'Gorman			Public Transit/Multimodal Transportation	<p>Mobility35 Program Manager Tommy Kling.</p> <p>Expanding I-35 without any investment in local transit options is simply short sighted at best and the product of absolute corruption at worst. We needed to improve/diversify transit options in the city of Austin a generation ago and now we are putting it off for yet another generation. This city is 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 lack of ENDLESS CONSTRUCTION Bait.</p>	See Comment #13
				Latent/Induced Demand	<p>Building more lanes has been shown time and time again to just induce demand and not actually improve transit outcomes. This is a waste of time, a waste of public money, and shows a complete lack of care for the future of Austin.</p>	See Comment #18
1704	John Peltan	3/7/2023	McCuEx Website-Comment Form	General Support	<p>Continue with your plan, Widen I-35. If Austin cannot prove they can pay for the caps, don't use caps. Pay no heed to the extreme leftwing naysayers in Austin.</p>	See Comment #8
1705	John R. Clarke			Do not widen/ho build	<p>Re: TxDOT TxDOT.</p> <p>As a resident of the very area that will be most impacted by the TxDOT plan to expand I-35, I strongly object to its effects. These include increased air- and noise pollution, disorienting people who bike or walk in this area, and more harmful run-off of petroleum products. I strongly support moving I-35. It is a product of the Interstate system, highly criticized by intelligent architects and city planners for its destruction of the unique characters of cities across the US. I have seen it devastate neighborhoods in cities I have lived in, including Pittsburgh, New Haven, and now Austin!</p>	See Comment #9
				Latent/Induced Demand	<p>The wider the highway, the more traffic we shall have to deal with. It's clear that increasing lanes does not attenuate traffic and drastically reduces the quality of life for those of us who live near I-35.</p>	See Comment #18
				Community alternatives	<p>I have Reconnect Austin and Reflow35 as offering viable solutions to Austin's heading expansion.</p>	See Comment #4
1706	John Richard	3/3/2023		Ardenwood	<p>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.</p> <p>As a member of St. George's Episcopal Church at 4502 North H-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 faculty and have attended meetings with TxDOT on this project, I do not represent St. George's Church or School and the following comments are mine alone.</p> <p>The church has an average Sunday attendance of 60-70 and has been growing since COVID restrictions have ended and the school currently has 117 families. The church meets on Sunday with various groups meeting several other evenings during the week. The school serves preschool-age children and pre-kindergarten and picks up students on Monday-Friday during each hour in the morning and evening. That amounts to essentially 117 vehicles arriving and leaving in the morning and another 117 arriving and leaving in the evening, plus staff.</p> <p>St. George's Church and School are bounded on the north by US 183, Crestwood, and Ardenwood. The primary entrance to St. George's and the vast amount of parking are accessed from Ardenwood. At least 3-4 of the school's parents drop off and pick up at Ardenwood and all of the school staff park on the Ardenwood side.</p> <p>The main issue I have with the design is the difficulty created for persons leaving the church and school and needed reinforcement on I-35. The ideal 3 preferred alternative eliminates the intersection of Ardenwood and the I-35 frontage road, without access to the bypass lane (which currently exists from Ardenwood). There are now only a few lanes on the northbound lanes of I-35, none of them convenient. Following are the possible routes I identified from the church to parking at an Ardenwood:</p> <ol style="list-style-type: none"><li>1. Drive to Parkwood Road and turn left on Airport Blvd. This will be nearly impossible during heavy traffic times, such as when the school parents are dropping off and picking up students. Thus, this option becomes to turn right on Airport and make a U-turn on Airport Blvd. as allowed if possible or turn left at Almirn and drive through the Mueller neighborhood to East Street. My experience is that traffic on Parkwood already backs up significantly due to the traffic on Airport Blvd., especially during the hours the school parents are dropping off and picking up students. This will worsen significantly as Mueller and East Austin continue to develop.</li><li>2. Drive to Lufkin and continue to 38 1/2 Street via Maywood Ave., a narrow street with parallel parking on both sides and an elementary school. This route is already problematic due to the narrowness of Maywood and especially when students are entering and leaving Maywood Elementary.</li><li>3. Drive to Parkwood Road, turn left on Crestwood, turn right on the I-35 frontage road, turn left on Airport Blvd., turn right on 46th Street, turn right again onto the southbound frontage road and take the U-turn to the northbound frontage road, right?</li><li>4. Drive to Bradwood or Wildwood, turn right on Willshire Blvd., cross the freeway, turn left at the southbound frontage road and take the U-turn at 38 1/2 Street to the northbound frontage road. This route through the heart of the neighborhood appears to be the most convenient for the church and school.</li></ol>	See Comment #9
					<p>While I am all in favor of creating more covered areas over the expressway every quarter or half mile to create green space and public parks and bridge the divide between east and west, I think the most important comment most people would make is to START THE PROJECT NOW.</p> <p>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 &amp; Dash coverage as you can, particularly at E. 12th St., M.A. Manor, E. 6th St., E. 11th St., Cedar Chase, and E. 10th Street, and begin new phase. We cannot wait much longer. Costs are going up, and citizens are getting more frustrated with the delay.</p> <p>Thank you, John</p>	See Comment #8
1707		2/23/2023	Email	General support		
1708	John Rippet	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.</p>	See Comment #8
1709	John Schindler	3/1/2023	Email	Rebuild to I-30	<p>Mobility35 Program Manager Tommy Kling.</p> <p>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.</p>	See comment #3
1710	John Shorff	1/18/2023	McCuEx Website-Comment Form	Regional Connectivity	<p>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.</p>	See comment #1
1711	John Simonman			Do not widen/ho build	<p>Re: TxDOT TxDOT.</p> <p>TxDOT</p> <p>I oppose expanding I-35 and would like to see the barrier that it has created eliminated.</p> <p>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.</p>	See Comment #5
				Community Alternatives	<p>Let's make the Reconnect Austin option happen, as it is the only solution currently presented that allows the interstate to still exist in the core of the city while allowing the city to heal itself and create much needed economic vitality.</p>	See Comment #4
1712		2/5/2023	McCuEx Website-Comment Form	Caps/Deck Plazas	<p>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 bypassing? The central section should have a continuous cap with a park like Kyle Warren Park over Woodard Rodgers in Dallas or the cap should be treated as proposed by Greater Blue (https://magazine.brewsterinstitute.org/2017/05/02/roosevelt-downtown-austin-hurricane-30-caps-brewster/)</p>	See Comment #42
				Do not widen/ho build	<p>Re: TxDOT TxDOT.</p> <p>I35 is a mess in its current state. I35 to see how expanding it will make traffic flow in the city or general city transpiring any better.</p> <p>I am vehemently against expansion of I-35.</p>	See Comment #5

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1713	Johnathan Cheung	3/6/2023	Email	Community alternatives			Indeed, we should look towards alternatives based around community like Reconnect Austin or ReThink35.	Indeed, we should look towards alternatives based around community like Reconnect Austin or ReThink35. The city of Austin is vibrant and should be easily traversed through methods like walking and biking. The city deserves cohesive city planning with models like the 15 minute city in mind, we should celebrate the unique aspects of Austin instead of bulldozing them for "better traffic". We have an opportunity to show a different path in Texas, away from a car-dependent infrastructure and towards a community-based structure of travel.	See Comment #4	
1714	Johnna Thompson	1/21/2023	MyCueX Website Comment Form	Regional Connectivity			Please create a commuter train between San Antonio and Austin! Due to work I live in Austin and my spouse lives in SA, so we drive the extremely congested and dangerous highway between the two. A train would be such an improvement.	See comment #1		
1715	Johnny Balle	2/28/2023	Email	Do not widen/ho build			To give you my background, though not retired, was in commercial real estate development as senior management about 20 years in Austin, Houston, Calgary, Phoenix, Ft. Lauderdale, and San Diego. Did commercial lending for 9 years in Houston including as VP of Wells Fargo. The tunnel scenario bothers me GREATLY because of the cost and interruption of current traffic flow. I know from experience that a private company dealing with construction does much better at managing 80% and keeping costs under control. And look at the cost overruns we charge voters for Mayors. HORRIBLE! They should never have been approved since a knowledgeable construction manager would have included them in contract. Those CDS were supposedly due to underground conditions. Well, imagine dealing with huge tunnel under 135 to be expensive anyone. BGT with thousands of CDS for more money, and all up with HEDGE cost and tax burden for Austinites. Please do not go there! As for said road alternatives, they are sufficient as is. I support the restoration and restoration west of downtown. Creating public spaces with elevated paths that no one will use, does NOT make sense. We are blessed with Lake Travis and trails and parks. Downtown Texas did not have any, so their abandoned areas are solely used; they provided a much needed public benefit. In Austin, none needed, we have great parks, trails, public amenities, and waterways. Thank God. I also was marketing VP for 4 years for an A/E firm that related such expense and ill-managed projects. As learned from living/working in so many cities with accelerated growth, huge public construction projects are totally initiated and supported by construction companies and architects and engineers for the \$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$ they want to make.	See Comment #9		
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 Villanar	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 Villanar John Villanar Commercial Estate Assistant WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE to 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/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 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	Johna Small 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. Small Sent from my iPhone	See Comment #8		
1719	Johna Nelson	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. Johna Nelson Residential Escrow Assistant Heritage Title Company of Austin, Inc. WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE to 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/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 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	Jon 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	Jon Flowers		MyCueX Website Comment Form	Bury/tunnel			The recently announced "surface alternative" continues to be a giant step backward in the development of modern transportation for our state capital. The days of major highways being built and expanded through the middle of cities should be left in the past where they belong, the only truly acceptable alternative is completely burying any existing lanes that are needed, or rerouting major traffic around the city. We cannot sacrifice lands, buildings, businesses, and jobs to ever more useless pavement for ever-increasing traffic; we need a real, sustainable alternative	See Comment #25		
1722	Jon Gabriel	2/6/2023	MyCueX Website Comment Form	Capex/Deck Phase			Please include some funding - including matching funds - for cap & effect. A 60+ foot hole in the ground for the buried lanes is an expense.	See Comment #42		
1723	Jon Henning		VOH	Do not widen/ho build			The current solution adopted by TxDOT for downtown I-35 is an absolute travesty. Increasing the width and volume of traffic passing through the heart of downtown Austin is inexcusable. Offering the option of adding lanes underground, only to switch to a traditional expansion of I-35 is unethical.	See Comment #5		
			Business/residential displacement				Destroying all the businesses necessary for the expansion is irresponsible.	See Comment #21		
			Reverts to I-30				"Transstar" 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	Jon 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 anyone who lives in Austin. Adding lanes is not a solution to the problem and it will further damage this city. It is time to face the fact that I-35 should never have gone through the heart of Austin in the first place. Please consider innovative and productive solutions that decrease pollution, rebuild rather than destroy neighborhoods, and encourage safe walking and biking alternatives. Thank you.	See Comment #5		
1725	Jon Roberts			Do not widen/ho build			Re TxDOT TxDOT, Expanding I-35 is only going to make Austin's traffic worse, and the existing plans don't adequately provide for transportation options beyond personal vehicles. But, don't just listen to me, please fully study the alternatives to highway expansion!	See Comment #5		
			Public Transit / Multimodal Transportation				Walking, biking, and public transit are much more appropriate for a city center - these methods are more efficient for the people who actually live here, less dangerous, and cause less pollution and health problems.	See Comment #13		
			Reverts to I-30				The best solution in my opinion is to replace the section of I-35 running through Austin with a mixed-use boulevard, and reroute the highway to outside the city limits where it belongs.	See comment #3		
1726	Jonah Kiser	3/7/2023	VOH	General Support			Anything that improves the state of I-35 in downtown Austin at about 20 years past due, and while no proposal will be perfect, I am glad action is finally being taken. My concern is that these plans will be inadequate to deal with the projected doubled population in 2045. There will still be gridlock come that time. So, I am in support of this project, but not confident in how long it's benefits will last before we need to rethink it again. A heavier emphasis on mass transit would serve the city much better in the long run.	See Comment #8		
1727	Jonah Walsh	2/11/2023	MyCueX 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	VOH	Do not widen/ho build			Please reconsider the I-35 expansion. There are many alternatives that would 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 I-35 for vehicular traffic. Almost all trips taken and miles traveled in this area are done by automobile, not bicycle or on foot. I-35 is in desperate need of expansion to accommodate these people. Please proceed with the expansion as quickly as possible. Thank you.	See Comment #8		
1730	Jonathan Durham	2/6/2023	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 voter 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 Kling. Hi, I'm a long time resident of south-central Austin, who's also lived on the I-35. I used to live in dorms and bike to ACC in east Austin. I know firsthand how alternating I-35 is in its current form. It is dangerous, isolating, and it marks a clear differentiation 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				Indeed, I think we should work towards redesigning another Highway as an interstate, tear down or repave I-35, 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 Kling. I strongly oppose the I-35 expansion in downtown Austin. As it stands, it is impossible for me to get anywhere in Austin without a car. In most cases, I'm required to take a I-35 as well, since I live in east Austin. Even for short trips or occasions where I can be slower, I'm still required to drive. With no public transit availability, all of Austin is based upon the highway, causing major traffic and dramatically increasing the likelihood of collisions.	See Comment #5		

					Latent/Induced Demand	Expanding I-35 is an enormous amount of money to not alleviate any traffic concerns. Trying taking a drive during rush hour, its dangerous and slow, and accidents are extremely common. Adding more lanes won't stop accidents as people merge on and off of the extremely busy corridor downtown. It won't stop traffic as drivers line up on entrances and exits to the highway. All it will do is increase noise, pollution, and traffic.	See Comment #18			
					Public Transit / Multimodal Transportation	The absolute best way to reduce traffic is to give people options for mobility that are easier, faster, or cheaper than driving. Expanding the rail service, expanding the bus service, more dense neighborhoods, all can help. Why sit in traffic on I-35 to get anywhere when there's a grocery store, restaurant, park, and coffee shop in walking distance? Why sit in traffic when I can take a train that takes half as much time? Why fit up on gas twice a week when I can take a \$3 bus ride? Please give people better options. Adding a highway lane is not a better option.	See Comment #13			
ID	C	N	Da	R	d	S	Topic	C	R	P
1733	Jonathan Lee	3/7/2023	McCauley Website	Connect Form		Sound walls	Sound walls	There needs to be a sound wall at Whitson road neighborhood including Ardenwood even if reduces less than 5 dB. Have we considered amount of sound from construction? Also the benefits of reducing flow of air pollution? Also Whitson road is a national historic district. Even a partial height sound wall equivalent to a fence height should be considered	See Comment #69	
1734	Jonathan Marsh					Latent/Induced Demand	Mobility35 Program Manager Tommy Koenigs. Garza 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 ways needed make transit.	See Comment #13		
						Redirects to I-35	Through traffic should be re-routed around downtown Austin.	See comment #3		
1735	Jonathan Mufson	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 Corridor design as proposed by TxDOT. Thank you for your consideration of this request	See Comment #9	
1736	Jonathan Simpson					My Chat Box	Do not widen/no build	With regards to the expansion plan of I35, I oppose any overground expansion	See Comment #5	
						Bury/tunnel	but do accept that burying the road throughout the city or shunting through traffic away from downtown and inhabited areas could be a sensible solution. The present proposal is shortsighted.	See Comment #25		
1737	Jonathan Zalus					Do not widen/no build	Mobility35 Program Manager Tommy Koenigs. I am opposed to the current expansion plans for I-35 because massive highways are a blight on an urban area. A wide, transit-first boulevard would be an awesome opportunity for new development downtown (so don't worry - all your friends will still makes lot of construction money). Current urban developments in Austin don't seem to be responsible at all for infrastructure around their projects. Raising street is a perfect example. The same street that served simple family homes now serves thousands of apartment and condo dwellers. Urban mass transit is the only way to go!	See Comment #5		
						Latent/Induced Demand	Highway 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 #18		
						Multimodal Transportation	Building a corridor rail line with park n ride at strategic places along the route would go a long way to alleviating congestion as well - in conjunction with improved bus lane services, like light rail, safe bike and scooter 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	Jean Rogers	2/6/2023				Pro chat box	Public Transit / Multimodal Transportation	Consider Airport Blvd pedestrian/bike. Augment or replace current plan so that there's pedestrian access continuous to green belt (north of current proposal). The airport Blvd expansion doesn't solve the congestion problem there. I understand that I-35 thru ATX is unsafe, crowded and out of date - I fear this expansion isn't progressive in terms of encouraging/increasing mass transit, bike and ped use.	See Comment #13	
1739	Jimmy 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 Corridor design as proposed by TxDOT. Thank you for your consideration of this request. JLR -- Jimmy Lee Rodgers - Partner REALTOR, ONE	See Comment #8	
1740	Jordan Agnew					Do not widen/no build	Mobility35 Program Manager Tommy Koenigs. I'd like to just start off by saying oppose TxDOT's plan for I-35 fully and totally. Why are we still investing in this inefficient use of land and resources? We've known for decades at this point that highway expansion is a dead end and fiscal black hole. Building transportation infrastructure that directly 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 rely on and safety use and therefore converting car trips to transit trips.	See Comment #13		
1741	Jordan Dell					Do not widen/no build	Mobility35 Program Manager Tommy Koenigs. Hello, My name is Jordan Dell 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 unsafe, 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 unsafe highway, more congestion, more construction, and more money spent. To be clear, I do not oppose the city spending taxpayer money. Instead, I welcome it, particularly for projects that would increase our quality of life. However, TxDOT's expansion plan will decrease our quality of life. Expanding this already unsafe highway will increase traffic in the city, make the surrounding areas even less desirable to live in, and make pedestrian traffic under/around 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 retrofitting proposals, including those to redirect through traffic to SR130 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/no build	Mobility35 Program Manager Tommy Koenigs. I am writing to oppose the expansion of I-35 in the middle of Austin. I am additionally concerned about the impact on the community of more exhaust fumes as well as safety. I-35 already divides the Austin community and this would make it worse as well as force the relocation of homes and businesses. I am an Austin resident and I know full well that I-35 is a problem. I generally avoid it when I can. I don't want to make it bigger because I fear it will just be an even bigger problem.	See Comment #5		
						Latent/Induced Demand	The phenomenon of Induced Demand is well documented and tells us that adding more lanes to a congested freeway will only increase congestion because the additional lanes will induce additional driving. It is not worth years of construction and millions of dollars for a project that will probably not even help.	See Comment #18		
						Public Transit / Multimodal Transportation	If we are serious about improving transit, good quality public transit is the best thing we can do. I would love it if I could commute downtown quickly and easily without needing a car.	See Comment #13		
						Community Alternatives	If we need more freeway lanes, we should put them underground or route them around the city. There are many viable alternatives that groups like Retain35 have put forward. I would support a plan that puts the community first and puts this traffic second. Overcrowd 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	Latent/Induced Demand	Hi - I have expressed this already through a form on a third party site, but I want to make sure my comments are registered. I live in south Austin and I think expanding a freeway through the middle of the city is a terrible idea. I commute frequently on I-35 and I would be negatively impacted by the construction. I know the traffic is bad at times but adding lanes down I-35 wouldn't improve traffic due to the phenomenon of Induced Demand. The construction would have an immense economic impact and cause years of worse traffic everywhere else in the hopes that it might get a little better in that one spot. It would be an air and water quality hazard for Austin to have even more cars driving through every day. Let's not turn Austin into Los Angeles. They have lanes everywhere and it's impossible to move and there is smog everywhere! I would be in favor of sending interstate traffic around the city entirely. We can reduce traffic by prioritizing and funding alternatives to cars.	See Comment #18	
1744	Jordan Thompson					Do not widen/no build	Mobility35 Program Manager Tommy Koenigs. 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		
						Latent/Induced Demand	Additionally, the expansion will not solve the underlying problems of traffic congestion, as studies have shown that adding more lanes only leads to more cars on the road (see example of Katy Freeway Project).	See Comment #18		
						Air Quality/Noise	Furthermore, the expansion will have serious environmental consequences, including increased air pollution, noise pollution, and destruction of green spaces. These impacts will disproportionately affect low-income and minority communities, who are already more likely to live near highways and suffer from associated health problems.	See Comment #34		
						Public Transit / Multimodal Transportation	Instead of expanding I-35, we should be investing in alternative modes of transportation such as public transit, bike lanes, and pedestrian walkways. These solutions will not only reduce traffic congestion, but also provide sustainable, equitable, and healthy transportation options for all members of the community. We should also focus on pushing commercial travel on the tollroads that loop around the Austin metro area.	See Comment #13		
1745	Jordan King					Do not widen/no build	Mobility35 Program Manager Tommy Koenigs. I've lived in Austin my whole life. I use I-35 because it was the way into the city where I could spend lots of time in other park. As an adult, I avoid it because there is so much through traffic with no intention of stopping in Austin. Highway expansion doesn't work. I didn't reduce traffic in Katy. I would take our lovely city and make it uglier by having more cars and pollution. I OPPOSE TxDOT's expansion.	See Comment #5		

					renote to 130	I support redesigning another highway such as SH-130 as an interstate to save 135 for traffic in and around austin not interstate traffic	See comment #3	
1746	Jordan McGee	1/10/2023	MyCause Website - Comment Form	Bury/Intersect	They would become extremely valuable if we preserved 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/Intersect	Hi, I'm a resident of Austin, Highland Neighborhood. I oppose TxDOT's plans for 135 and I oppose the expansion. I am FOR... the Return35 proposal and a public transit first project, etc. TxDOT's process in this project is flawed. It ignores induced demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway reversals, and its traffic modeling is flawed. Highway expansions DON'T work. This woman's congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #25		
1748	Jordan Miller		MyCause Website - Comment Form	Lateral/Inbound Demand	Expanding 135 is not an effective improvement without a parallel public transit option. As Houston's Katy Freeway clearly demonstrates, additional traffic lanes only lead to induced demand.	See Comment #18		
				Regional connectivity	As a frequent traveler between San Antonio, Austin, and Dallas, I would absolutely be in favor of paying a reasonable fee to ride long-distance public transit, reclaiming time lost to driving, reducing wear on my personal vehicle, reducing traffic, and reducing stress.	See comment #1		
1749	Jordan Randolph	3/7/2023	Email	Community Alternatives	Hi, I'm a resident of Austin, Highland Neighborhood. I oppose TxDOT's plans for 135 and I oppose the expansion. I am FOR the Return35 proposal of redesigning another highway as a public transit first project or a boulevard.	See Comment #4		
1750	Jordan Robinson	2/9/2023	Email	General support	Dear Chairman Bugg and TxDOT Commissioners: Thank you for recognizing that 35 through the Austin-Heard Rock Mesa is one of the most congested roadway segments in the State of Texas and the country. As this extremely 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. Modern, efficient and reliable infrastructure is a key foundation for continued economic development, commerce and trade. Accordingly, on behalf of the Round Rock Chapter and its BDR member base, 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		
1751	Jordan Schramm	3/7/2023	Email	Parks	Hi, I'm a resident of Austin, Highland Neighborhood. I oppose TxDOT's plans for 135 and I oppose the expansion. I am FOR the Return35 proposal of redesigning another highway as a public transit first project or a boulevard.	See Comment #150		
ID	C	N	Da	R	d	S	T	Y
1752	Jordan Smith	3/2/2023	Email	Do not widen/no build	No TxDOT TxDOT, Dear TxDOT, Please consider other alternatives before expanding 135. The extreme congestion on 135 would only increase if we continue to add lanes and demand for the road. Trucks should detour downtown Austin if we need options for people living in Austin to get to where they need to go without having to use such highways. It's very hard for people walking/biking using public transit to get into Austin around 35 and more lanes will only add to that. We need options that focus on getting people where they need to go, not vehicles! Thanks for your time!	See Comment #5		
1753	Jordan Middelboek			Do not widen/no build	Hi, I'm a resident of Austin, Highland Neighborhood. I oppose TxDOT's plans for 135 and I oppose the expansion. Studies have proven that expansion of roads results in congestion.	See Comment #5		
				Business/residential displacement	This project will displace 107 homes in businesses putting holes in the community at greater risk of becoming unoccupied, 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 a bikes & bike rentals.	See Comment #13		
				Community Alternatives	I support the Return35 proposal, redesigning another highway such as SH-130 as an interstate, a boulevard going through town, a public transit first project, etc.	See Comment #4		
1754	Jorge	1/11/2023	MyCause Website - Comment Form	Regional Connectivity	I enjoy avoiding 135 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 overcome these risks. We are running out of real estate to build roads. Plenty of space underground for a subway.	See comment #1		
1755	Jorge Ramirez	3/7/2023	Email	Business/residential displacement	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 I hope, we work hard everyday to put food on the table, that includes Monday through Saturday, 9 to 7:30. All we have is this business and its iconic location that has brought nothing but the definition of the American dream. It will all be gone soon. My family, employees, and mutual business partners depend on this business for our daily bread. I have a wife and three kids. We all work in this business as side careers. We have seven employees that help us clean, do maintenance, and conduct sales. They work hard every day to keep our business running. We can also mention the families that will directly be affected like mechanics and glass installers 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/house prices dramatically. We have nowhere to go. These past few weeks have cost us trips to the hospital as we aren't well in health and hearing these news of having our business get taken away for a simple expansion have caused emotional damage throughout myself, wife, and kids. The project and people making the decisions focus on their own agenda, but where are we left? We are left with no choice. As a family, we have been considering selling our lovely house as that may help in the meantime but what about other that? I hope y'all can sincerely reach deep down into your hearts and put yourself in our shoes. Once again, thank you for your time.	See Comment #21		
1756	Jorge Ramirez	3/7/2023	VOH	Business/residential displacement	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 I hope, we work hard everyday to put food on the table, that includes Monday through Saturday, 9 to 7:30. All we have is this business and its iconic location that has brought nothing but the definition of the American dream. It will all be gone soon. My family, employees, and mutual business partners depend on this business for our daily bread. I have a wife and three kids. We all work in this business as side careers. We have seven employees that help us clean, do maintenance, and conduct sales. They work hard every day to keep our business running. We can also mention the families that will directly be affected like mechanics and glass installers 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/house prices dramatically. We have nowhere to go. These past few weeks have cost us trips to the hospital as we aren't well in health and hearing these news of having our business get taken away for a simple expansion have caused emotional damage throughout myself, wife, and kids. The project and people making the decision 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 other that? I hope y'all can sincerely reach deep down into your hearts and put yourself in our shoes. Once again, thank you for your time.	See Comment #21		
1757	Jose Gomez			Do not widen/no build	Hi, I'm a resident of Austin, Highland Neighborhood. I oppose TxDOT's plans for 135 and I oppose the expansion. I've read that it may 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 to poorly that this issue the majority of the congestion currently. This also causes accidents as well because a people won't let other people merge onto the highway. I also don't want to use an interstate highway for my local trips. I would rather have a boulevard with public transportation dedicated lanes and bike lanes not some highway or inter. 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.	See Comment #5		
				Lateral/Inbound Demand	It is always congested and adding a few more lanes won't solve the issue. I think y'all should look at re-routing traffic through SH 130 or 71 and 183. I travel to Houston for work and I have driven on Katy freeway when I am there. It does get congested despite the many lanes that it has. Highway expansions do not always work as we want them to.	See Comment #18		
				Bike (and 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	Hi, I'm a resident of Austin, Highland Neighborhood. I oppose TxDOT's plans for 135 and I oppose the expansion. I've read that it may 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 to poorly that this issue the majority of the congestion currently. This also causes accidents as well because a people won't let other people merge onto the highway. I also don't want to use an interstate highway for my local trips. I would rather have a boulevard with public transportation dedicated lanes and bike lanes not some highway or inter. 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.	See Comment #13		
1759	Joseph Brieu	1/11/2023	MyCause Website - Comment Form	Regional Connectivity	We need more commuter rail in Texas.	See comment #1		
1760	Joseph Kugler	3/7/2023	MyCause Website - Comment Form	Air Quality/Noise	My family lives near to 135 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. Noise is also already a problem here. The noise from traffic already has well documented health impacts from the past decade+. The highway should be buried through to Airport Blvd and noise walls and vegetation be planted to further reduce noise. Finally, we are among many young families here in Cherrywood. The safety of our kids getting across 135 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/2. Capping and reconstructing extending through to Airport Rd is critical for the health and safety of our neighborhood.	See Comment #34		
1761	Joseph Lomas	1/17/2023	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 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. 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. Joseph G. Lomas	See Comment #8		
1762	Joseph Moore	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 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. 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 Mail for Windows	See Comment #8		
1763	Joseph Panatiera			Do not widen/no build	Hi, I'm a resident of Austin, Highland Neighborhood. I oppose TxDOT's plans for 135 and I oppose the expansion. I've read that it may 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 to poorly that this issue the majority of the congestion currently. This also causes accidents as well because a people won't let other people merge onto the highway. I also don't want to use an interstate highway for my local trips. I would rather have a boulevard with public transportation dedicated lanes and bike lanes not some highway or inter. 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.	See Comment #5		



						Multimodal Transportation	The city of Austin does not need more highway lanes, and should focus on BRT options, connected bike networks, and extended train 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/cyclist 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/rev build	Mobility35 Program Manager Tommy Koenigs. I am a resident of Travis County and I OPPOSE TxDOT's plans for I-35 and OPPOSE the expansion. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, Travis County, and other representatives to stand up for me.	See Comment #5
						Public Transit / Multimodal Transportation	Rather, I would encourage the use of these resources for a public transit first project.	See Comment #13
						Reverts to I-35	Other options could be reassigning another highway such as SH 130 as an interstate or a boulevard going through town.	See comment #3
						Latent/Induced Demand	TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from 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 is NOT worth it.	See Comment #18
1765	Joseph Tulin	3/7/2023				Air Quality/Noise	Mobility35 Program Manager Tommy Koenigs. Your reevaluation is getting out of hand and you're ruining our environment as well. Stop it!	See Comment #34
							Mobility35 Program Manager Tommy Koenigs. The trend in Austin my entire life, and the trend 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 bike to work, and have to cross 35 at 4th street daily. This intersection is awful. It requires cars going up to 50 mph to slow down and let pedestrians cross at an unmarked and unprotected cross walk. I can't count how many times we've almost been hit there because cars didn't give way. We have to go through that area. After the expansion we was completely targeted through that area was the worse if not worse than I had been prior to expansion. I'm afraid the same will happen during the decade of construction proposed for this plan, but in addition it will destroy the homes and businesses around 35. All for a negligible improvement if not worse congestion through the heart of downtown Austin. Please don't further expand a scar through the heart of my home town. I urge you to reconsider expansion, and to evaluate other options routing traffic away from the heart of the city.	See Comment #5
1766	Joseph Voss	3/9/2023				Do not widen/rev build		
1767	Josh Allen	1/12/2023				General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most 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. Josh Allen	See Comment #8
1768	Josh Hensler					Do not widen/rev build	Mobility35 Program Manager Tommy Koenigs. 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. I'm mostly annoyed that if you do this project, ITT 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 Austinians but will only displace the homes and businesses of Austinians.	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
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							Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposals. I wish I did not have to drive as much as I have to drive today. Driving is one of the most dangerous way to travel in Texas, with riding the bus being the 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 want to live. Please build an analytical model to be able to understand how different alternative transportation investment scenarios will provide for safe, multimodal access for each neighborhood in the Austin region. This should analyze how many jobs people from each service district or transportation analysis zone can reach within a half hour by walking, biking, wheelchair, transit, and personal recreational vehicles in the no build, alternative 2, modified alternative 3, Reconnect35, 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. 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 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 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 maps shown in the ITT study purporting to show the "footprint" of cut through traffic is 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 ReLink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the ITT study was interesting, it is no way a replacement for thoroughly analyzing ReLink35 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 ReLink35 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 I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DEIS. However, I do not believe that the air quality and climate change analysis is sufficient. Specifically, I request that TxDOT address all the following before 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 needed to not 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 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





1793	J.P Maxwell	3/7/2023	Email	Do not widen/no build	<p>Dear I-35 Capital Express Central,</p> <p>The I-35 Capital 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 seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero by 2050. Creative are necessarily more important than competition and save the people of the Austin region time - using National Safety Council tools of creative methodology to compare to Texas ADOT Transportation Institute congestion methodology.</p> <p>The Texas Transportation Commission Minutes Order L14845 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 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 this project is on target to meet the 2035 goal to cut deaths in half is completely doable and within TxDOT's grasp, based upon the design of the facility and various choices that would result from consideration 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 #9				
1794	J.P Maxwell	3/7/2023	VHM	Do not widen/no build	DO NOT DO NOT DO THIS! You are destroying Texas. Stop it. More lanes does not help. This is not the way. Please.	See Comment #5				
1795	J.P Sullivan	2/8/2023	McCuEx Website Comment Form	General support	I support the I-35 Expansion. I am heavily in favor of MAXIMIZING speed & stitching. 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 Austin is, but more 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 extra greenspace would have.	See Comment #8				
1796	JT Trujillo	1/13/2023	Email	Managed lanes	I travel on Mopac and see the benefits of the toll road. I avoid traveling on I-35 at all costs. I looked up deaths on the I-35 and was shocked at the stories/numbers. Thank you, JT JT Trujillo Maxwell Locke & Ritter	See Comment #305				
1797	Juan Arango	2/10/2023	Email	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. I appreciate your consideration of this request.</p>	See Comment #6				
1798	Juan Padilla Jr			Easy/Quick Connectivity	<p>Hi TxDOT TxDOT,</p> <p>I oppose expanding I-35 thru downtown.</p> <p>The east-west crossings should be at least every 1.4 mile to remove the congestion that it created.</p> <p>I don't want to travel around Austin on the interstate highway because it isn't safe, pleasant, reliable or efficient.</p>	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 BetterI35, to be fully studied before a final decision is made.	See Comment #4				
1799	Juanita	1/31/2023	McCuEx 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	Justin Rosman	3/5/2023	Email	community alternatives	<p>Hi TxDOT TxDOT,</p> <p>Dear FOLA,</p> <p>I live in Austin on the east 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.</p> <p>My preference would be to keep it 4 lanes, keep the main lanes. No HOV lanes. Only a few access points, so traffic is primarily regional. Then local lanes and crosswalks restored to get that short trip traffic off the "interregional" highways and spread big trucks on public, actual high occupancy vehicle transportation.</p>	See Comment #4				
1801	Julie Farley	3/7/2023	Email	City of Austin	<p>I would like to request that TxDOT establish a street use that will be accessible from the new access roads.</p> <p>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 westbound and an eastbound vehicle. When TxDOT built the 51st street roundabout, you closed 53rd and 52nd streets to access by westbound traffic. Your planners truly recognized the difficulty residents had with west bound traffic.</p> <p>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.</p> <p>I appreciate the amount of planning that TxDOT puts into projects like this. Thank you for your consideration</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.				
1802	Julie Trough	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.</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. Sent from my iPad</p>	See Comment #6				
ID	C	N	On	R	F	D	Topic	C		
1803	Anna Elkins						Climate change	<p>The complete PDF is located in the public hearing summary, Appendix F</p> <p>Enroll only: Mr. TxDOT TxDOT,</p> <p>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.</p> <p>6. Engage the public in a robust and meaningful conversation about what kind of Austin we as a community want for the future.</p> <p>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 greatest good that benefits from a "solution-infrastructure project"? If the answer doesn't prioritize the planet, public health and safety for everyone -- including people who cannot or do not drive -- or the vitality of our precious public spaces, then we must fight for an alternative that does.</p> <p>Among transit away from highways and cars is supporting all over America. If we look in our backyard to Houston and the proposed expansion of I-45, there is tremendous public outcry over this proposed project because the impacts on the community are intense and the benefits questionable. In a 2019 Houston Chronicle editorial, urban planner and academic, Jeff Speck, wrote that the NHPP "can be described as having significant costs and significant benefits. The costs are best understood as tremendous, and the benefits are best understood as false."</p> <p>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 needs, 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 taking a traffic lane to put in a bike lane or matching through a few months of construction near neighborhoods in order to build a new transit stop.</p> <p>In Conclusion</p> <p>Breaking free of the status quo will require creativity and a commitment on the part of transportation officials. It will require a clear mandate from voting citizens that they want to see funding go towards green spaces, bus service, and fixing inadequate sidewalk facilities, with less towards asphalt and road widening. It will require elected officials to show political courage and boldness and implement the will of a representative democracy -- not just the squealest wheels with the largest campaign donations.</p> <p>Let's slow down and have this vitally important community conversation about our future as Austinites and the future of Austin.</p>	See Comment #51	
							Reroute to I-35	<p>2. Analyze real alternatives to expansion</p> <p>I encourage the analysis of a range of alternatives that make better use of existing pavement and take into account changing traffic patterns.</p> <p>Specifically, analyze an alternative that divert traffic from traveling through the heart of Austin.</p>	See comment #3	
							Caps/lock pieces	<p>3. "Cap" is an excellent idea. "Stitch" is not</p> <p>Capping the existing highway is an excellent idea. Stitching 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</p>	See Comment #42	
							Air Quality/Noise	<p>1. Health Assessment</p> <p>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 and aggravation, cardiovascular disease, impaired lung development in children, preterm and low-birthweight infants, childhood leukemia, and premature death. Emerging evidence links TRAP with neurotoxicity and the alteration of neurobehavioral function.</p> <p>The human health effects of the expansion of I-35 have not been adequately assessed nor have they been communicated in any substantive or meaningful way to the public. Asking for public comment, and then basing decisions upon those comments, is misleading when the basic scientific information has not been presented.</p> <p>I include the climate implications as a primary concern in the I-35 plans</p> <p>The transportation sector is the greatest contributor to US carbon emissions--and just as important as vehicles are the roads and highways they travel on. The State Highway Induced Frequency of Travel (SHFIT) calculator, developed by the Rocky Mountain Institute, shows that the impact of 8 additional lanes for 10 miles will induce up to 1.45B million vehicle miles traveled per year, which is about 15 million metric tons of CO2 emissions by 2050.</p>	See Comment #34	
1804	Art Tredeauer						Do not widen/no build	<p>MultiI35 Program Manager Tommy Ringo,</p> <p>TxDOT's plans and expansion is a bad idea. Do not let rich people do more dumb ideas with their big money. There's still so much traffic and adding lanes clearly does not help.</p>	See Comment #5	
							Public Transit / Multimodal Transportation	<p>Please invest the money into public transit. Like seriously. It's the future. We've been adding lanes forever and it HADN'T IMPROVED our lives at all.</p>	See Comment #13	

1805	Julia Austin	3/7/2023	Email	Debatd	Mobility35 Program Manager Tommy Arango. The proposed alternatives for rebuilding I-35 through the central segment do not meet Debatd's neighborhood needs and actually cause mobility issues. 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. The proposed pedestrian tunnel use path along the Airport US intersection seems to make it harder for people to cross, especially cyclists and wheelchair users. The tunnel also is dangerous and will be scary to traverse because of multiple homeless people in the area, who will no doubt use it as a shelter. The design increase reliance on cars because it makes pedestrian and bicycle traffic more difficult. Please: • Keep the Forward No. connection to the Debatd 2 neighborhood. It's a major entrance that we use all the time. • Keep paths above ground. • Increase the number of connections across the highway in line with the proposals from the City of Austin and the 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 Draper	3/7/2023	Email	Community Alternatives	Hi TxDOT TxDOT, 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. Instead of creating more highways, we should be investing in more sustainable forms of transportation such as buses, trains, biking paths, and sidewalks. These solutions will make the city more accessible and decrease our carbon footprint. In addition, expanding such transportation options will not be much more expensive than the expansion of I-35. But it will save the city money in the long run by preventing infrastructure and health issues down the road. More highways are not the only option to help Austin adapt to its growing population. We need creative solutions that are more accessible and affordable, and better suited to a future of sustainability. In particular, we need community alternatives to expansion, such as Reconnect Austin and Redlink35, to be fully studied and invested in. As a fairly new Austin resident, I want to make this city my permanent home and contribute to its growing community. But I want that community to be intentionally designed with the people of Austin and the environment in mind.	See Comment #4				
1807	Julia Kraske	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 Mink	4/21/2023	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.	See Comment #8				
1809	Julia Osterberg			Do not widen/no build	Mobility35 Program Manager Tommy Arango. I am an east-central Austin resident and I strongly oppose the expansion of I-35. Thank you for your consideration.	See Comment #5				
				Community Alternatives	I urge you to follow the Redlink35 plan instead. This highway expansion will not work, and will just make the city we love more congested, more polluted, less walkable/bikeable and less charming.	See Comment #4				
1810	Julia Skowron			Lateral/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	2/29/2023	VOH	General support	I support all of these improvements, except the provided information isn't clear about how many "normal" traffic lanes there will be at 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 Baustina		Ph ile i n G o o g l e	Business/residential displacement	First of all, I support the number build alternative. Just bring it up to standards. 4th don't evict / kick out people from their homes and businesses, you already messed it up big 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 US and Mopac, just don't charge a toll, you will see congestion on I-35 drop immediately.	See comment #3				
				Lateral/Induced Demand	2nd people at TxDOT Please do research Induced Demand. 8th please learn about Induced Demand! 8th just Google Induced Demand.	See Comment #18				
				Public Transit / Multimodal Transportation	3rd transit priority at all crossings user should be guaranteed. 8th prioritize transit and bikes. Listen to the people in the city not the people through it.	See Comment #13				
				Capex/Deck Phase	100th cap and stitch are a must to make the project acceptable.	See Comment #42				
1813	Julian Beach West	3/7/2023	MyCause Website Comment Form	Withdraw	We respectfully request that TxDOT must mitigate traffic for the proposed 41st Street extension to Windsor 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	Julienne Bandin	2/11/2023	VOH	Business/residential displacement	Please do not expand I-35 as it impacts many local business and communities that make Austin what it is.	See Comment #21				
1815	Julienne Sheffield	3/7/2023	MyCause 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, in order to accommodate its daily influx of citizens, must come to a progressive, community-conscious, historically informed, environmentally sound solution. We can shrink, accelerate, invest in public transportation, and look to larger, more congested cities who have been successful in quelling growth challenges. More lanes simply encourage more cars, destroy neighborhoods, and further divide our town. Thank you.	See Comment #13				
1816	Julie Bellman	3/7/2023	Email	Air Quality/Climate Change	1) when it may concern nitrogen the I-35 Capital Express Central Project. I have my close to the forthcoming construction on I-35 in Redwood Ave. in the Cherrywood neighborhood in Central Austin and have the following concerns. 1. TxDOT has not and must study NO2 (nitrogen oxide), PM2.5 (particulate matter 2.5), and PM10 (particulate matter 10) in its Air Quality Analyses (AES) Appendix P. Appendix P currently only analyzes CO (carbon monoxide), which is common pollutant from I-35 because it's easy to build within CO attainment standards and the analysis is easy to run. NO2, PM2.5, and PM10 pollutants are a more effective measure of pollution and a more significant threat to health; they are also more difficult for TxDOT to bring within the national standards, making the agency reluctant to assess them. 2. The EPA is set to tighten their standards for PM2.5 in 2023, which would put Austin into non-attainment. The standards have been tightened because PM2.5 is so much more of a serious health concern than CO. TxDOT is not required to help Austin get back into attainment status, but non-attainment status will put pressure on CAMPO and the TIP (Transportation Improvement Plan (CAMPO's long-range plan). Non-attainment is also a reason why TxDOT chose not to analyze PM2.5 in the AES - they were worried about what the analysis might show. 3. TxDOT's greenhouse gas analysis (AES) Appendix V is incomplete. TxDOT must analyze long-term GHG impacts of the project in comparison to the No Build option (the current analysis is only for construction impacts, not long-term impacts). TxDOT should at least be looking at 20 years out, 30 years out, and 40 years out. 4. TxDOT must conduct a regional emissions analysis for NOx and ozone precursors. Austin has been fighting with ozone non-attainment and TxDOT should be studying these.	See Comment #18				
1817	Julie Bracken	3/6/2023	Email	Air Quality/Noise	Hi TxDOT TxDOT, The proposed plan will generate more pollution, more emissions, more noise. The heart of a beautiful, vibrant city is no place for this kind of project. How many productive acres of real estate will be sacrificed for this highway? How many 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.	See Comment #34				
ID	C	N	De	A	d	S	Topic	C	R	P
1818	Julie 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.	See Comment #8				
1819	Julie Thomas			Do not widen/no build	Mobility35 Program Manager Tommy Arango. I have lived in Austin for over 27 years, most of them, including the last 15, I have lived off of H-35. I vehemently oppose TxDOT's plans to expand H-35 in particular and I oppose expansion of I-35 in general. As a long-time resident of this city, I expect TxDOT, Austin City Council and my other representatives to stand up for me and the other residents of this amazing city and not destroy it with an ill-advised, expensive, and useless highway expansion, literally.	See Comment #5				
				Community Alternatives	If something must be done, I am in favor of Redlink H-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				
				Lateral/Induced Demand	As we have seen with projects like the Katy Freeway, highway expansions do not reduce traffic. I grew up in Houston and visit my family there often, so I have seen firsthand the failure of this project. Freeway expansions increase traffic because of induced demand, as well as increasing air and noise pollution.	See Comment #18				

				<div><div>Air Quality/Noise</div><div>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 Burnside 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 too, as I am close to the intersection of Ben White and H 35.)</div></div>	See Comment #34
				<div><div>east/west connectivity</div><div>Another horrible effect of this will be decreasing East/West connections by eliminating the Woodland Crossing. Traffic at Riverside and H35 and Oltorf and H35 is already abysmal. I should be think about what those intersections will look like once Woodland is taken away as an option.</div></div>	See Comment #20
				<div><div>Business/residential displacement</div><div>Finally, the sheer mess that construction will cause will be horrible for our city, not to mention the loss of all the businesses and homes that are to be taken over by imminent domain to expand H-35.</div></div>	See Comment #21
				<div><div>reroute to 130</div><div>We already have SH-130, so should incentivize through traffic to take that rather than H-35, perhaps by toll reductions or other means.</div></div>	See comment #3
1820	Julio Ramon	2/1/2023	McCaule Website Comment Form	<div><div>Regional Connectivity</div><div>It would be nice to have a rail option between Austin and San Antonio. Rail and trolley option would be nice in San Antonio as well.</div></div>	See comment #1
1821	John Ripes			<div><div>Do not widen/no build</div><div>Mobility35 Program Manager Tommy Klingon, I am a resident of the city of Austin. I oppose TxDOT's plans for I-35, and I oppose expansion. TxDOT's promise 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.</div></div>	See Comment #5
				<div><div>Community Alternatives</div><div>I am for the Retain+35 proposal, redesignating another highway, such as SH-130, as an interstate and a boulevard going through town.</div></div>	See Comment #4
				<div><div>Latent/Induced Demand</div><div>Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. Ten years of construction for just a few years of congestion relief is NOT worth it.</div></div>	See Comment #18
1822	Arinchi Odawa			<div><div>Do not widen/no build</div><div>Mobility35 Program Manager Tommy Klingon, Dear Tommy, 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.</div></div>	See Comment #5
				<div><div>Latent/Induced Demand</div><div>Study after study has shown that more lanes only bring more traffic.</div></div>	See Comment #18
				<div><div>Community Alternatives</div><div>Not only that, I-35 has been a racial segregator and act of violence towards Black and Latino communities since its beginning. Instead of expanding the Interstate, we have an opportunity to remove non-local traffic around Austin and recreate I-35 as a usable, livable boulevard. I support the Retain+35 plan which you can find at <a href="https://retain35.com/the-retain35-plan">https://retain35.com/the-retain35-plan</a>.</div></div>	See Comment #4
1823	Joan Puig-Garcia			<div><div>Do not widen/no build</div><div>Mobility35 Program Manager Tommy Klingon, 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.</div></div>	See Comment #5
				<div><div>Public Transit / Multimodal Transportation</div><div>The region would benefit many times over from the time and funding for this project being instead invested in public transit.</div></div>	See Comment #13
				<div><div>Latent/Induced Demand</div><div>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.</div></div>	See Comment #18
				<div><div>Air Quality/Noise</div><div>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.</div></div>	See Comment #34
1824	Adriene Stanley			<div><div>Do not widen/no build</div><div>Mobility35 Program Manager Tommy Klingon, I am a resident of Round Rock. Me and my fellow neighbors OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.</div></div>	See Comment #5
				<div><div>Community Alternatives</div><div>I am FOR The Retain+35 proposal, creating a boulevard and leading with public transit.</div></div>	See Comment #4
				<div><div>Air Quality/Noise</div><div>TxDOT's promise 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.</div></div>	See Comment #34
				<div><div>Latent/Induced Demand</div><div>Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. We know expansion leads to more congestion and a less beautiful, accessible, and green Austin. 25 years of construction for just a few years of congestion relief is NOT worth it.</div></div>	See Comment #18
1825	Austin	1/20/2023	McCaule Website Comment Form	<div><div>Public Transit / Multimodal Transportation</div><div>We need more reliable mass public transit options instead of more highway lanes that will end up clogged with traffic.</div></div>	See Comment #13
1826	Austin Bear			<div><div>Do not widen/no build</div><div>Mobility35 Program Manager Tommy Klingon, 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.</div></div>	See Comment #5
				<div><div>Public Transit / Multimodal Transportation</div><div>I support a public transit first option, making Austin more safe to walk or ride bikes in would be a good place to start. In the long term a local subway or comprehensive bus mode system would be even better.</div></div>	See Comment #13
1827	Austin Collins	2/1/2023	McCaule Website Comment Form	<div><div>Regional Connectivity</div><div>I strongly believe rail transit is a necessity for our cities growth and reduced reliance in single person transport.</div></div>	See comment #1
1828	Justin Day	2/1/2023	Email	<div><div>General support</div><div>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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</div></div>	See Comment #8
1829	Austin Duffant	1/16/2023	VGH	<div><div>Do not widen/no build</div><div>This project is a massive waste of taxpayer money and a disaster for the citizens of Austin.</div></div>	See Comment #5
				<div><div>Latent/Induced Demand</div><div>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) erase 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.</div></div>	See Comment #18
1830	Austin Kizawa	1/16/2023	VGH	<div><div>Do not widen/no build</div><div>Studies of similar highway expansions consistently find no long term benefits to expanding freeways.</div></div>	See Comment #5
				<div><div>Bury/Tunnel</div><div>Please consider limiting the expansion and burying the entire project, creating a boulevard in its place that increases connectivity between downtown and East Austin.</div></div>	See Comment #25
1831	Austin Lanier	2/6/2023	Phy and 101	<div><div>Unrelated Comment</div><div>In future public outreach, I would advise that you carefully evaluate accessibility. 2 notable experiences at the Feb 9 event: 1. The speakers for the video were inaudibly quiet! This proved problematic for me as 27 of us w/ no hearing issues and the video (like in this case). 2. Some of the shared materials were highly small fonts. Again, I have no vision issues, but imagine my father who does being very frustrated. And having ASL translators available and clear - captioning on the video would be a great step toward equitable engagement. Thank you!</div></div>	Unrelated Comment
1832	Justin Meneze	2/1/2023	McCaule Website Comment Form	<div><div>Regional connectivity</div><div>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.</div></div>	See comment #1
1833	Justin Morgan	3/1/2023	VGH	<div><div>Do not widen/no build</div><div>I think the upper decks should be kept, but their positions reversed. The upper decks should be in the fast lanes/slower lanes as those thru lanes are the ones traffic passing through Austin are taking. A lot of congestion occurs because of motorists switching lanes at that point. Also, there should be fewer on-ramps in the downtown area. It leads to congestion. I also think that much of the downtown segment of I-35 should be capped to allow for denser development or for parks. **For the record, these comments are my personal opinions, and not reflective of my work with Pedestrian Highway Administration**</div></div>	See Comment #5
1834	Austin York	2/6/2023	Email	<div><div>General support</div><div>Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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</div></div>	See Comment #8

1835	Justin Zhang					Do not widen/ho build	<p>Mobility35 Program Manager Tommy Klinge,</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 interstate 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		
						Rescue to I-35	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 tire wear, the failure of almost all highway expansions.	See Comment #34		
						Later/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	C	N	On	R	d	S	Trans	C	R	P
							<p>Mobility35 Program Manager Tommy Klinge,</p> <p>To whom I will comment:</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.</p> <p>More people are driving and that's why we need to expand. Because what other choice is there but to drive a giant piece of metal at 75 mph to get somewhere? To go on a "target run"? 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.</p> <p>Why can't you just walk to work, then? Good suggestion, but I'd 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 void, except terribly dangerous (!) and the only magic being that I somehow make it to my desk with all my limbs attached.</p> <p>Multimodal transport is key. Community-based projects like public transit that everyone can happily use.</p> <p>A rail system, waterway system, and busway. 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. Cars can work. In my yearly safety going broke GAS broke 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. J</p>	See Comment #5		
1836	Justine Pineda	3/7/2023			Email	Do not widen/ho build				
						Community Alternatives	<p>Dear I-35 Capital Express Council,</p> <p>Re: I-35 Capital Express Council, 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&amp;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 is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives.</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 Council,</p> <p>Re: I-35 Capital Express Council, 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.</p> <p>I wish I did not have to drive as much as I have to drive today. Driving is one of the most dangerous way to travel in Texas, with riding the bus being the most safe method, and walking/biking 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 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 in 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, 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&amp;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 #4		
1838	Katie Kaseyney	3/7/2023			Email	Do not widen/ho build	<p>Mobility35 Program Manager Tommy Klinge,</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 make ( spend money into), it is the only way. This will just be another egregious monument to the worship of cars. No longer can we dedicate more space to them. Do more. Sure it will annoy people and things will be tough for those who choose to drive on the road, but make a start. Make them choose other options. Force cities to density so that people don't need to drive in and out everyday. Don't give in for the sake of everything national and state!!</p>	See Comment #5		
1839	Karl van Pineda					Do not widen/ho build	<p>Mobility35 Program Manager Tommy Klinge,</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 live merry, 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		
							<p>Dear I-35 Capital Express Council,</p> <p>Re: I-35 Capital Express Council, 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&amp;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 is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives.</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		
1840	Karl Hardin	3/7/2023			Email	Do not widen/ho build				
							<p>Dear I-35 Capital Express Council,</p> <p>Re: I-35 Capital Express Council, Draft Environmental Impact Statement</p> <p>Thank you for the transformation 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 than congestion and ease the people of the Austin region more - using National Safety Council tools of creative methodologies to compare to Texas A&amp;M Transportation Institute congestion methodology.</p> <p>The Texas Transportation Commission Minutes Order LC1485 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 intended 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 this project is on target to meet the 2035 goal to cut deaths in half is completely doable and within TxDOT's grasp, based upon the design of the facility and various choices that would result from comprehensive 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 #5		
1841	Karl Hardin	3/7/2023			Email	Do not widen/ho build				

	Kathleen Hamilton duz	3/7/2023	Email	Do not widen/ho build	Model335 Program Manager Tommy Arango. Highway expansions are expensive and too expensive deserve to have a say in how their money is spent, highway expansion takes too long and causes more accidents and will be taxing to the people. Please redirect these funds to more useful things that would actually benefit the public good. Funding a mega corporation does not benefit your people.	See Comment #5				
1843	Kurtley Rodriguez	1/11/2023	McCuE+ Website-Comment Form	Regional Connectivity	I support a railway to Austin	See comment #1				
1844	Karish Masani	1/11/2023	McCuE+ Website-Comment Form	Regional Connectivity	A rail system between SA and Austin would be great for the few close	See comment #1				
ID	C	N	On	R	E	S	Topic	C	R	P
1845	Kalen	1/11/2023	McCuE+ Website-Comment Form	Regional Connectivity	Rebut: Me and the rest of the San Antonio-Austin population are extremely interested in a rail option between the two cities. It would make the commute a lot easier for people in both cities and cut down on traffic on I-35, especially while rail construction is underway. This would greatly improve the lives of commuters in Texas and would benefit the state with the revenue brought in. 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	Rafi Carpenter	1/11/2023	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/Induced Demand	We should not be pushing such massive changes in our city's roads that force families of good will to state departments over the economic well-being of hundreds of local businesses and home owners.	See Comment #26					
			East/west connectivity	Re 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 bridge (capi) on a lower level freeway or make I-35 a boulevard with walkable, bikeable options. Do the TxDOT decision-makers about Austin also live in Austin? Maybe not, but I think the 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	Karen McElroy	1/11/2023	VOH	General Support	I really appreciated the change of on-ramps/into northbound near 56, 58th and the 183 overpass, where you separated out the exiting cars from the entering cars, without changing the width of I-35. It feels like having an upper deck and lower deck creates more flow issues than it solves. Seems like one lower deck that's 3 lanes would do the same as 4 lanes, if there were less entry/exits. For instance, you need the one to St. David's, but the one at Dean Keeton is not necessary, as that traffic should go via M-6, where all the parking garages are anyway. I also love the bridge over the bridge over the southbound between 290 and Airport that lets you bypass 53rd St. - you could have one line that at 52nd St to get to Dean Keeton.	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 students live in East Austin - currently there's no great way for them to walk/bike to campus, which is such a lost opportunity.	See Comment #13					
1848	Renée Hunsicker			Do not widen/ho build	Model335 Program Manager Tommy Arango. I think it is incredibly unethical to force people to use as 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 time would be to invest in public transport like trains. Trains solve many issues present such as helping people arrive on time with minimal fuel emissions, creating reasonable stops between major cities to encourage tourism, and large opportunity for investors to add in improving the service and advancement.	See Comment #13					
1849	Kamala Jayaram	2/14/2023	McCuE+ Website-Comment Form	Business/residential displacement	Don't expand I-35 and tear down West China Tiao.	See Comment #21				
					Model335 Program Manager Tommy Arango. My family has lived in the Delisted 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 one of the four entrances to the Delisted 2 neighborhood, which will greatly increase the difficulty getting in and out of the neighborhood and increase the cut through traffic as the right hand lane traveling north on Airport backs up. This occurs regularly now and will result in increasing safety issues for children and adults exiting the bus and those riding bikes in the neighborhood. In the new proposal, singling the pathways at the Airport / I-35 intersection are difficult for anyone without a car. The road 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" for pedestrians 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 of public use and easy prey for potential predators, especially at night. Additionally, TxDOT and other agencies know that our unmet population use the current underpasses for shelter. These "turnoffs" will continue to serve as shelter for this population with the potential for unfortunate outcomes for everyone. Please reconsider and allow capping of the highway north of Airport Blvd. For years, Austin has struggled to improve noise relations, but this proposed highway design will only serve to aggravate the racial and economic segregation in central Austin where people of color and those economically disadvantaged live. Crossing the city from east to west and west to east will continue to be problematic for our citizens. This current plan will increase congestion, noise, water and air pollution. I believe that the current environmental studies rely on an outdated model and provide unreliable information. We have relatives living in Houston and I can say that the Katy Freeway is a catastrophe and an example of what could happen in Austin. I support routing 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				
1850	Karen Brinkman	3/6/2023	Email	Delist						
1851	Karen Jamison	3/3/2023	Email	Public Transit / Multimodal Transportation	Model335 Program Manager Tommy Arango. 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 cuts, 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 "new" Austin. Stop going for the solutions that seem easy but whose long-term effects do not solve the problem.	See Comment #13				
1852	Karen Kater			Do not widen/ho build	Model335 Program Manager Tommy Arango. I do not support the I-35 expansion.	See Comment #5				
			Labor/Induced Demand	Freeway expansions often have little to no effect on improving traffic congestion, and I do not think that the construction and delays caused by expanding the highway are worth it.	See Comment #18					
			Bury/Tunnel	I would much rather support a plan to redesign I-35 without expansion, such as previous designs for and underground freeway and above-ground boulevard.	See Comment #25					
				Dear 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 Refit35 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 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 roads than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region. Sincerely, Re: Karen Krups	See Comment #5					
1853	Karen Krups			Do not widen/ho build						
			NBPA	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 Refit35 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 Refit35 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 converts logical 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 77.111(f). This is discussed in more detail in the EIS at sections 2.2.3 and 2.2.4. The Capital Express North and Capital Express South projects are separate projects with their own distinct purposes and needs and logical terms and were properly addressed in their own NEPA studies. In the 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 2.3.6.4.					
			Community alternatives	Please run the rigorous analyses found throughout thousands of pages of EIS on the Refit35 and Reconnect Austin proposals.	See Comment #4					
1854	Karen McGee		McCuE+ Website-Comment Form	Air Quality/Noise	Please consider air quality and other environmental impacts, including reduction in light pollution during HCS, during the future planning of HCS. Trucks are overwhelming cars already. Please consider more "long" "NO TRUCKS" lanes with technology that will capture offenders (which I see every time I drive HCS). Please, please please don't miss this opportunity to move us into the future - there has to be something better than current auto!	See Comment #34				
			Water quality	Plan for better capturing, monitoring, and treating of water runoff so it doesn't just find its way into our already burdened watersheds, streams, and lakes. Water is a precious resource in Texas and should be treated as such.	See Comment #125					
			Public Transit / Multimodal Transportation	In addition, Texas must move beyond "one man, one car" thinking and build in consideration for right rail or at least bus lanes that would move lots of people at a time.	See Comment #13					
1855	Karen Mendoso		McCuE+ 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 roadbase will as noise pollution.	See Comment #34					
1856	Karen Reagan	2/7/2023	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. We are long overdue for a reimagining of the I-35 corridor that goes through downtown Austin. The proposed plan will tear the communities of east and west Austin into a chaotic 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 Reagan Riggan Co-Managing Principal Texas Star Alliance Director [REDACTED]	See Comment #8				
1857	Karen S		McCuE+ Website-Comment Form	Do not widen/ho build	The current plan is not community friendly. HCS is an ugly scar dividing the city.	See Comment #5				





1874	Katherine 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 and demand better to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete 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	Katherine Götmer		MyCause Website-Connect Form	Do not widen/no build	HELLO, I am a member of the Cherrywood neighborhood of Austin and writing to submit comments regarding the CapEx's project. I'm a supporter of the upper deck removal but please urge you to Thank you for your consideration. Katie Götmer	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
				exp/tech phases	Do not design/build the Cherrywood segment in a way that precludes future capping/docking between Deam Road and Airport. Do not design/build the Cherrywood segment in a way that precludes future capping/docking between Deam Road and Airport.	See Comment #42
1876	Katherine O'Kane			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
1877	Katherine Sucher			Reroute to I-35	Please focus on the expanding highway outside of the center of the city like I-35 - There is absolutely no reason to add additional lanes that cut through the middle.	See comment #3
				Community alternatives	Hi- TxDOT TxDOT, Hello, PLEASE know that constituents oppose expanding I-35 and want you to explore alternatives such as Reconnect Austin and Redistrict35.	See Comment #4
				Lateral/Induced Demand	All urban planners and experts know that expanding highways does not reduce traffic congestion (just look at the Katy Interstate in Houston) and in fact INCREASE congestion due to Induced Demand.	See Comment #18
1878	Kathleen ne Dorman	2/11/2023	MyCause Website-Connect Form	Business/residential displacement	I have lived in Austin in 2019 and want it to be my forever home. Safe, pleasant, bikeable and pedestrian-friendly infrastructure will go a long way towards making that happen.	See Comment #13
				Business/residential displacement	I value west China business and if the highway is expanded it will be detrimental?	See Comment #21
				Climate change	Multi35 Program Manager Tommy Kling. Hello, my name is Kate Dorman and I OPPOSE TxDOT's plans and expansion. Climate change is the biggest problem of our generation, and we need bigger, creative solutions that put people and planet first. Simply put, highways expansions have been proven again and again not to work. Austin should be a national leader in climate solutions, and this expansion gets us no closer to that vision. I expect TxDOT, Austin City Council, and other representatives to stand up for us and our Austin community and oppose this expansion.	See Comment #51
1879	Katherine Erickson			Public Transit / Multimodal Transportation	A public transit-first project could transform and regenerate Austin's economy and communities.	See Comment #13
				Do not widen/no build	Hi- TxDOT TxDOT, TxDOT, I am writing in the year 2023 I am having to tell a DOT that expanding a highway is a bad idea. It is well known that highway expansions do nothing of value in the short and long term, they threaten efforts to make Texas cities truly resilient and economically productive metropolitan regions, and go against the Safe System Approach. Expand I-35 and it deaths and injuries will continue to happen- that is a fact that cannot be disputed. I was so frustrated by transportation that I decided 24 years ago I got a PhD in transportation engineering, where we did a deep dive into traffic dynamics, travel demand, land use and transportation connection, etc. The evidence is clear: highway expansions do not work. It is truly insane that a DOT would even consider highway expansions. THOSE 3 transportation improvements would be absolutely amazing, giving people OPTIONS, giving people SAFE passage, and giving people that time back to be PRODUCTIVE (rather than sitting in the car, using their time and getting exercise). WHEAT-OUT TxDOT! This is not the 1950s. Get into the 21st century and implement what we know this region needs and it is not more highway lanes.	See Comment #5
				Lateral/Induced Demand	I grew up in Austin and have watched with every highway expansion (US 183, Major toll lanes, addition of SH 45 and SH 130, SH 71, etc) that traffic congestion just comes back. Look at US 183- 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 disregarded to the detriment of the economy and sustainability of the region. Expand I-35 and traffic congestion will return. That is a fact that cannot be disputed.	See Comment #18
1880	Katherine Kim			Bury/tunnel	I Depress I-35 through Austin so that the east and west can reconnect again in a bi-lan park for walking, biking, and low speed electric vehicles.	See Comment #25
				Regional Connectivity	What should be done with that money instead? 2) Fund high speed passenger rail between Dallas/Fort Worth-Austin-San Antonio (to augment Houston-Dallas route, preferably with megatons, which is the better, safer technology for risk of derailment, faster, and can have deeper curves 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
				Do not widen/no build	I'm writing today to oppose the expansion of I-35. I live on the East Side midtown. I live just four blocks from the mess that is the interstate and experience the noise, dirt and foul air from non stop traffic. To enlarge the huge mistake that is I-35 through Austin, treating the city with a horrible mess, flies the face of what makes a healthy city. You must pursue alternatives to this radically failed plan.	See Comment #5
1881	Katherine Mahoney			Blue/ped safety	Anyone who actually lives here wants safe, walkable, bikeable streets.	See Comment #30
				Reroute to I-35	I-35 should be rerouted around Austin as seen in other cities that have a business loop diverting traffic around downtown so the only traffic in town is local.	See comment #3
				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 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
1882	Katherine Sasser	2/6/2023	MyCause Website-Connect Form	General support	My public comments on the proposed expansion of I-35 Capital Express Central Project - Draft Environmental Impact Statement: 1.18 wheeler trucks should be banned from I-35 through Austin and rerouted to I-35. During I-35, I am concerned that TxDOT's assertion that these semi-trailers/18 wheeler trucks account for only 7 percent of the I-35 traffic. TxDOT Summary 5-1 states "It has ranked #1 in truck delay..." 2) 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
				Reroute to I-35	As the daughter of a former Marland 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-41 and East 51st for existing locations. I'm curious to learn whether consideration has been given to: 1) the effects of the pandemic particularly resulting in teleworking? 2) how much future traffic would even reach the magnitude that it does now since many workers won't even be traveling to downtown Austin? 3) the effects of misjudging the true need for highway expansion, resulting in wasting huge sums of money on all government assets? 4) the effect of prioritizing commercial interests that basically ignore the necessities of other core neighborhoods? 5) the effect of prioritizing corporate interests over residents' interests, which would continue to perpetuate the historic racism that the highway already has represented for years? 6) what is truly driving the need for the highway expansion such as TxDOT's long-term goal of such expansion not being to "drive" /change direction for a better solution?	See comment #42
				apx/tech phases	Hi- TxDOT TxDOT, Hello, 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 21st and the first half of the 22nd century, we are making a huge leap forward again. I-35 NOT RESIST TO THE STATUS QVO. The US, including Texas, is being left behind the rest of the developed nations because of our stupid obsession 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 #42
1883	Kathleen Davis	3/2/2023	Email	Reroute to I-35	Hi- TxDOT TxDOT, Hello, 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 21st and the first half of the 22nd century, we are making a huge leap forward again. I-35 NOT RESIST TO THE STATUS QVO. The US, including Texas, is being left behind the rest of the developed nations because of our stupid obsession 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 #42
				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 that their kids and grandchildren will see. Highway expansions have been implemented in other places across the country, most notably in DC and Houston, and they are utterly ineffective and problematic at best. Please be a little more realistic and farsighted. 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 freeways and a better ending infrastructure e.g. improve the current highway and the toll roads (people are not in the funding bucket NOW, but they could be).	See Comment #13
				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
1884	Kathleen Ensey	2/6/2023	MyCause Website-Connect Form	apx/tech phases	As the daughter of a former Marland 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-41 and East 51st for existing locations. I'm curious to learn whether consideration has been given to: 1) the effects of the pandemic particularly resulting in teleworking? 2) how much future traffic would even reach the magnitude that it does now since many workers won't even be traveling to downtown Austin? 3) the effects of misjudging the true need for highway expansion, resulting in wasting huge sums of money on all government assets? 4) the effect of prioritizing commercial interests that basically ignore the necessities of other core neighborhoods? 5) the effect of prioritizing corporate interests over residents' interests, which would continue to perpetuate the historic racism that the highway already has represented for years? 6) what is truly driving the need for the highway expansion such as TxDOT's long-term goal of such expansion not being to "drive" /change direction for a better solution?	See comment #42
				Business/residential displacement	I am concerned by the city's proposal to extend E-41 & E-51 through the 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 mitigate traffic with the use of tripmats, so that cut-through traffic could not enter Wilshire from the 41st Street crossover but would be compelled to turn left onto the frontage road instead. This would still provide traffic with easy access to Airport Boulevard, while preserving the safety of families in our neighborhood. Thank you for considering this request.	See Comment #9
				Business/residential displacement	Multi35 Program Manager Tommy Kling. Hello, 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 21st and the first half of the 22nd century, we are making a huge leap forward again. I-35 NOT RESIST TO THE STATUS QVO. The US, including Texas, is being left behind the rest of the developed nations because of our stupid obsession 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
1887	Kathleen Stanford			Do not widen/no build	Hi- TxDOT TxDOT, Hello, 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 21st and the first half of the 22nd century, we are making a huge leap forward again. I-35 NOT RESIST TO THE STATUS QVO. The US, including Texas, is being left behind the rest of the developed nations because of our stupid obsession 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 that their kids and grandchildren will see. Highway expansions have been implemented in other places across the country, most notably in DC and Houston, and they are utterly ineffective and problematic at best. Please be a little more realistic and farsighted. 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 freeways and a better ending infrastructure e.g. improve the current highway and the toll roads (people are not in the funding bucket NOW, but they could be).	See Comment #13
1888	Kathleen Strong			Do not widen/no 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.	See Comment #5
				Air quality/Noise	That, of course, means more noise and pollution.	See Comment #34

1889	Kathryn Anderson		McClure 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 #558
1890	Kathryn Arnold			Do not widen/no build	Mobility35 Program Manager Tommy Horgan. I've lived in Austin my whole life and have seen many changes, not all of them favorable. We have an opportunity here to have a positive impact on the city and we should not squander it by expanding US. There is no reason to think this will improve traffic. To spend this amount of money for a non-solution is ludicrous. I support development that puts people and the environment first, not cars. Kathryn Arnold	See Comment #5
				Public Transit / Multimodal Transportation	More mass transit. Fewer highway lanes using up valuable space in town.	See Comment #13
1891	Kathryn Powers			Air Quality/Noise	No TxDOT TxDOT, Dear TxDOT, I'm writing in regard to the I-35 expansion project. I am concerned and dismayed with plans to move forward on a significant expansion. In addition, this highway expansion is worse for the environment - not air, the specific, and other important natural features. More pavement and built environment will not achieve those goals, which are shared by most Austin residents.	See Comment #34
				Labor/Induced Demand	Expansion of highways is proven to induce demand, and will make Austin more dangerous.	See Comment #18
				Do Not Widen/No Build	Car crashes will increase and pedestrians and cyclists will be in further danger. Every death due to a traffic crash is an unnecessary one.	See Comment #5
				Public Transit / Multimodal Transportation	I don't want to use I-35 now, and I won't want to use it when it expands. I want a walkable, bikeable, LIVABLE city	See Comment #13
				community alternatives	I would like TxDOT to invest money in a full study of alternatives proposed by Net35/35 and Reconnect Austin. These are community supported alternatives with significant support.	See Comment #4
1892	Kathryn Goodson			Do not widen/no build	Mobility35 Program Manager Tommy Horgan. I am opposed to the expansion of the 35 through Central Austin including my neighborhood from Dean Keeton to US 290. I almost never use H35 for my local trips. I use local roadways which are often not crowded even during rush hour. I am appalled by the amount of large trucks idling in traffic during the late afternoon and evening. This plan you are proposing is out of date. It was designed many years ago. Other large cities in the US have done away with the portion of the major highways that go through the center of their city. We can do it too. Texas has a real opportunity here to join other cities in creating an alternative to widening an interstate highway which would never have gone through Austin in the first place.	See Comment #5
				Labor/Induced Demand	History has shown that expanding an existing highway creates more traffic.	See Comment #18
				Recurse to I-35	Seven percent of the traffic is a lot and these trucks could go around Austin on Highway 130.	See comment #3
				Business/residential displacement	While I applaud taking down the upper deck I am against widening the H35 highway and destroying around 100 buildings including a day care center with 200 students and numerous homes near where I live.	See Comment #21
1893	Kathryn Goodson			VOH	I attended the public meeting held by TxDOT at the Millennium Complex. While I am in agreement that the Upper Deck between Monroe Road and US 290 should be torn down, I am against the widening of H 35 between Horvath Drive and US 290.	See Comment #5
				Recurse to I-35	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 roadways and find they are not usually crowded even during rush hour. I am appalled by the large commercial trucks on H 35 during during the late afternoon and evening. They are 7 percent of the traffic that is a lot. They could go around Highway 130.	See comment #5
				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 TxDOT can join other large cities in the US who have torn down a large highway through their inner cities. Please join them.	See Comment #21
1894	Kathryn McBride		McClure Website Comment Form	Do not widen/no build	I firmly oppose the planned expansion of I-35 through Austin, including (but not limited to) the section between MLK and Airport Boulevard, for many reasons, but in light of this environmental impact study, I will focus here on environmental harms.	See Comment #5
				Air Quality/Noise	Several peer-reviewed academic studies have shown that adding lanes to highways only serves to increase new traffic, adding congestion and - importantly for this environmental impact study - worsens air and water pollution and adds carbon emissions. There is just no way that adding lanes to I-35 is good for the environment. Any plans to alter I-35 should be done in ways that IMPROVE the environment, not worsen it, and improve options for non-car travel in and around Austin.	See Comment #34
				Do not widen/no 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 33 years. These issues directly affect the health and well being of me and my family (spouse and two children). I spend much of my morning commute just trying to leave our neighborhood. Taking one more access away will exacerbate the problem even further. Specifically, this proposal actually decreases the safety of entering and exiting my neighborhood at the northeast corner of Airport Boulevard and I 35. Deleted 21. Closing the access point at Fermeuse Rd eliminates 25% of the access points for the neighborhood and the second safest access point (an easement based on living in the neighborhood for 25 years). Removing the Fermeuse Rd access point will only increase the pressure on the Bertram 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 increasing pedestrian and bicycle traffic crossing Bertram road at that point makes it dangerous to turn on to the northbound frontage road for the Delaney 2 neighborhood and businesses between Bertram Road and Barbara Jordan Blvd. The single 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 I 35 to Delaney 2 during 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 variables of access, the merging of traffic to the right on the frontage road in order to turn right on Barbara Jordan Blvd. This affects more frequent and less hazardous opportunities for entering and exiting the neighborhood. In the past, I have suggested and illustrated how a dedicated frontage road lane connecting Fermeuse Rd and Bertram Rd and making Bertram Road entrance only into the neighborhood along with making Fermeuse Rd exit only from the neighborhood would allow for safer acceleration and deceleration when entering and leaving the neighborhood via those access points. Please continue to work to find better solutions for all the stakeholders in this process.	See Comment #5
				Community alternatives	Instead of I-35 expansion, I support proposals like those from Net35/35 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 Green 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 takes their lives in their hands daily trying to cross I35 at Airport to go to school/work.	See Comment #4
				Delisted	Please also reference the position letter from the Delaney 2 Neighborhood Association, which I fully support.	See Comment #184
				East/West Connectivity	It does not do enough to alleviate the east/west barrier that was created by its initial construction.	See Comment #20
ID	C	N	Do	Re	I	Topic
1896	Kathy Carr	1/11/2023	Email	General support	The proposal seems mostly designed to accommodate those who wish to pass through Austin rather than those who live in Austin. This is what SH-130 is there for!  Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most 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 both and declare 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 Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Kathy Carr, MCRK + Vice President, Client Solutions Director, JE Dunn Construction 3601 S. Moapa Expressway, Barton Sheway 2, Suite 450, Austin, Texas 78746   www.jedunn.com direct 737.261.0793 [REDACTED] In pursuit of building perfection!	See Comment #8
1897	Kathy Garand			Do not widen/no build	Mobility35 Program Manager Tommy Horgan. 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 simply expanding.	See Comment #5
				Recurse to I-35	All that traffic passing through Austin should be diverted east.	See comment #3
1898	Kathy L Jackson	1/11/2023	McClure Website Comment Form	Do not widen/no build	How will TxDOT meet the current expansion proposal to achieve better outcomes to the I-35 Capital Express Project? How can the plans meet the citizen's needs for the expansion to be "no higher, no wider"? It is imperative that TxDOT respond to those concerns as well. How will it increase the total number and frequency of at-grade crossings? How will it be equitable and enable covering north central I-35? The physical impact of this expansion on surrounding neighbors needs to be reduced and how will this be achieved?	See Comment #5
				Recurse to I-35	Why are there not solutions to provide 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 TxDOT's efforts to solve problems such as narrow lanes, the absence of shoulders, insufficient overhead clearance, and inadequate drainage. I live in the Harwood 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. Bikes and pedestrian paths should be separated and follow the City of Austin design guidelines. 2. SR130 turned at Airport Blvd should be replaced with safer and emergency-accessible at-grade crossing. 3. The Capital Express Central project is a mission-generation opportunity to make the right decisions for a bright future of our city, our state, and mostly our children. Whether energized by gasoline-powered or fully electric cars (which, realistically, is a long, long way down the road here in Texas), a meadow, up to 25-km highway through the heart of any city was hardly ever sustainable, and certainly not viable. I plead with TxDOT to fundamentally reconsider the I-35 Capital Express Central project and embrace a vision for the future that prioritizes equity and quality of life.	See Comment #30
1899	Kathy Mauch			Bike/ped safety		

				Capas/Deck Phases	Large overpasses, 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	McClure's 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	Kati Schussel	1/24/2023		General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Kati Schussel	See Comment #8
1902	Kati Schussel	2/6/2023		General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. _____ Kati Schussel Resident Property Manager. AQUILA Management Services is an AMOIS 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 Dougherty	1/30/2023		General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete 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/no build	Mobility35 Program Manager Tommy Alrigh. 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
1905	Katie Mette				Mobility35 Program Manager Tommy Alrigh. I am a resident of the Roundwood community and I sincerely OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am for a pedestrian forward plan to reduce car traffic through Roundwood and neighboring communities like a boulevard going through town and more emphasis on public transit. I believe the TxDOT plan is flawed and doesn't consider the direct impacts to my neighborhood. I want the interstate new 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
				Do not widen/no build		
				Public Transit / Multimodal Transportation	I want our two girls to grow up in a neighborhood, not a congested, construction zone. We ride the buses and the train, and would love to see the city put more efforts towards public transit that can help local residents around the city.	See Comment #13
1906	Katie Orr	3/7/2023		Community Alternatives	Mobility35 Program Manager Tommy Alrigh. My name is Katie. I am a resident of Austin, TX and I oppose the expansion of I-35. Transforming an already car-centric city into one even less walkable is a message to the city of Austin that it values CARS over PEOPLE. Expanding the highway allows LESS accessibility, less community and more traffic. I do not want to live in a city where I have to use the interstate for local trips. I do not want to deal with 10 years of construction for marginal congestion relief. There is staggering evidence that highway expansion does not solve congestated cities' problems. I am FOR Redneck35 and any plans that prioritize public transit improvement instead.	See Comment #4
1907	Katie Spence	3/6/2023		Bike/ped 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-52 expansion in Katy, TX. This project should instead have a goal of making Austin more walkable and bikeable. Please use Roundwood Austin and Redneck35 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/no build	Hello, I am writing to express my concerns about the latest version of the proposed I-35 expansion plan. The attached article from the NY Times represents the most current research, which reveals that adding more lanes does not decrease congestion. I would strongly encourage TxDOT to revise the current plan to reflect current empirical findings. If the approved plan is essentially the same as the current one, I encourage TxDOT to extend the cap at least to 290 East.	See Comment #9
				Reverts to I-30	I also strongly encourage TxDOT to consider requiring trucks to use Texas 130. Reducing or eliminating tolls is a sensitive step toward making this option more palatable to truckers.	See comment #3
1909	Kathrine Fautsch			Do not widen/no 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 negative. I've never seen a new highway fix traffic issues. It just allows for more cars and more congestion. Austin should be looking towards alternatives in green infrastructure and transportation. It is just plain silly. Austin does not need this going through the center of the city. Thanks	See Comment #5
				Business/residential displacement	It will worsen traffic, displace business and homes, and discourages alternatives to driving. Austin should not add more concrete in the I-35 corridor.	See Comment #21
1910	Kathrine Mawhood	2/20/2023		Community Engagement	Downsize Alliance e-newsletter and MJ25 e-newsletter	See comment #320
1911	Kathrine N			Literacy/Induced Demand	Mobility35 Program Manager Tommy Alrigh. 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 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.	See Comment #34
1912	Katy Atkins	3/7/2023		Air quality/Climate change	Ensat Copy Please find attached public comment from Texas Street 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, appended at Air Quality. Appendix P includes only an analysis of carbon monoxide (CO) and ignores the five other criteria pollutants, which are such components of tailpipe emissions as 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 (NAAQS) for ambient air pollutants considered harmful to public health and the environment. These pollutants must be included in any air quality analysis, as NO2, PM2.5, and PM10 are much more dangerous than CO, and for the reasons outlined below. TxDOT is not doing enough for EJ communities by not studying NO2, PM10, and PM2.5. A quantitative analysis and a health impact assessment must be completed for all of the following pollutants, and compared between all proposed alternatives. The traffic modeling used to conduct air quality analyses in Appendix P is flawed and projects impossibly inflated traffic volumes for the "No Build" scenario, thus invalidating any comparison of "No Build" to "Modified Alternative 3." TxDOT should review each of its air quality analyses in the DES and compare Modified Alternative 3 scenario to the past 10-15 years of actual traffic data on I-35. The "No Build" scenario used in the DES is flawed and does not accurately predict traffic if no project were implemented. Instead of "No Build," TxDOT should use actual traffic data from the last 10-15 years to represent real traffic on I-35 in a future "No Build" scenario. TxDOT must include the more modern Dynamic Traffic Assignment (DTA) algorithm in modeling Term Market. Smart Mobility to establish a realistic freeway capacity that is not exceeded in forecasts. TxDOT must build a feedback loop into their models to check for human rotations, such as whether or not someone would willingly commute 8 hrs per day. The Static Traffic Assignment algorithm typically used by TxDOT does not take into account changes in human behavior based on rational decision making. TxDOT must demonstrate their claim with data that a wider freeway with more capacity will improve greenhouse gas emissions because it will lead to less idling in traffic. If they continue to use it as justification for freeway widening projects, TxDOT traffic and other modeling results must be transparent, to allow the public to assess the impact of all alternatives. These include transparency in the models and parameters used, as well as all input and output data.	See Comment #18
1913	Katy Baidock			Do not widen/no build	Mobility35 Program Manager Tommy Alrigh. As a permanent resident of Austin, I strongly oppose Tdutor's I35 expansion plan!The current expansion plan from Tdutor 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 Redneck35 proposal.	See Comment #4
Topic						
1914	Katy Gentry	1/11/2023	McClure's Website-Comment Form	Regional Connectivity	Id just love to ride a high speed train between Austin and San Antonio instead of sitting in traffic. Not, maybe even connect Dallas and South Padre while you're at it.	See comment #1
1915	Katy Huff			Do not widen/no build	Hello beloved TxDOT fam, thanks for hearing us out about the highway expansion. As a decade long Austin resident, and someone who hopes to live here until the day I die, I would be staunchly opposed to the 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 283.The trucks going through Austin can drive around the city, im sure itll be faster anyway. Thanks you for considering my voice.	See comment #3;

1916	Rae Laust			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/Induced Demand	Highway traffic will simply expand to fill the new capacity.	See Comment #18:
1917	Ray Cardian	M/CapEx Website-Comment Form		Air Quality/Noise	Highway noise abatement strategies - as a resident of the Travis Green Condominium community, at 1304 Mariposa Drive, Austin TX, 78704, situated on the west side of the proposed M-35 right-of-way and new frontage road between Westland and Ostrif Streets, I am requesting that the project account for and moderate the impact of noise generated by increased traffic moving through our neighborhood. Please add appropriate measures, including sound walls, sound-absorbing paving materials, and sound-absorbing materials for retaining walls, barriers, etc. to reduce the overall volume of noise.	See Comment #34
				Construction	Construction activity noise and vibration abatement - as a resident of the Travis Green Condominium community, at 1304 Mariposa Drive, Austin TX, 78704, situated on the west side of the proposed M-35 right-of-way and new frontage road between Westland and Ostrif 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 measures are taken to address if the project's construction to address these concerns.	See Comment #119
				Water Quality	Stormwater and erosion control - as a resident of the Travis Green Condominium community, at 1304 Mariposa Drive, Austin TX, 78704, situated on the west side of the proposed M-35 right-of-way and new frontage road between Westland and Ostrif 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 Harpes Branch Creek. The shoreline of the creek is quite steep in areas and any shifting of the eastern bank, due to either M-35 / frontage road design, and construction related activities could cause flooding in storm drains 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 Harpes Branch Creek, please consider stormwater flow and stream channel bank side erosion impacts from the increased impervious cover of the expanded M-35 corridor project (to our neighborhood).	See Comment #125
1918	Kay Mori	3/7/2023	Email	Do not widen/no build	No TxDOT TxDOT. Expanding will only make things worse. Thank you.	See Comment #5
1919	Kayla Burgess	1/31/2023	M/CapEx Website-Comment Form	Regional Connectivity	I am in favor of the railroad to Austin.	See comment #1
1920	Kaylinn Parks	3/7/2023	Email	Do not widen/no build	Multi325 Program Manager Tommy Hingis. 10 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 Berach	3/7/2023	Email	Do not widen/no build	Multi325 Program Manager Tommy Hingis. I oppose TxDOT's plans of expanding I-35. We must protect the environment and the residents of that area.	See Comment #5
1922	Kayla Weeks	2/26/2023	M/CapEx 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 aquatic features in the proposed right-of-way. Additional data is required for this year for authorization for a USACE permit, so most cases.	See Comment #125
				Do not widen/no build	It's hard to understand who exactly this would service? Who in this city needs to have an official cut through in a neighborhood? Especially if the residents in this particular neighborhood are asking for you to eliminate it then you don't? This is a neighborhood corridor that major street traffic uses the major streets instead of traveling up this side street community. We have 3 major schools in the neighborhood. One elementary, one alternative school, and one preschool. We don't need to jeopardize those kids with fast moving cars. Likewise, we have a new bike highway that was implemented by the city of Austin. If you push through with this plan, won't that money spent be a total loss? We also have a huge park that supports all types 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 west side with central Austin? Who exactly is asking for that and what community voices are pushing for this? Please let us know. Because it's not the people who will be impacted by it, I promise. And finally, there are 3750+ this access points from Meade to terranova/ west Austin. You guys did that on purpose to protect those neighborhoods... please consider doing that for the E&B S&B too. We also want community and a break from all the traffic and congestion.	See Comment #5
				Widening	In regards to the 41st Street extension to Wilshire Blvd we are in OPPOSITION.	See Comment #9
1924	Karl Semmens	3/7/2023	Email	Do not widen/no build	Dear Commissioners, I have driven in Los Angeles, I have driven in New York, I have driven in Atlanta, Boston, Chicago, Honolulu, Houston, Seattle, and Washington DC. As diverse as these cities are, they all suffer from traffic gridlock. Over the decades, all of them have tried to build their way out of their traffic jams by adding more roads with more lanes. This has never worked. In each of these cities, traffic is worse than ever. Part of this is due to population growth. But much of it is due to mismatched incentives. New roads can improve traffic flow temporarily, but experience shows they soon draw extra traffic which erases any gains. As multiple studies confirm, this cycle has played out over and over. The last major expansion of Houston's Katy Freeway illustrates this perfectly. When it comes to roads, if you build it they will come. The numbers of drivers and vehicles always grow to fill the new lanes, and then some. For this reason, I oppose the existing plan to widen I-35. I am not against roads and vehicles. They are essential for both personal and commercial transportation. However, this proposal is a band-aid instead of a cure. Billions of dollars will be spent, only to leave future officials with a bigger headache to solve before mid-century. I urge you to reconsider the current plans, particularly given TxDOT's own recent experience from the Katy Freeway expansion. I know you don't want to waste taxpayer dollars. Please examine solutions being adopted in other states facing similar challenges, and model alternative proposals offered by various parties here in Austin. Everyone wants a viable solution that improves traffic flow for the long term, while preserving Austin's amenity and quality of life. Surely we can figure this out. Kind regards, Karl Semmens	See Comment #5
1925	Keith B		M/CapEx Website-Comment Form	Do not widen/no build	Please do not expand I-35 for more lanes. Please do not create Induced Demand with a wider intercity, 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 Donahue	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. Keith Donahue, Regional President, Central Texas, I-35&S-Rena Parkway, Suite 100 Austin, Texas 78718. Please notify the sender immediately if you have received this email by mistake, and delete it from your system. Absent specific permission from the sender, you should not disseminate, distribute, or copy this email. Email transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message. If verification is required, please request a hard-copy version. Defamatory statements and copyright infringement by employees is prohibited by Southside Bank, and the Bank disclaims any liability arising from such communications.	See Comment #8
1927	Keith Donahue	1/26/2023	M/CapEx 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. 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 Donahue	See Comment #8
1928	Keith Donahue	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. Regards, Keith Donahue. Please notify the sender immediately if you have received this email by mistake, and delete it from your system. Absent specific permission from the sender, you should not disseminate, distribute, or copy this email. Email transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message. If verification is required, please request a hard-copy version. Defamatory statements and copyright infringement by employees is prohibited by Southside Bank, and the Bank disclaims any liability arising from such communications.	See Comment #8
1929	Keith Donahue	2/6/2023	M/CapEx Website-Comment Form	General support	I support the I-35 redesign.	See Comment #8
1930	Keith Matthews	3/6/2023	Email	Community alternatives	No TxDOT TxDOT. Is when I 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 solved instead for TxDOT's drivers, not road expansion is the only solution that has been proposed despite proven failures across the state. As an Austin resident, I prefer not to travel around town on crowded, congested highways. I believe we need investments in other forms of transportation such as public buses, trains, biking paths, or sidewalks, all of which reduce our carbon footprint, pollution, and congestion. While these projects are long-term, I do believe that not only the city, but it's people would benefit from this healthier and more peaceful choice. I implore you to invest in a reimagined future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and Rebuild35, to be fully studied and invested in. Thank you.	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
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 TxDOT. Thank you for your consideration of this request.	See Comment #8
ID C N Da R d S Topic C A p						
1932	Keith Zimmerman/USA	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. The information contained in this email (including any attachments) is confidential, may be subject to other proprietary rights, and is intended for use by the named recipient(s) only. Access to or use of this email or its attachments by anyone else is strictly prohibited and may be unlawful. If you are not the intended recipient(s), you may not use, disclose, copy or distribute this email or its attachments (or any part thereof), nor take or omit to take any action in reliance on it, if you have received this email in error, please notify the sender immediately by telephone or email and delete it, and all copies thereof, including all attachments, from your system. Any confidentiality or privilege is not waived or lost because this email has been sent to you in mistake. Although we have taken reasonable precautions to reduce the risk of transmission of confidential or otherwise sensitive information, we accept no liability for any loss or damage caused by this email or its attachments due to its transmission, interception, corruption or unapproved access. For information on how your personal information is processed, including information on how to exercise state or country specific Privacy Rights please view our privacy notice here: https://www.capitalmexalliance.com/en/privacy-and-data	See Comment #8

1033	Ruth Zimmerman/USA	2/1/2023	Email	General support	<p>Dear Chairman Ruggs and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Mean Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense 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. 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 or its attachments (or any part thereof), nor use or seek to take any action in reliance on it. If you have received this email in error, please notify the sender immediately by telephone, e-mail and delete it, and all copies thereof, including all attachments, from your system. Any confidentiality or privilege is not waived or lost because this email has been sent to you by mistake.</p> <p>Although we have taken reasonable precautions to reduce the risk of transmitting software viruses, we accept no liability for any loss or damage caused by this email or its attachments due to viruses, interference, interception, corruption or unapproved access.</p> <p>Please do not disseminate or use your personal information in this email, including information on how to exercise state or country-specific Privacy Rights please view our privacy notice here: <a href="https://www.austintexas.gov/ocw/privacy-and-cookies">https://www.austintexas.gov/ocw/privacy-and-cookies</a> 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: <a href="https://www.austintexas.gov/ocw/privacy-and-cookies">https://www.austintexas.gov/ocw/privacy-and-cookies</a></p>	See Comment #8
1034	Rolan Robinson			Do not widen/ho build	<p><b>Mobility35 Program Manager Tommy Koenig,</b></p> <p>As an East Austin resident and resident for over 30 years, I urge TxDOT to be innovative in their approach to this project and consider a plan that promotes pedestrian scale transportation solutions that enhance the urban environment while embracing multimodal transportation - not simply adding lanes that will soon be full of more single occupancy vehicles.</p> <p>I was excited to East Austin and know the related pain I-35 has represented in our community's history. Any slow-down or at-grade expansion of this already ill-planned infrastructure project would be detrimental to our city.</p> <p>Rolan Robinson</p>	See Comment #5
				Caps/Catch Phases	<p>Please reveal a true cap and ditch solution and create a plan to effectively divert as many semi-trucks to I-30 as possible.</p>	See Comment #42
1035	Nitesh			Do not widen/ho build	<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 investing in wasting millions upon millions of dollars to make a problem worse? How much are car and gas companies bringing you? Be smart. Think about the future for a change rather than who is putting money in your pockets, because short-sighted plans like this only sabotage Austin's future.</p>	See Comment #5
				Public Transit / Multimodal Transportation	<p>The only real way to deal with constantly increasing Austin traffic is by heavily 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 #13
1036	Kath Morrison	2/28/2023	McCuife Website Comment Form	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 economic growth and the quality of life of a growing region. I believe more lane and mile expansion is needed to meet the needs of our growing region and to continue to thrive.</p> <p>I write in support of the I-35 Capital Express Corridor design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.</p>	See Comment #8
1037	Kelly	1/20/2023	McCuife Website Comment Form	Do not widen/ho build	<p>Improve public transportation. Don't expand the highways.</p>	See Comment #5
1038	Kelly Bach			Do not widen/ho build	<p><b>Mobility35 Program Manager Tommy Koenig,</b></p> <p>Hi there,</p> <p>My name is Kelly and I am a resident of Austin, TX. I am writing to ask you to stop the expansion of I-35. This expansion will cause more traffic and challenges for the residents of Austin. It will cause more pollution in a zone that directly affects the ecosystem of this area. This project directly affects 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 again.</p>	See Comment #5
				Community Alternatives	<p>The reality is that highway expansion does not help traffic! Please consider the rethink I-35 proposal and/or reworking SH-130 to be an interstate highway.</p>	See Comment #4
1039	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
1040	Kelly Harper			Do not widen/ho build	<p><b>Mobility35 Program Manager Tommy Koenig,</b></p> <p>As a resident of Austin, in the Brown / E. 49th street area since the late 90's, I see the potential for more harm than good from the current proposed expansion of I-35. There must be a more forward thinking solution. Please consider ways to move truck and commercial vehicles to travel through less traveled routes rather than our primary 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>	See Comment #5
				Community Alternatives	<p>The Rethink35 proposal 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 delays. Which shows we're too dangerous for the people involved.</p>	See Comment #4
				Bike/ped safety	<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 #30
				Water quality	<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 Mariposa Drive, Austin TX, 78704, situated on the west side of the proposed I-35 right-of-way and new frontage road between Woodland and Offutt Streets, I am requesting that measures be installed to reduce stormwater related runoff, flooding potential, and further reduce erosion in adjacent creek drainage areas. Our community and the adjacent Brooks Apartments are located partly along the southern shoreline of both the East and West branches of Harpers Branch Creek. The shoreline of the creek is quite steep in areas and any shifting of the earthen bank, due to either 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 shoreline. This bank-side settlement and/or erosion could also cause foundation movements in buildings immediately adjacent to the creek's banks. As the project crosses directly over the Eastern branch of Harpers Branch Creek, please consider stormwater flow and stream channel bank-side erosion impacts from the increased impervious cover of the expanded I-35 widening project in our neighborhood.</p>	See Comment #125
1041	Kelly Mahan				<p>TxDOT public comment response for proposed I-35 expansion:</p> <p>Construction activity noise and vibration abatement: As a resident of the Travis Green Condominium community, at 1304 Mariposa Drive, Austin TX, 78704, situated on the west side of the proposed I-35 right-of-way and new frontage road between Woodland and Offutt Streets, I am requesting that construction activities involved with the project be done in a way that mitigates or at least minimizes potential impacts to our buildings and residents within. Vibration from road cutting into the surrounding landscape could cause foundation settlement, cracking of building floor materials, and other related damages.</p> <p>Please ensure measures are taken in advance of the project's construction to address these concerns.</p>	See Comment #34
					<p>TxDOT public comment response for proposed I-35 expansion:</p> <p>Highway noise abatement strategies: As a resident of the Travis Green Condominium community, at 1304 Mariposa Drive, Austin TX, 78704, situated on the west side of the proposed I-35 right-of-way and new frontage road between Woodland and Offutt Streets, I am requesting that the project account for and moderate the impact of noise generated by increased traffic moving through our neighborhood.</p> <p>Please add appropriate measures, including sound walls, sound-reducing paving materials, and sound-absorbing materials for retaining walls, barriers, etc. to reduce the overall volume of noise.</p>	See Comment #34
1042	Kelly McClelland	2/9/2023	My idea I do	Sound Walls	<p>Does this noise barrier wall have to be as high? 20 feet seems like it would be an unfortunate expense. Cheapwood neighbors would love a cap and ditch across the highway.</p>	See Comment #69
				Do not widen/ho build	<p>I'm generally not in favor of widening I-35.</p>	See Comment #5
				Labor/Unskilled Demand	<p>I do understand that much of the I-35 traffic is local, but if this is the case I'm still uncertain that expanding our limited access highway will address our current problems. Widening roads rarely works to reduce congestion.</p>	See Comment #18
1043	Kelly Rasky		VOH	Rebuild to I-30	<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>	See comment #3.
				Multimodal transportation	<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 #20
1044	Kelsey Cooper			Do not widen/ho build	<p><b>Mobility35 Program Manager Tommy Koenig,</b></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>	See Comment #5
				Rebuild to I-30	<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 #3
1045	Kelsey Fiske			Do not widen/ho build	<p><b>Mobility35 Program Manager Tommy Koenig,</b></p> <p>Dear TxDOT,</p> <p>I am a resident of Austin. I have driven on I-35 for my whole life. For the past several years I have avoided it entirely because I know too many people who have gotten in crashes on it. Expanding this highway does not align with Austin's Vision Zero and climate goals. As a pedestrian and bicyclist, having to cross 6 lanes of frontage roads is NOT safe.</p>	See Comment #5
				Rebuild to I-30	<p>This wound of a highway should be removed. SH 130 was built as the typical. Make people use OTT Drive 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 #3
					<p><b>Nitesh,</b></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, I feel it's important to make the best use of the space and the city. We need to keep in mind all the implications of making a highway more lanes, this has never 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 all. I need to be truly heard. Thanks for your time!</p>	See Comment #5
				Do not widen/ho build	<p><b>Mobility35 Program Manager Tommy Koenig,</b></p> <p>I OPOSE TxDOT's plans for I-35 and I OPOSE 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

					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	Karen Odam	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Koenig.	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	Ken Kilo	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				
ID	C	N	Da	R	d	S	Topic	C	R	P
1950	Kendal Glavin	3/7/2023	McAuley Webster Comment Form	Do not widen/no build		This plan needs much more work. First and foremost we MUST have more public transit options surrounding the I35 expansion. We need light rail and more bus routes. This 25 years ahead with alternative energy and just more carbon emitting assets. Anything else is shortighted and ultimately 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	Kendall Kibbey Duck				Community alternatives	Mobility35 Program Manager Tommy Koenig.	I'm an Austin resident and live near I-35, and I oppose the plans for expansion. I do not want to live with more noise and pollution.	See Comment #4		
					Community alternatives		A better proposal is the Rethink35 proposal, or building a park over the highway to connect communities that have been divided by it, or a public transit focused solution. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #4		
1952	Kenneth Cook				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 McCreary	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 McCreary	See Comment #8				
						To the I35 Capital Express Central Project Team: This note is being written to express my concerns about the proposed project to expand and change the I35 highway. I'm a resident in the Townes at Tiger Lake, a condominium just west of I35, north of the lake, and south of Cedar Chavez and so what is considered the "Raney Street area". Our address is 40 N. Interstate 35, so our property is right on the feeder road to I35. The construction proposal 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 redefining I35 to ease traffic congestion on the highway, and to update the highway, I'm concerned about the actual construction project itself. From all I have read and heard, the project team has failed to consider the impact the project itself will have on the neighborhood, and some of the proposed components of the final design will negatively impact the neighborhood. Further, it's not clear that the City of Austin and TxDOT have coordinated their project at all. This lack of coordination will cause great distress, and increase risk to those of us using the streets, sidewalks, and bike lanes in the area. As you may know, the convention center project, the I-35 project, and the continued expansion/construction of sky scrapers in the Rainey St area would all be happening at the same time. Cedar Chavez is already over congested due to just the convention project. Once we add in the convention center project and the proposed construction along I35, the primary entrance ways to the Rainey district (the intersections of Red River and Cedar Chavez, and the intersection of I35 and Drivall St) will be an even bigger nightmare than they are today. Add to this the special approval of the Austin City Council for a FAR (Floor Area Ratio) for the Rainey area of something above 20 when the zoned ratio is 8, and New York City is 12), will make the density, the number of people and vehicles coming into and leaving the area, and ultimately the traffic even greater than today. It's not clear that the traffic coming into and out of the Rainey district has been considered as part of the I35 construction project. The staging areas, the street closures/narrowing, and the ultimate design for the intersection of Cedar Chavez and I35 need to consider the impact on the traffic flowing in and out of Rainey. I respectfully ask that more detailed plans be made for the construction project that consider the traffic and population change underway in this area. Next, the plans I've seen for the reconstruction of I-35 eliminate the entrance to the highway that we currently have just north of Cedar Chavez on the northbound side. The plans seem to now require traffic to use a flyover bridge starting at 8th street. Eliminating the current entrance, without adding a newer one closer to the Cedar Chavez and I35 intersection, given the traffic increases in the Rainey District just any other growth planned for East Austin south of Cedar Chavez), is it advised. Would it be possible to find a way to add a northbound entrance between Holly and Cedar Chavez? Then traffic exiting Rainey or Holly would be able to jump on I35 before getting to the Cedar Chavez intersection. Finally, I'm concerned about pedestrian and bike access in the area next to my home. The plans I've seen do not include a pedestrian or bike lane on the bridge crossing I35 from Blue Street to Holly Street. Could the plans be upgraded to include pedestrian and bike lanes for this bridge? I often walk under I35 at Holly today to reach the East side, and that will not be possible after the project is completed if the current plans are not modified.	See Comment #69			
1954	Karl Pearson	3/1/2023	Email	Noise						
						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 street west side to Withrow east side thoroughfare. The connectivity from west to east can just as easily be accomplished via feeder road to airport Blvd with the disruption of a historical residential neighborhood. Longtoms were used when Mueller was redeveloped to mitigate cut through traffic on to Withrow Blvd. The longtoms have been effective and could be implemented at 42nd and Withrow to move traffic to Airport Blvd, without disrupting a beautiful, old, historic family neighborhood. Sincerely, Kerry Morgan	See Comment #5			
1955	Kerry	3/7/2023	Email	Do not widen/no build						
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	Keshav Prathivad		VOT	Do not widen/no build		I am vehemently against the I-35 expansion project. To begin with, traffic projections by TxDOT in years past that supposedly justify these expansions have never materialized. TxDOT projected nearly a nearly twofold increase in traffic volume for I-35 in 2002 looking to 2020 and that volume never changed for those 18 years.	See Comment #5			
				Business/residential displacement		This project will also claim multiple businesses without enhancing any of the surrounding area and making it extremely hostile to pedestrians and knapsack transit (Red Line, Blue line, bus routes) through the city. In addition, eliminating the managed lanes would limit the footprint of the highway. These lanes add no value to the downtown project as it does not cater to anyone looking to go into downtown Austin.	See Comment #21			
				Racial justice		As for the project itself, it fails to heal the damage done by the original project 60 years ago that divided our city.	See Comment #3			
				Cops/bike phases		Even the proposed caps (at the city's expense) will not alleviate the damage done by the expansion as they would be inaccessible and unsafe.	See Comment #42			
				Bike/ped safety		One way to fix this is by narrowing the frontage roads from 6 lanes to 4 or 3 (one central turning lane) and designing the road such that the maximum speed would be no more than 30 mph. In addition, there should be no entry/exit points to I-35 through the downtown core to reduce the number of high speed vehicles on downtown roads. This will make it much safer for pedestrians and bicyclists to navigate the area.	See Comment #30			
				Public Transit / Multimodal Transportation		As a city that is growing and investing heavily in public transit in the near future, I am disappointed to see TxDOT using a 1950s mindset to plunge some of the most precious real estate in Austin into construction for the next decade.	See Comment #13;			
				Reverts to I-35		ES billion spent on this project could be better used on acquiring the SH 130 ROW and redesigning 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 get to TxDOT to recalculate the path they are on or at least take into mind the concerns of citizens who are concerned about the proven negative impacts of freeway expansion (temporary congestion, noise, induced demand, displacement of residents, poor air quality, increased emissions).	See comment #3			
				Do not widen/no build		Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement. Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the 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 "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. 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. 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 #5			
				Community Alternatives		There is clear community support for both the Rethink35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TI study was interesting, I'm to say it is a misrepresentation 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 run the rigorous analysis found throughout thousands of pages of ES on the Rethink35 and Reconnect Austin proposals.	See Comment #4			

1959	Radley Pruthi						Multimodal Transportation	<p>Dear I-35 Capital Express Central,</p> <p>Re: I-35 Capital Express Central, Draft Environmental Impact Statement</p> <p>Dear Governor Abbott and other El Paso 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 as much as I have to drive today. Driving is one of the most dangerous way to travel in Texas, with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.</p> <p>The travel demand models that only seek to optimize this project to slightly speed up long distance single occupant vehicle travel do not represent my needs and desires or the vast majority of the reasons that I need safe, multimodal access in the Austin region. The regional growth forecasts that project a future with the vast majority of residents living in car-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the lifestyle that I want to live.</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&amp;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.</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, NoThink35, and Reconnect Austin scenarios.</p>	See Comment #4	
ID	C	N	On	R	P	S	Topic	C	R	P
1960	Isabel Ingham	2/26/2023	Email	Bike/ped safety				<p>I live at 52th and Chicon and commute to downtown by bike. 4th ave 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 far out of your way to cross from the east side to downtown. I would like to see much more done to improve on current connectivity before any plans to expand the 135 go forward. If volume targets must be met, please consider using other north-south corridors like 130 or 163 that have less impact on an urban center. Sincerely,</p>	See Comment #30	
1961	Kevin Burns	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	
1962	Kevin Burns	3/6/2023	McGuire 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.</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 #8	
1963	Kevin Chau	3/6/2023	Email	Public Transit/Multimodal Transportation				<p>Multistep Program Manager Tommy Knight,</p> <p>Addressing I-35 is one of the worst ways to make Austin a place unfriendly to everyone involved. Traffic congestion will be worse, people commuting will spend more of their day in cars, and we are spending enormous amounts of money for car infrastructure that could better be spent on proven transportation strategies.</p> <p>Europe and Asia are leaders 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.</p> <p>Growing up for 22 years in Austin, I can tell it is very frustrating spending a third of my life on a highway. Not having a car is essentially being put on house arrest. Let's invest in more biking infrastructure that's separate from cars. Let's build better public transit with headways where people don't have to plan their days around bus and train times.</p> <p>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 Chongbin	3/7/2023	Email	Do not widen/rev build					See Comment #5	
1965	Kevin English	1/4/2023	McGuire Website Comment Form	Reverts to I-30				<p>Is there any consideration for an entirely new freeway between TX 281 to TX 67 &amp; I-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 I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Kevin Fleming [REDACTED]</p>	See Comment #8	
1967	Kevin Fleming	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. Kevin Fleming [REDACTED]</p>	See Comment #8	
1968	Kevin Fleming	3/7/2023	Email	General support				<p>Dear Chairman Bugg and Commissioners:</p> <p>I have been involved in Austin since 1984 with the development of 100 Congress, the office building at Cesar Chavez, and Congress Ave. We faced issues with I-35 at that time. It has grown to be a major hurdle for us all.</p> <p>I support the I-35 Capital Express Central design as proposed by TxDOT.</p> <p>Please approve this project and move forward.</p> <p>Thanks,</p> <p>Kevin</p>	See Comment #8	
1969	Kevin Fromm	3/7/2023	McGuire Website Comment Form	Reverts to I-30				<p>The toll roads east of US should be free and traffic that is not bound for Austin should have use as a bypass to reduce US 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	VOH	Reverts to I-30				<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 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/rev build				<p>Dear I-35 Capital Express Central,</p> <p>Re: I-35 Capital Express Central, Draft Environmental Impact Statement</p> <p>Dear Governor Abbott and other El Paso 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 as much as I have to drive today. Driving is one of the most dangerous way to travel in Texas, with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.</p> <p>The travel demand models that only seek to optimize this project to slightly speed up long distance single occupant vehicle travel do not represent my needs and desires or the vast majority of the reasons that I need safe, multimodal access in the Austin region. The regional growth forecasts that project a future with the vast majority of residents living in car-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the lifestyle that I want to live.</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, NoThink35, 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&amp;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 #9	
1972	Kevin Koch		VOH	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 32nd/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	VOH	Business/residential displacement				<p>Please activate the "enhanced aesthetic opportunity areas." Make sure they don't become homeless camps.</p> <p>Please use existing historic structures in these spaces offer opportunities for businesses. There's enough room at 32nd/32nd for the to continue with their same placement relative to the feeder road. These are lower-rent spaces that have interesting uses that serve the neighborhood. Living, activated spaces are less likely to be places for people to turn and leave.</p> <p>Please provide creative sound walls that express the culture of the city. Maybe the sound wall at 32nd and 32nd could be the new Hope Gateway wall.</p> <p>Communicate with neighbors immediately adjacent (like us) about what to expect in terms of project shading, noise, dust, etc during construction. People are already leaving/leaving up out of fear of the unknown, depressing home prices.</p>	See Comment #21	



1974	Kevin O'Donovan	3/7/2023	Email	Do not widen/no build	<p><b>Mobility35 Program Manager Tommy Alving.</b> 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 Oza			Do not widen/no build	<p>The proposed inadequate "cso" 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 csos 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 vibrant 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.</p>	See Comment #5					
				Racial Justice	<p>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.</p>	See Comment #3					
				Bike/ped safety	<p>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, can simply take up too much space, and the only viable mobility solutions center walking, biking, and mass transit.</p>	See Comment #30					
1976	Kevin Reyes	3/7/2023	Email	Do not widen/no build	<p><b>Mobility35 Program Manager Tommy Alving.</b> If you widen that highway I will have to go in myself and shrink it. You will not have a fun time. You really yag</p>	See Comment #5					
1977	Kevin Stacy	3/1/2023	VGH	Do not widen/no build	<p>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 loathe 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 sustainable as possible, either to create 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 outdated and not shared by the majority of Austinians.</p>	See Comment #6					
ID	C	N	Da	R	d	S	Topic	C		R	P
1978	Kevin Verde				Do not widen/no build	<p><b>Re TxDOT TxDOT.</b> <b>Dear City Council,</b> I am writing to express my opposition to the proposed expansion of I-35 and urge you to consider alternative solutions. As a resident of Austin, I believe that the following points should be taken into consideration before any decision is made: I hope you will take these points into consideration and explore alternative solutions to the proposed expansion of I-35.</p>	See Comment #5				
					Community Alternatives	<p>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.</p>	See Comment #4				
					East/West Connectivity	<p>Firstly, it is essential that east-west crossings be available at least every 1/4 mile. This would help to reduce congestion and provide more convenient travel for residents.</p>	See Comment #20				
					Lower Speed Limits	<p>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.</p>	See Comment #395				
					Air Quality/Noise	<p>Moreover, I believe that the proposed expansion will have severe negative impacts on our city, including increased 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.</p>	See Comment #34				
1979	Kevin Wang	3/7/2023	Email	Do not widen/no build	<p><b>Mobility35 Program Manager Tommy Alving.</b> Highway expansions do not and have not ever worked to meaningfully reduce congestion. I do not want to have to use an interstate highway for my local trips in Austin. I visit Austin very frequently (multiple times per year) and often 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	<p>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 pollutants such as NO2, PM2.5 and PM 10, which would provide a more realistic and complete picture of the current lack of air quality - you the current numbers might meet the current government standard now but in reality that standard is pretty lenient despite the unhealthy effects plus it will be changing in the near future. Reality is needed as a main component versus rushing towards the project as it currently stands.</p>	See Comment #18					
						<p><b>Mobility35 Program Manager Tommy Alving.</b> Hi there, I'm a resident of Austin's 3rd City Council district and I oppose the proposed I35 expansion. While Austin is very congested and getting more so by the day, TxDOT and the local community should focus time and money on improving public transit options, NOT putting more cars on the road. I want to live in a city where I can hop a bus or train to get across town instead of sitting alone in a vehicle. Please reconsider the I35 expansion. Thank you.</p>	See Comment #5				
1982	Hera Quinn			Do not widen/no build	<p><b>Mobility35 Program Manager Tommy Alving.</b> 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 very short term. It's a waste of time, manpower, and Texas taxes. Interstate highways are not for local trips, and putting Austinians that we will simply cause congestion and create risk. Instead.</p>	See Comment #5					
1982					Community Alternatives	<p>I support prioritization of public transport or the proposed 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.</p>	See Comment #4				
					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 immense growth we are experiencing in our great State. Accordingly, I am writing today to 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				
1984	Kim Romano	3/3/2023	Email	Do not widen/no build	<p><b>Mobility35 Program Manager Tommy Alving.</b> 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 freeway 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 Tolson				Do not widen/no build	<p><b>Re TxDOT TxDOT.</b> As someone who lives/owns a home close to I-35 (I've lived here for over 10 years, and my partner has lived here 25), I oppose the expansion of I-35 for many reasons: 3 - more attention and money need to be paid to safer, more pleasant, walkable/bikeable/rideable streets, not 20-lane highways 5 - this plan doesn't address any of the alternative concepts (see <a href="https://reconnectaustin.com/">https://reconnectaustin.com/</a>) and Rethink35 (<a href="https://rethink35.org/">https://rethink35.org/</a>). I want these community alternatives to be studied and considered in good faith 6 - more focus needs to be applied to divert through traffic on the interstate AROUND Austin, not enabling more traffic running through the middle of the city</p>	See Comment #5				
					Bike/ped safety	<p>we need better infrastructure for public transportation, biking, walking, and traveling on city streets, not more interstate lanes adding pollution, noise, congestion, and traffic</p>	See Comment #30				
					East/West Connectivity	<p>this will further divide the east and west sides of Austin, making it harder and less safe for people to travel between the areas</p>	See Comment #20				
1986	Kimberly Haman				Do not widen/no build	<p><b>Mobility35 Program Manager Tommy Alving.</b> 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 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				
					Latent/Induced Demand	<p>TxDOT's process in the 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>	See Comment #18				
					Air Quality/Noise	<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>	See Comment #34				
					Community Alternatives	<p>I am FOR the Rethink35 proposal, redesigning another highway such as SH 130 as an interstate, a boulevard going through town, a public transit first project, anything but expanding 35.</p>	See Comment #4				
1987	Kimberly Haman	2/26/2023	Email	Do not widen/no build	<p>The current plans for I-35 are awful. They wipe out businesses and homes, while not providing nearly the number of crossings needed. Also, they will induce more demand for traffic without solving the problem. The better answer is to remove tolls from 45 and 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 faster roads as developable space for shops, homes and businesses. Please reconsider your plans.</p>	See Comment #5					
1988	Kira Kealey	3/7/2023	Email	Do not widen/no build	<p><b>Mobility35 Program Manager Tommy Alving.</b> 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 is 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					

1889	Kirk Gillingford	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 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. Sincerely, Kirk Gillingford President, PDS of Texas [REDACTED]	See Comment #8				
1890	Kristen Delquist			Do not widen/no build	Multi325 Program Manager Tommy Krogan. To whom it may concern: I-35 expansion will only exacerbate the horrible traffic conditions in this car-centered city. The research overwhelmingly shows that highway expansion does nothing except allow for even more traffic. PLEASE be smart and take the long-term solution and not the short-term 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 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				
1892	Kristen Demmer	3/7/2023	MCu&E Website Comment Form	Do not widen/no build	I have recently been told about the proposal of 454d merging with Westlake Blvd in the renovation of 35 and while I know this is all complicated to plan, as someone who lives on Westlake I am very, very against it. I bought this house as an investment in the childhood of my young son and an investment in my financial future as a single mom. That investment is grounded in the neighborhood itself - the amount of children running around playing football, riding bikes and neighbors walking the streets with their dogs. Making Westlake 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 Keller	2/6/2023	MCu&E Website Comment Form	General support	I love the idea of putting the backyards downtown on the west side of the highway! It keeps the neighborhood protected from traffic and excess noise. I can't wait for the highway to be dropped below ground as well.	See Comment #6				
1894	Kristen Olson	1/30/2023	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. Kristen Olson, Office Manager [REDACTED] Hill & Wilkinson Dallas < [REDACTED] > Part Worn [REDACTED] www.hill-wilkinson.com	See Comment #8				
1895	Kristen Self	3/7/2023	Email	Do not widen/no build	Multi325 Program Manager Tommy Krogan. My husband and I are residents of New Braunfels and are current commuters via 35. We oppose the expansion of 35. We feel this will only worsen the traffic on 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 35 is a better long-term solution for traffic and the environment. Thank you.	See Comment #5;				
1896	Kristen Widke	3/7/2023	Email	Do not widen/no build	Hi TxDOT TxDOT, I'm writing to express my opposition to expanding I-35. I object to the many negative consequences that can be foreseen - increased pollution, discouragement of walking, biking and public transit, and taking over more of the cities core neighborhood around I-35. For our community, I want more safe, pretty places to walk and bike. I don't think making larger highways will solve the transportation problem. Please look at alternatives to expansion.	See Comment #5				
ID	C	N	Do	R	F	S	Topic	C		
1897	Kristi E. Stotts	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. Information contained in this transmission is attorney privileged and confidential. It is intended for the use of the individual or entity named above. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copy of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by telephone.	See Comment #8				
1898	Kristin Davis	1/11/2023	MCu&E 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 Marcus	1/26/2023	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. Kristin Marcus Sent from my iPhone	See Comment #8				
1900	Kristin e Boy	3/7/2023	Email	Do not widen/no build	Multi325 Program Manager Tommy Krogan. When I lived in East Austin, I didn't have a car. The single biggest obstacle to me biking around was 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 cities I'd be by. Expanding it will only make those, and it's many other problems worse, all inevitable expense. Please "reconsider" 35.	See Comment #5				
1901	Kristina Magina-Garcia	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 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. Kristina Garcia	See Comment #8				
1902	Kristin e Hahn	1/23/2023	MCu&E 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 Pitts	1/30/2023	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				
1904	Kristy Wainwright-Alfamey	1/12/2023	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.	See Comment #8				
1905	Kristina Jean	1/11/2023	MCu&E 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		3/7/2023	Email	Rebute to I-35	Multi325 Program Manager Tommy Krogan. I am a resident of Austin, TX, I've been here for a long time & have lived in my different parts of town. Whenever there is discuss a new place to live, two things have come to mind: where is the nearest RT & how far away can I get from I-35. OPPOSE TxDOT's plans for I-35 and OPPOSE expansion. Expanding is not going to reduce anything. I am PDR projects like The Water325 proposed, redesigning another highway such as SH-120 as an alternative, a bikeway going through town, a public transit first project, etc. 20 years of construction for just a few years of congestion relief is NOT worth it. I lived RIGHT off of I-35, only a few years ago, just passed the river -- and it really was an absolute nightmare getting home, most of the time, My only available route entrance to my apartment complex was off of I-35, so a 5 minute trip home could take up to 20 or more, just because of the time of day delays it being nice about it, because traffic never seems to really end on I-35 and especially the few mile stretch near downtown. I don't want to use an interstate highway for my local trip, I actively avoid I-35 anytime I'm driving, because I'm expecting it to be completely awful. It would be a pleasant surprise if this decision was actually made to make this town better. So many people move here because of how easy it is to leave the place is. Not recognizing I have and New Mexico we could make a bigger effort into changing the big highway, that is 35, into something no one wants to "actively avoid" and actually give a crap about this town we live 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.				
1907	Kystal Moughamer			Community Alternatives	Hi TxDOT TxDOT, Hello, I'm writing to you as a longtime resident of Austin and would like to express my opposition to TxDOT's plans to expand I-35. We lived in the Cherrywood neighborhood for many years and still own property in the neighborhood. Our property is temporarily rented out, and we do our very best to keep the rent as low as possible to provide a more affordable housing option for our residents. We adore the neighborhood and want to ensure it is kept safe, securely.  Air Quality/Noise I'm very worried about what the environmental impacts of expanding the highway here would mean for the health of the community in this area. I-35 divides Austin and is truly a pain in the butt to utilize when traveling to and from central Austin. I hope more consideration will be taken into alternative options such as better 325 proposals to provide re-route non-build traffic. Thank you.	See Comment #4				
				Public Transit / Multimodal Transportation	In addition, as a visually impaired person, I rely on public transportation and walking to get around. Expanding the highway in Austin will make Austin harder to navigate for me and will make the city less safe for me and those like me because there will be more cars and more opportunities for things to go wrong when, for example, crossing under I-35.	See Comment #13;				
1908	Krysstal Deeman			Do not widen/no build	I write in opposition to the plans to expand I-35.	See Comment #5				
				Labor/Induced Demand	Firstly, it is generally known that adding more lanes to highways does not resolve congestion problems due to Induced Demand.	See Comment #18;				
				Climate change	In addition, because of the impacts already being caused by climate change, we should seek to reduce the number of cars on roads, and not expanding the highway. More highway is the opposite of what Austin, the state, and the world need right now.	See Comment #31				
1909	Kyle	2/16/2023	Vocemail	Business/Residential Displacement	My wife's name is Kyle, or you can reach me at 720.232.6826. I truly believe in what the Trinity House is doing for us, for the, for the society, honestly, I don't know if they were compensated and relocated somewhere else. I think that would be fine too, but that existence, I feel, is very important. Because it's a third place where community can gather, basically, as a very quick, fun, down, like, it's where community forms, 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 shifted in our modern society. Being much more isolated. And that Trinity House, what they're doing if they haven't set up all of the many environments, I've been away where it's very isolated, to interact with others. And it absolutely works. And you do feel a sense of community when you're, when you're there. But I think it's vital to our culture, honestly, it is, 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				



2023	Lance Glier				Do not widen/ho build	<p>Model35 Program Manager Tommy Kings.</p> <p>There is a plenty of reasons 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 deal significant damage to the city's existing core for minimal gains.</p> <p>A perfect example is Amsterdam, which was one wide dependent Massive portions of the city were missing towards roads and highways. They chose to change direction, and now it's an incredible destination for tourism and residency.</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"><li>- I don't want to use an interstate highway for my local trips.</li><li>- I don't want to increase noise pollution</li><li>- I don't want to expand area that will further divide the city into two and lower property values</li><li>- I want transit that scales with density and demand</li><li>- I want a new incredible neighborhood that will be filled with tax payers and commerce</li><li>- I am willing to drive under a loop</li><li>- 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</li></ul>	See Comment #9				
					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 drive to live in walkable, beautiful cities. Famous cities with high desirability make choices based on the people there, not the through traffic.</p>	See Comment #13				
2024	Lance Harris	3/7/2023	Email		Do not widen/ho build	<p>Dear US 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 ease the people of the Austin region more - using National Safety Council costs of crashes methodology to compare to Texas A&amp;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 this project is on target to meet the 2035 goal to cut deaths in half is completely doable and within TxDOT's grasp. Based upon the design of the facility and various choices that would result from unambiguously having this goal as the top purpose and need of this project.</p> <p>So 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	Laragne Dallas	3/7/2023	Email		Do not widen/ho build	<p>Model35 Program Manager Tommy Kings.</p> <p>Hello,</p> <p>I have lived in Austin, Texas since 1988 and know that "highway improvements" have bring destruction of businesses and neighborhoods. After that come more vehicles and more congestion. It is the same as I saw in New Jersey - where we lived before moving here.</p> <p>I oppose the current TxDOT plans to make a 135 "bottleneck" 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 I-35 through Austin are ignoring what we and others have learned.</p>	See Comment #5				
2026	Larson Hepler	1/18/2023	MyCause 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 Chalk	1/31/2023	MyCause 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	MyCause Website Comment Form	General information request		<p>The Texas Department of Transportation will host a virtual public hearing with an in-person option to gather input on proposed improvements on I-35 from US 290 East to US 290 West/State Highway 71. The purpose of the public hearing is to request public comment on the draft Environmental Impact Statement (EIS) and to present the Preferred Alternative.</p>	General information request - information was provided to stakeholder				
2029	Larry Bates	2/6/2023	MyCause Website Comment Form	General information request		<p>The Texas Department of Transportation will host a virtual public hearing with an in-person option to gather input on proposed improvements on I-35 from US 290 East to US 290 West/State Highway 71. The purpose of the public hearing is to request public comment on the draft Environmental Impact Statement (EIS) and to present the Preferred Alternative.</p> <p>Question: will that be updated and posted to the My35Cause.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 I-35 as is. Construction will take many years and will make travel along I-35 very slow and difficult and inconvenient for all of those years.</p>	See Comment #5				
					Retain to I-30	<p>The best solution is to leave I-35 as it is and convert Hwy 130 to I-35 East. Simple. Much less cost. No inconvenience. No traffic can take I-35 East.</p>	See comment #3				
2031	Lathrop Smith	1/13/2023	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 Center design as proposed by TxDOT. Thank you for your consideration of this request.</p>	See Comment #8				
2032	Leora 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 pinged 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>No course you can't use the freeway effectively because there's too many people.</p> <p>I do not recommend expanding I-35 as you suggest I recommend that you expand airport a little bit that you expand Shoemaker a little bit and that you expand Burnet Road a little bit and also that you stop pingping the city out to every "high better" because it makes you feel important. Right it stops. Thank you.</p>	See Comment #5				
ID	C	N	On	R	P	S	Town	C		1	2
2033	Laura Boring	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 Center design as proposed by TxDOT. Thank you for your consideration of this request.</p> <p>I 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 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 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 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, the sender 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 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 Center design as proposed by TxDOT. Thank you for your consideration of this request.</p>	See Comment #8				
2035	Leora 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 I-35 in Austin. Please don't expand I-35.</p>	See Comment #5				
					Community Alternatives	<p>We need to look at the alternatives from Recaptured Austin and Redrock 35. I live close enough to I-35 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. I want safe, pleasant, walkable and bikeable streets.</p>	See Comment #34				
2036	Leora Clineaux	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	Leora Colman Saphar				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 #21				
					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 #18				
					Retain to I-30	<p>We need alternative routes for heavy trucks that encourage them to bypass the downtown.</p>	See comment #32				
					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 devastating expansion.</p>	See comment #1				

2038	Laurea Cunningham	1/31/2023	McClure's Website Comment Form	Regional Connectivity	Add high speed light rail between Austin and San Antonio. Having access to both cities would help economic growth.	See comment #1					
2039	Laurea Fender			Do not widen/no 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 sided 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	Laurea Gómez			Do not widen/no 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 mountains. While mountains are impossible I do believe the city could be an example to the southern region in what a train transportation system could bring to the city. Expanding 35 to the north/south 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-review the Reconnect Austin and Retain 35 proposals to incorporate these solutions into the next steps for downtown Austin and I35.	See Comment #4					
2041	Laurea Guterman	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					
2042	Laurea Johnson	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					
2043	Laurea Miller	3/7/2023	Email	Construction	Mobility35 Program Manager Tommy Klings. We Not need the pollution the construction traffic. It's not going to help form and raised here please do not do this to our city	See Comment #178					
2044	Laurea P Martinez	3/9/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Klings. We fairly recently moved back to Austin after missing around 38 years with my husband's career in the US Army. Our assignments in many different states and countries including Colombia, Germany and Kuwait gave us a chance to see different ways of managing transportation and the many benefits of a downtown that is not divided by a highway. I feel very strongly that the city should not expand the highway right in the center of a thriving business and entertainment district. This type of expansion has not show to reduce traffic, but instead adds pollution. There are better ways to develop the infrastructure that would be so much more beneficial to the quality of life in Austin for residents and visitors alike. Thank you for your consideration.	See Comment #5					
2045	Laurea Steven			Do not widen/no build	Mobility35 Program Manager Tommy Klings. 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, Laurea Steven	See Comment #5					
				Community Alternatives	I prefer a plan like Retain 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	Laurea Tull			Do not widen/no build	I have been following the progress for the reconstruction and expansion through my neighborhood association in Hancock for a couple of years and the one aspect of the project that concerns me is the expansion of the lanes. There was a similar expansion in Houston, which when completed was back to capacity within a year. I believe that Austin's expansion will have the same fate. You can't expand a highway forever as alternatives have to be found. Please reconsider the expansion. I am in favor of taking the toll off 45 and 135 to accommodate this traffic. The other issue in our neighborhood is creating a park at 45th. There seems to be some issues for people with disabilities, elderly, etc in getting across. I hope you will address this issue.	See Comment #5					
				Cape/Creek Phase	Otherwise, I love the idea of widening the highway and creating ramps and bridges to connect neighborhoods.	See Comment #42					
2047	Lauren Power			Do not widen/no build	NE TxDOT TADOT, I oppose widening I-35 because I-35 is already a smelly, loud, toxic, dangerous nuisance running through the city center. Expanding I-35 would destroy businesses and homes, but reducing it to a boulevard with traffic calming medians and shade trees would open up more land for downtown housing, small local businesses, and safe walkable/bikeable streets.	See Comment #5					
				Route to I-20	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 congeal it.	See comment #3					
2048	Lauren Power			Do not widen/no build	Mobility35 Program Manager Tommy Klings. 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 workplaces, will create a construction rightmare downtown, will further divide East and West Austin - contributing to further gentrification, and will encourage more cars in the city center, wrecking the air quality and walkability of the city.	See Comment #20					
				Community Alternatives	I like the Texas 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/no build	Mobility35 Program Manager Tommy Klings. Hi, My name is Lauren, and I grew up in a suburb on the corner of two major intersecting highways. I had no idea how much my life was shaped by the presence of such traffic until I was older and lived somewhere else, a walkable city that also had remarkable public transportation. I was devastated to return "home," where I now I had to live with the realization that I didn't actually LIVE driving, it was just the only option. Expanding I-35 will trap Texans in this cycle: expand, congest, 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					
				Laten/Reduced Demand	The French understood "Reduced Demand" when opening up commercial railways to passenger trains: suddenly the option to travel by train was available, and thus popular. Why don't Americans? More lanes won't reduce traffic, much less eliminate it altogether.	See Comment #28					
2050	Lauren Celisake			Do not widen/no build	Mobility35 Program Manager Tommy Klings. I am a Austin resident in North University. I strongly oppose TxDOTs plans for expansion. Highway expansions do not work and I do not want to see this happen to Austin. Lauren celisake	See Comment #5					
				Community alternatives	I am for the retain 35 proposal.	See Comment #4					
2051	Lauren Gaines			Do not widen/no build	Mobility35 Program Manager Tommy Klings. Please do more cars on the road! I'm tired of the planners coming up with new ideas instead of trying something the rest of the country already had! 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 contributes to Austin not just the car dealerships and big oil companies. Please please please the bus system sucks and is over worked! I was born at Brookridge hospital in 1984 in downtown Austin and have grown up here. I work as a hair stylist and pay my taxes. I'm a cyclist and an avid bus user. If you live far far west or south your options for timely transportation is extremely limited.	See Comment #13					
2052	Lauren Luft			Do not widen/no build	Mobility35 Program Manager Tommy Klings. 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 Retain35 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</p> <p>Comment: See Assistant</p> <p>WIFE FRAUD WARNING: Due to increased risk of theft by wife 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 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 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. Closings associated with a remote closing option will be passed through to the party requesting them. 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
2054	Lauren Stanley	3/6/2023	VOH	Lateral/Induced 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 BIG MORE VOLUME. LOOK AT THE EVIDENCE. FROM KATY FREEWAY IN HOUSTON WITH 1+ LANES IN EACH DIRECTION, TO YOUR BEDROOM CLOSET THAT FILLS UP NO MATTER HOW BIG IT GETS. WE NEED TO RETHINK HOW WE ACHIEVE QUALITY OF LIFE, AND STOP SPENDING EXORBITANT FUNDS ON CHANGING THE ROADWAY PAVES AND PRODUCING MORE PROBLEMS IN THE LONG.</p>	See Comment #18
2055	Lauren Stolt			Do not widen/no build	<p>Metrolinx Program Manager Tommy Kings. Greetings, My name is Lauren and I am a resident of West Austin. I STRONGLY oppose the lane expansion of I-35 in Austin. We know from existing multi-lane highway projects that highway expansions do not ease traffic congestion. My decision to live in Austin long-term is incredibly dependent on the outlook of a less car dependent future for this community.</p>	See Comment #5
				Lateral/Induced 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 isolated 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 Suckale	2/12/2023	VOH	Do not widen/no build	<p>DO NOT EXPAND NORTH I35</p>	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 Italy	1/19/2023	McClure & Wetherill Comment Form	Regional Connectivity	<p>Rail options for passengers rarely 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 (lead to individual illness and related greenhouse gas emissions that contribute to climate change. Please forward a plan for this that also serves those, like me, in the senior population who want to remain mobile between cities without having to drive that stretch of dangerous highway.</p>	See comment #1
2059	Lauree Berman Young	3/7/2023	Email	Reverts to I-35	<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 I don't understand is why the I-35 left road remains empty while trucks and other cars passing through left over I-35. This is not ok. I propose we change I-35 to a toll road where residents do not have to pay and is not used prohibitive for those passing through. We need to divert this traffic out of the city. Additionally, the intersection at Airport and I-35 needs further review. As the plans stand, it will be nearly impossible for us to turn left out of our neighborhood, meaning that you have a mass of people clogging the I-35 intersection going in the wrong direction. We must be able to turn left out of Delaney 2 to access our kids' schools. Additionally, the businesses that are going to be impacted with this plan are significant. Austin is already losing so many of the mom and pop businesses and now even more in is jeopardly because of this poor planning. Delaney 135: Thank you, Lauren Young. Delaney 2 resident. Comment from Delaney 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 Delaney 2 neighborhood needs and actually cause mobility issues. The proposed highway designs do not meet Delaney 2 mobility and access needs. The proposed alternatives call for closing all of the four entrances to the neighborhood. This will increase the difficulty of getting in and out of the neighborhood, and increase the cut through traffic in the neighborhood when the right hand lane traveling north on Airport backs up, which it does regularly at all times of day. Neither of the proposed alternatives address this issue, and instead focus on the left turn to go south on I-35, a section of traffic that only backs up briefly during rush hour.</p>	See comment #3
2060	Lauree Pijpelt		VOH	Do not widen/no 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
				Lateral/Induced 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. Lauree Pijpelt</p>	See Comment #13;
2061	Lauree 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. As a 40-year resident in Austin, I am pleading and begging you support the funding. I completely, wholeheartedly express my full support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.</p>	See Comment #8
2062	Lauree 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</p> <p>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 Bank's full disclosure at <a href="https://www.independent.com/home/privacy-statement.html">https://www.independent.com/home/privacy-statement.html</a>. This email is covered by the Electronic Communications Privacy Act, 18 U.S.C. Sections 2510-2521, and is highly 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 Krideman			Do not widen/no build	<p>Metrolinx Program Manager Tommy Kings. Hi, when I say concern, I am a resident of West Austin. With the increase in the size and population - Public transit should be the cities number one priority, not highway expansion. 30 years of construction for just a few years of congestion relief is NOT worth it. I live in the middle of the city in one of the most prime locations in East Austin and have had to deal with unbearable noise from the highway. I don't want to use an interstate highway for my local trips. I respect TxDOT, Austin City Council, and other representatives to stand for me.</p>	See Comment #5
				Reverts to I-35	<p>I OPPOSE TxDOT's plan for I-35 and I OPPOSE expansion and believe the highway should be purchased as a tollroad and all non local traffic should be redelegated around the city, such as on SH-130.</p>	See comment #5
				Lateral/Induced Demand	<p>TxDOT proceeds 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.</p>	See Comment #18
				Air Quality/Noise	<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>	See Comment #24
				Business/residential displacement	<p>Expanding it will impact the the other land owners and businesses from building 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 Sundberg land	1/11/2023	Email	City of Austin	<p>Summit St. is a street that runs from Roundwood to Riverside parallel to R 35 and just 1/2 block in from the highway and access rd. As a home owner for 25 years, I have seen the increase of traffic on Summit grow. It can become very congested when there is a back up on the highway, as folks try to cut over to Riverside. Also the Red and traffic traffic has greatly increased mainly due to younger home owners moving in and a new affordable housing project on the corner at Roundwood. Bus service to the Roundwood and IH35 crossing is non existent. Therefore residents must travel to either Olmito or Riverside for transit, at least a 1/2 mile walk. Summit being parallel and closer from the sidewalk along the interstate it has become the preferred route for bikes and walkers. I am not opposed to the closing of Roundwood to cross traffic. But I am concerned that we are making no provision for traffic calming and sidewalks on Summit to provide a safe and calm path for walkers and bikers. Summit St. needs traffic calming and sidewalks all the way down. Old East Riverside would be ideal for a one lane one way street headed out of the neighborhood and built not as a "worrier". https://austintexas.gov/na/gov/newsroom/_comment_letters/policies It would be the perfect entry to the Riverside Corridor and would help calm the traffic for the residents along the side of Old East Riverside. Larry Sunderland 1507 Summit St.</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/no build	<p>Hi TxDOT TxDOT, We lived 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 always a challenge. Please focus on alternatives to expanding I-35, and let's work on keeping Austin walkable and bikeable.</p>	See Comment #5
				Reverts to I-35	<p>They traffic needs to be taking I-83 or I-20 as intended. That is the real solution to the challenges of I-35.</p>	See comment #5
				East/West Connectivity	<p>Expanding I-35 will only make traffic worse. I do not want to see Austin transformed into a mass of freeways, and expanding I-35 would only further divide East Austin from downtown.</p>	See Comment #20



2019	Ledy Carlucci								Do not widen/no build	Mobility35 Program Manager Tommy Klings. Hello, my name is Ledy Carlucci and I have studied city planning for many years. I am a resident of Austin, TX. I've gone to school in Austin, lived here for years and love this city. And that is why I - I OPPOSE TxDOT's plans for I35 and I OPPOSE expansion.  I am investigating other modes of transportation. 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.	See Comment #5
									Latent/Induced Demand	TxDOT's proposal ignores Induced Demand, construction impacts, pollution impacts, the failure of almost all highway expansions, and the success of freeway removals. The proposal's traffic modeling is flawed.	See Comment #18
									Air Quality/Noise	Highway expansions do not work. They worsen congestion, air, noise, and water pollution, and safety, and do not promote other transportation options beyond driving. 20 years of construction for just a few years of congestion relief is not worth it.	See Comment #34
2080	Lela Moser								Do not widen/no build	Re TxDOT TxDOT. Hello Public Servants,  I live in Cherrywood and am car free - enjoy the area due to it's accessibility by bicycle, walking, and public transit to desirable areas. I vehemently oppose expanding I35, this move will only further prioritize a car-centric culture and advocate for more cars, congestion, noise, and pollution. These undesirable qualities are not for my city. This is not what I want Austin to become, nor would it be the spirit of keeping Austin unique. To keep Austin unique we must prioritize alternatives to getting around - not only making access points accessible and safe, but desirable and pleasant!  With this in mind, I'd like for you to consider: * * *  Austin has made strides in improving the amount of bike lanes available around the city, and I would like to see that continue to improve. After establishing their safety, though (eg no potholes, adequate clearance of obstacles) a meaningful next step to make the bike lanes enjoyable (and) necessary for easy riding through pleasant areas that are well lit.  Thank you for taking the time to take my concerns under consideration. I hope you will oppose the expansion of I35.	See Comment #5
									Bike path safety	Prioritizing safe AND pleasant walk/bike able streets. Have you ever been to Eugene OR? It is a dream to take the pet parent, meffront bike/hike path to go up and down the river. Not only it is safe for cyclists and pedestrians our own paths are car traffic anywhere close to the pedestrian zone, with access points well thought out to go off ramps, but it is PLEASANT and ENJOYABLE commode placed or offered in looking at the river instead of staring down at road concrete (concerned about broken glass or a flipped over cycling "barrier" that is now in the bike lane and a major obstacle).	See Comment #30
									East/West Connectivity	East-west crossings "at least" every 1/4 mile not pedestrians pass through the streets without undue, not if the way, noise, alternatives to expansion, including Reconnect Austin and Reconnect35, 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	Letic Garcia	1/13/2023	Email					Team	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 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 I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Letic Garcia	See Comment #8
2082	Leri Perry	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 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 I35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #6
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2083	Leri Stivers								Do not widen/no build	Mobility35 Program Manager Tommy Klings.  Dear City Council Members,  I am writing to express my strong opposition to the proposed expansion of I35 in Austin. While I understand that the city is looking to improve transportation infrastructure, I believe that this project would have significant negative consequences for our community.  Additionally, the expansion would result in increased pollution and noise. Air quality is already a major issue in Austin, and adding more cars and trucks to the road would only exacerbate the problem. The increased noise levels from the freeway would also negatively impact the quality of life for those living near the proposed expansion.  In conclusion, I urge you to reconsider the proposed expansion of I35 in Austin. We need transportation solutions that prioritize equity, sustainability, and the well-being of our community. Let's work together to find a better way forward.	See Comment #9
									Public Transit / Multimodal Transportation	Furthermore, there are several alternatives to the I35 expansion that should be explored. For example, we could invest in public transportation, such as expanding our light rail system or improving bus service. This would not only reduce traffic on the roads but also provide more equitable transportation options for all residents.	See Comment #13
									Racial Justice	Finally, the expansion would perpetuate segregation within our city. The current I35 already divides communities and this expansion would only worsen the problem. Low-income neighborhoods and communities of color would be disproportionately impacted by the construction and increased traffic. Instead, we should be investing in transportation solutions that promote equity and connect all parts of our city.	See Comment #3
2084	Leris Morrey								Do not widen/no build	Mobility35 Program Manager Tommy Klings.  In my 7 years in Austin, the freest traffic I have experienced has occurred on this roadway, I, and everyone I know in this city, witness what feels like an accident a day. I witness reckless driving by motorists, often dragging in semi drivers from their inconsiderate actions, and consistently fear results when using this roadway. Not to mention the perpetual state of construction under which this highway has always been.  I must admit, I am no engineer, no city planner, no expert in infrastructure, but as someone who has lived in big cities and suburbs my whole life, as someone who has seen cities endlessly expand to try to keep up with growing populations, these projects always create more harm than good for existing cities, states, but only furthering our dependency on motor vehicles, but also giving existing motorists more space to exceed speed limits, and attempt dangerous maneuvers for the sake of gaining a few inches of advantage. I must mention also the constant diversion and disruption of traffic during the actual construction process, and the danger under which workers operate on the roads. As a homeowner and patron of local business, I truly cannot begin to fathom how a government operation related with improving the flow of the materials and travelers, could ever consider any project that would displace, temporarily, so many people and operators from their homes and businesses, or specially at the astronomical expense that is expected, which will no doubt be exacerbated by the project's completion.  Again, as someone who lives near the roads of downtown Austin almost every day, I truly cannot begin to understand how the massive expansion of this already continuously large highway could benefit any of the individuals forced to use it. Ultimately, it is my belief that any efforts in the goal of reducing our city's dependency of motor vehicle transportation would be the most useful and effective way of using the funds assigned to this area.	See Comment #5
									Public Transit / Multimodal Transportation	I truly believe that a better alternative in the long term would be to improve roads that circumvent the city, or at least reduce the amount of large commercial vehicles traveling on a road that while it was built for interstate travel as its name implies, has turned into the main commuting avenue for a large portion of its workforce traveling in single owner automobiles. While this is not a final solution, I do think it is a step in the right direction.	See Comment #13
2085	Lery	1/19/2023	McGuffey Website Comment Form						Regional Connectivity	Instead of the I35 capital express project, you should include a plan to remove 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	Leyla Shams						My City Is My Community Alternatives		Do not widen/no build	DO NOT EXPAND I35. The people of Austin DO NOT WANT THIS.	See Comment #5
2087	Lia Truitt	1/21/2023	Email							please listen to rethink3500!	See Comment #4
2088	Liam Michael Verias	3/6/2023	Email							Email copy Hello,  I want to submit the attached PDF document as a public comment to the I35 Capital Express Central Project DEB hearing. My comment mainly deals with SH 130 and the potential to mitigate traffic congestion caused by heavy trucks. Please note that substantive material is on pages 2-3; page 1 is a cover page while page 4 has references.  Best,  Liam Verias  The complete PDF is located in the public hearing summary, appendix F. TxDOT need consider providing incentives for trucks to move onto SH 130, regardless of whether TxDOT proceeds with either build alternative or chooses the No-Build Alternative, but especially in the latter case. TxDOT could enact dynamic pricing in Austin to discourage I35 use during AM and/or PM peak hour and thereby shift traffic to SH 130. Short of redesignation or removal of tolls, TxDOT could "incentivize the use of SH 130 for all truck trips... not destined for the cities between Georgetown and Seguin (i.e., encourage trucks to use SH 130 to travel around the congested areas by providing discounted toll fees)"... In short, TxDOT must mitigate the reduced traffic impact of heavy trucks.	See comment #3
2089	Liam Thersoff	3/6/2023	Email						Do not widen/no build	Mobility35 Program Manager Tommy Klings. Don't entangle the highway that splits our city in half. Get rid of it!	See Comment #9
2090	Libby Parra	2/25/2023	Email						Do not widen/no build	Dear TxDOT people  In 1987 when I was a freshman at UT, I started making regular trips between my hometown of San Antonio and Austin. I35 was already a congested mess at all times and 50 years later, it's worse and no viable mass transit exists between the two cities. This is clearly a failure on the part of TxDOT to imagine and execute anything better than MORE LANES when tackling highway congestion. That's a statewide problem.  In Austin, it's a local tragedy-where the most vital and potentially creative sector of our city-its downtown-is continually left saddled with a broken freeway. Travel and tourism, convention business, restaurants and retail businesses all are hindered by I35's stupid placement. I lived in Boston for a year and was struck by the remarkable transformation of the Big Dig, where removing downtown freeways opened up the historic harborfront resulting in public parks, enormous redevelopment, less revenues, lower pollution emissions, and a truly human-centric neighborhood.  There is one good thing about the current stretch of I35 that cuts through downtown Austin. IT MOVES AT SNAIL'S PACE, which prevents who-knows-how-many high speed collisions. When I'm forced to drive through downtown I actually enjoy watching along at 2-7 mph as it gives me the opportunity to see the new downtown skyscrapers.  I would much prefer that the road be left as it is than spend another penny to create still more lanes. The current plans proposed by TxDOT are awful.  Start over. Think again. Stop repeating the same pointless mistake of thinking more lanes will fix anything. Libby Parra	See Comment #9



2091	Lily Ferns	3/1/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Klings. I'm a 50-year resident of Austin. I'm strongly opposed to TxDOT's plan to expand I-35. Any more can use it or not it will make any improvement and only make an uglier mess of our downtown environment.	See Comment #5				
2092	Lily Ferns	3/7/2023	McCupe Website Comment Form	Do not widen/no build	I am opposed to TxDOT's current plan to expand I-35. I would prefer to reduce the lanes and move traffic to I-30. It's time we reclaim our city for humans not high-speed traffic.	See Comment #5				
2093	Liberty Walker	2/9/2023	Physics 101	General Support	I am so excited to see how the decks will add to the community! I look forward to improving transportation in Austin. Best of luck to a smooth construction.	See Comment #8				
2094	Lucas Machine	1/27/2023	McCupe 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-DeVries			Do not widen/no build	Mobility35 Program Manager Tommy Klings. Instead of expanding, we need more green areas or areas where people could bike or walk to/from places. We need to rethink the urban architecture thinking about our planet and the people. I don't want to use an interurban highway for my local trips. I support TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5				
				Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34				
2096	Liliana Torres	3/6/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Klings. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #5				
2097	Lillian Mosey	1/24/2023	McCupe Website Comment Form	Regional Connectivity	Texas 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	Lisa Pomeroy	3/5/2023	Email	Do not widen/no build	Hi TxDOT TxDOT, I oppose the expansion of I-35. Studies have shown that adding lanes will not ease traffic. It is necessary to review alternatives to the proposed expansions under consideration. Community alternatives should be studied.	See Comment #5				
2099	Liz Cuffman	3/6/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Klings. I think the I-35 expansion creates a deep divide between communities in Austin. In our lovely city, many people are stopping in for university and leave within a few years of graduating. As this is great for each individual, it begs the question of how we can create a more unified Austin with who stays, have been here for decades, and those wanting to create an inclusive space for ALL residents. Expanding I-35 will only create more pollution and place a temporary fix for a systematic issue. How are we supposed to move towards a more green city? We can look at Paris, France, for example. The road along the Seine was changed into a boulevard without cars. This has allowed local businesses to flourish as well as making the city even more walkable. Instead of expanding highways as typically done, how amazing would it be to create an Austin for everyone that is sustainable and allows us to be a more green future.	See Comment #5				
2100	Liz Turner	2/6/2023	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 isolated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our 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	Liz Williamson	3/7/2023	McCupe 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. Designing a project to short ramps, tight merges, and wide, sloping concrete embankments that waste valuable land, to its expense driving and traveling on the I-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 DSHW improvements, spacing out and lengthening ramps, have made a clear impact on traffic in their sections of I-35. A thorough redesign including the managed lanes would go even further toward fixing our city's traffic problems. I have heard what many say about "Induced Demand" and the concept that widening a highway only makes traffic worse. I can point to half a dozen examples around this city of recent projects that have done the opposite. The 283 South improvements, which I saw daily, have been a godsend for East Austin, making a previously clogged corridor into one of the least congested highways in the city. The MoPac Intersections projects at Daughler Lane and La Crosse Avenue have already removed off my daily commute. Further North, the MoPac Improvement projects may have gone over budget and lengthen us all valuable minutes adding red-light congestion, 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 her entire life, and seen this city grow, and its traffic slow, I wholeheartedly support the current Modified Alternative 3, as I have ever since this project was a far-off proposal. We've studied enough. I've read the EIS, and I don't think there's anything more to say. Just get building already.	See Comment #8				
ID	G	N	De	R	d	ti			R	g
2102	Linda Cargano			Do not widen/no build	Mobility35 Program Manager Tommy Klings. 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 live - construction projects practically non-stop, never widening and now filling lanes of cars. 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 #9				
				Latent/Induced Demand	Induced Demand just creates a worse traffic mess than what was there, and wastes billions of dollars. TxDOT designs highways and spends billions of tax dollars because that is what it was created to do, and does so with a mid-20th-century mentality. I urge cooler heads and smarter minds to discard the current expansion plan and find a less destructive way to serve Austin in the 21st century.	See Comment #18				
2103	Linda Croston	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 isolated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	See Comment #8				
2104	Linda Fields			Do not widen/no build	Hi TxDOT TxDOT, While I-35 has been obstacles for decades, widening the highway is a horrible option. We do not want the gap wider between east and west Austin that would create an even greater barrier than already exists. I-35 improvement needs to be smarter and more thoughtfully and carefully designed than simply widening the highway. Widening I-35 is not the answer! 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 #5				
				Bike/ped safety	We need safer access for pedestrians and bicycle riders between east and west Austin; wider will not make it safer. We need greater coordination between the City of Austin, TxDOT, and transit and mobility providers for bus and train travel in order to lessen traffic on I-35 and to provide adequate and accessible options to driving.	See Comment #33				
2105	Lindsay Behrman	3/7/2023	Email	Climate change	Mobility35 Program Manager Tommy Klings. Hi, Please actually consider thinking about the choices that you are making. We know climate change is real, we feel it, Austin Energy feels it, the Texas grid feels it, residents & trees feel it. Continuing on the same path because it is easy will lead us in more of the same, but certainly worse problems. Texas has the opportunity to actually innovate and change the way that people live and move. You have that choice. Doing more of the same for the gas and oil companies is old news, and it will fail us over and over until we change. I believe the time is now. Stop building highways that create more traffic for cars that burn a very finite resource. Ask around for alternative solutions because I promise you they are out there.	See Comment #51				
2106	Lindsay Burnside			Do not widen/no build	Mobility35 Program Manager Tommy Klings. Dear Tommy Klings, I am writing to let you know of my strong opposition to TxDOT's plans and expansion for I-35. As a resident of East Austin and avid biker and public transit user, I am dismayed that the City sees this expansion as a viable option for Austin's continued growth. Study after study has shown that more lanes only bring more traffic. At some point we will need to start thinking of our cities on the pedestrian level, for a livable/inhabitable future. This expansion is putting us far into the opposite direction and should definitely be rethought with more public input taken into consideration.	See Comment #5				
				Racial Justice	Not only that, I-35 has been a racial segregator and act of violence toward Black and Latino communities since it's beginning.	See Comment #3				
				Community Alternatives	Instead of expanding the Interstate, we have an opportunity to reroute non-local traffic around Austin and reroute I-35 as a viable, livable boulevard. I support the Rethink35 plan which you can find at <a href="https://rethink35.com/the-rethink35-plan">https://rethink35.com/the-rethink35-plan</a> .	See Comment #4				
2107	Lindsay House	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Klings. 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 Ludegrave	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Klings. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am for the rethink 35 proposal.	See Comment #5				
2109	Lindsay Orsini		McCupe Website Comment Form	Air quality	I live a block away from I-35 and problems with asthma already. The air quality measurements need to be improved and to the EPA suite during and after construction for better adaptive management on both construction and community notifications for poor air quality days. We also need more camps to more gradually gain restoration after the divide that I-35 worsened for decades. Environmental and community-based improvements need to be made to ensure this design is the right design for the future.	See Comment #528				
				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				
				Business/residential displacement	Our children also want to Escuela del Alma, and it's a 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 Rourand			Community Alternatives	Hi TxDOT TxDOT, Hello, I am writing to you today to express my opposition to I-35 expansion. Empirical evidence suggests that adding more lanes to highways only attracts more cars and leads to more congestion. This increased use leads to more air and noise pollution, creates heat islands (in an already hot enough city), and has adverse health impacts in the community. These issues should be top of mind for TxDOT planners. Yet, road expansion is the only solution that has been proposed despite proven failures across the state. As an Austin resident, I don't want to travel around town on crowded, congested highways. I 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 Rethink35, to be fully studied and invested in.	See Comment #4				

				Multimodal Transportation	We need investment in other forms of transportation such as public buses, trains, biking paths, or sidewalks, all of which reduce our carbon footprint, 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	MyCapEx Website-Comment Form	Widening	Comment about the cross-through between 42nd and Whitlaw Ave. Whitlaw Ave. is a residential neighborhood and at the crosswalk of Whitlaw 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 Whitlaw Ave. as a traffic cut-through via INCE and google 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/no build	Mobility35 Program Manager Tommy Klingon. I am a resident of North Central Austin and I <b>QUADRAUNALLY</b> 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. Lindsay Finkel	See Comment #5				
				Blue/past safety	Expansion of this corridor would greatly decrease vulnerability for all residents.	See Comment #30				
				Reroute to I-35	I propose tollbarring and maintaining corridors that direct traffic AROUND Austin in an effort to reduce traffic and create a safer downtown area. Interstate and long haul traffic should be directed AROUND Austin, NOT THROUGH one of the busiest routes in our state.	See Comment #3				
2113	Lindsay Helgeson	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				
2114	Lorenzoni 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 I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #6				
2115	Lisa Albrecht & Shireen	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 Mail for Windows	See Comment #8				
2116	Lisa Bruman		MyCapEx Website-Comment Form	Do not widen/no build	I am an OD, original Austinite. I grew up here and remember when the City was a fraction of its current size. I35 has ALWAYS been a nightmare. We can all agree our current I35 system is way overdue for an overhaul. We waited this long. There is no reason for us to not work in visions of the City for the future, not repeating and expanding the same bad way. We cannot sustain in a fragile way without looking at environmental impact, scalability & alternate methods available to take care of the east. There are only so many lanes that can be added and built in an ever expanding (limited size and resources) City. Please take into account some questions and considerations. Early plans suggested TxDOT would pay for the project, how has that changed? Why do Austin taxpayers have to foot the bill for the region and the state? Business interests have taken ENOUGH from the taxpayers. This impacts us daily, and we should have voice in this matter. Are you listening? This is still in the planning process. Now is the time to make a move for our future.	See Comment #5				
				Water quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source). Water is life and a limited resource. We must build smart to ensure we are actively working to preserve and protect what resources we have.	See Comment #125				
				Public Transit / Multimodal Transportation	Encourage public transportation by providing safe and reliable methods outside of the vehicle. We should have direct BUS ONLY on ramps and off ramps and bus only lanes so transit gets a priority over one person one vehicle.	See Comment #13				
2117	Lisa Schneider			Do not widen/no build	To TxDOT: As a resident of the Skyview neighborhood in Austin, I appreciate the opportunity to provide comments on the draft Environmental Impact Statement for the Capital Express Central Project. • TxDOT's projected traffic growth and commuting times are exaggerated because commuters will change their driving patterns as alternatives become more available or favorable. • Expanding the highway would not eliminate congestion due to Induced Demand. • TxDOT can improve highway safety immediately by reducing the speed limits on the highway and access roads. • The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. • The project would encourage the use of single-occupancy vehicles, promote urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan. • Widening the highway with the limited connectivity, currently in Modified Build Alternative 3, would perpetuate, expand, and worsen the demographic divide that began with the city 1928 master plan, including: • Frayes 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/no build	Mobility35 Program Manager Tommy Klingon. I am a resident of Austin, and come from Chicago. I OPPOSE TxDOT's plans for I35 and I OPPOSE expansion, nor 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 use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me and those who would be disproportionately affected by TxDOT's plans to expand I35.	See Comment #5				
				Lateness/Induced Demand	TxDOT's process in this project to Reveal 3 ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18				
				Air quality/noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34				
				Racial Justice	Further displacing folks for expansion of I35 that will NOT even assist in reducing traffic shows that Austin doesn't give a **** about rewriting it's racist history.	See Comment #3				
ID	C	N	On	A	d	S	Topic	C	A	P
2119	Livia Bennett			Blue/past safety	Mobility35 Program Manager Tommy Klingon. I am a resident of Austin, city council district 5. I had read about how terrible a city Austin was and it was one of the reasons I moved here. I have since discovered the division of the city by high traffic, dangerous roads and interstates makes it nearly impossible to ride my bike to do everyday tasks. I believe I-35 expansion would both destroy some of the safe bike routes and bring even more traffic through the middle of the city making it even more impossible to ride across distances between blighted areas of town. I should be able to ride 6 miles to get to work but the dangerous traffic makes it impossible leaving me to drive as well only increases the problem. I see no way how I-35 expansion would improve this. Thank you for your time!	See Comment #30				
				Community Alternatives	I believe ideas such as Redesign I-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 I-35 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 spend efforts to make car less or public transportation easier and safer. Austin has the potential to be a better city and learn from others past failures.	See Comment #13				
2120	Liz Richardson	2/11/2023	Email	Do not widen/no build	I have to be so negative, but the plan for PH-35 is insane. More lanes mean more cars. Have you ever seen the freeways in LA? What we need is transit. We need an alternative to driving. I would be happy in Austin if there were comprehensive public transportation. It has been shown that most people drive alone, so the HOV lanes won't really reduce congestion. Please rethink this plan.	See Comment #5				

2121		2/7/2023	Email	General support	<p>Dear Chairman Buga and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense 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 project.</p> <p>Thank you, Liz Salas to Salas, Phil Chang/Phil Administration, Heritage Title Company of Austin, Inc. 2500 Bow Cove Road / Building L, Suite 100 Austin, TX 78748 HeritageTitle@austin.com WIRE FRAUD WARNING: Due to increased risk of theft by wire fraud, Heritage Title Company must now have a video verification of the construction to be considered as a fraud risk. 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 respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office. We would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT TOST 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><b>CONFIDENTIAL NOTICE:</b> 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.</p>	See Comment #6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
2122	Lili Schwartz			Do not widen/no build	<p>Mobility35 Program Manager Tommy Almgren,</p> <p>Hi Almgren,</p> <p>I live in South Austin, my elderly parents in North Round Rock. I drive I-35 multiple times per week as I care for them. I see the traffic, I sit in the traffic, And yet I am writing to tell you that I oppose I-35 expansion. We do not need more lanes, we need more viable T/R/S routes.</p>	See Comment #5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
				Reverts to I-30	<p>We must start pushing more long haul traffic around I-35 and not through the heart of the city. I-30 is supposed to be an alternative to avoid the city and yet not nearly enough trucks or passenger cars use it because the tolls are outrageous! It should not cost a mere \$7.5 to drive a loop road around a small city. We can better address traffic needs going through the city if we down long haul trucks around. We need to remove the tolls on I-30. Open it up so there is a valid route around and we would dramatically help the traffic issues.</p>	See comment #3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
2123	Lisset Sanchez Howard	3/1/2023	Email	Do not widen/no build	<p>Mobility35 Program Manager Tommy Almgren,</p> <p>I am a resident of Travis County. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion for the following reasons.</p> <p>Long term air pollution significantly increases the risk of pediatric asthma. Here is a link to an article discussing this on the American Lung Association website (https://www.lung.org/asthma/asthma-what-is-it/risk/factors/Children-of-color-in-Travis-county-are-3.5-times-more-likely-to-be-hospitalized-for-asthma-than-white-children)</p> <p>There are over 80 daycares, schools and hospitals within 2 miles of I-35. Here is a link to a Google map showing this (https://www.google.com/maps/@30.2744876,-97.7294488,15z)</p> <p>Adverse highway and parking new roads after last turn people to drive more. Here is an article from the National Center for Sustainable Transportation website based on research done on highway expansions and their negative impacts (https://notscaredyet.com/research-products/increasing-highway-capacity-actually-reduces-traffic-congestion)</p> <p>Expanding or INCREASE transportation emissions, a horrible thing to do for our climate which is already in a deep decline. Transportation is the nation's largest source of greenhouse gases, producing 29 percent of emissions. Expanding I-35 will make this bad situation, WORSE.</p> <p>Frank about PEOPLE'S health, think about CHILDREN'S health, think about our ENVIRONMENT think about CLIMATE CHANGE! The TxDOT needs to come up with much safer and healthier alternatives. There is data out there on this. Research it and find a better solution.</p> <p>Lastly, I am a mother of 2 young children. My daughter Natalia has asthma. Asthma is a terrible condition to suffer through because EVERY breath you take can be a struggle. It's a horrible experience. I speak from personal experience. I work very hard to try to keep Natalia as healthy as possible. This highway expansion could make her situation worse. I fear for her and I feel heartache knowing how much she is going to struggle with her respiratory health. There are countless children in Travis County that go through this same experience. HELP these children Come up with safety and healthier plans because people's health is literally at stake.</p>	See Comment #5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
				Reverts to I-30	<p>Dear Friends, Managers and Decisionmakers,</p> <p>I oppose expanding I-35. At high-speed and transit traffic should be restricted to the outskirts of the city, to Toll Road I-30 or other alternatives outside of the city limits. Expansion of I-35 will worsen the traffic and create many other problems. We need to abandon the cars and create solutions that are safe and pleasant. We need roads where people can walk, bike, and avoid without the air and noise pollution. Please help improve the quality of life in Austin and do not support the I-35 expansion project. Thank you.</p> <p>Lee Krupa</p>	See comment #3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
2125	Lisset Daggett	McCaule Website Comment Form		Air quality/noise	<p>A little of the potential harm could be offset by "capping" significant portions of I-35 and "shifting" East and West with widened bridges. Recently, the \$1.5 million appropriation that I previously obtained to advance engineering on this cap and shift program was supplemented by the U.S. Department of Transportation with a \$1.2 million grant. Resolving East and West by capping and shifting I-35 could offer significant benefits for our entire community. TxDOT is requesting about \$35 million as a result of the infrastructure law approved by Congress last year. Some of those funds can and should be used to provide all of the supports needed for future capping and some of the cost of capping. I join the requests of the City of Austin and Travis County to ask, at a minimum, make it less harmful than as currently proposed.</p>	See Comment #34																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
2126	Lisset Wilson	2/7/2023	Email	Climate Change	<p>I am greatly concerned about many aspects of the proposed I-35 expansion, including more air and water pollution and more greenhouse emissions worsening the climate crisis that we are already experiencing. Of particular concern is more storm water runoff of pollutants into Austin's treasured creeks and Lady Bird Lake.</p>	See Comment #51																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
				General support	<p>Dear Chairman Buga and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense 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 project as proposed by TxDOT. Thank you for your consideration of this request. Best, Lisset</p> <p>"Bolder - The realization that each person we see around us is living their own vivid, meaningful life."</p> <p>This email and any attachments may contain CONFIDENTIAL information, including PROTECTED HEALTH INFORMATION. If you are not the intended recipient, any use or disclosure of this information is STRICTLY PROHIBITED; you are requested to delete this e-mail and attachments, notify the sender immediately</p>	See Comment #6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
2127	Lugin	McCaule Website Comment Form		Do not widen/no build	<p>TxDOT needs to let the drawing board again. Closing off OUR beautiful lake trail to "sell just one more lane" and closing off OUR lake that we use to paddle board and kayak on in the summer as well!</p>	See Comment #5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
2128	Lugin Dawn	McCaule Website Comment Form		Public Transit / Multimodal Transportation	<p>Add more public transit so the ones that need to drive can and drive in less traffic.</p>	See Comment #13																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
				Business/recreational displacement	<p>Also please bring bright idea in it to just knock down businesses to add more lanes.</p>	See Comment #21																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
2129	Lugin McCaul	McCaule Website Comment Form		Do not widen/no build	<p>Mobility35 Program Manager Tommy Almgren,</p> <p>I'm a resident of Austin and I oppose the plans to expand I-35. We should not be adding more lanes through downtown Austin at the expense of residents.</p> <p>At the very least, I expect TxDOT to respect the demands of the Austin City Council. It does not make sense to force a highway through a city of 1.5 million people without listening to what the people actually want.</p>	See Comment #5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
				Multimodal Transportation	<p>We need to focus on alternative forms of transportation such as active and public transportation. These alternatives are healthier, more equitable, more sustainable, and safer. Years of expensive construction for a highway expansion that will only reduce traffic for a few years before becoming congested again are not worth it.</p>	See Comment #20																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
2129	Lugin McCaul	McCaule Website Comment Form		Caps/Deck Phase	<p>Then they should at least fund capping I-35 from the lake to at least 51st</p>	See Comment #42																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
2130	Lugin Shogenji	McCaule Website Comment Form		Public Transit / Multimodal Transportation	<p>Since TxDOT is doing nothing valuable for residents of Austin with the highway expansion, such as building public transportation options to reduce car demand,</p>	See Comment #13																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
				Caps/Deck Phase	<p>The lanes between airport and 2500 need to be work further to allow additional caps/shifts in this region. Downstream adjacent neighborhoods will be well served by this design but those of us in Windsor Park in the northeast have no connection aside from 51st street. The past bridge at 55th is too little connectivity between our neighborhood and North Loop/Wilgrove.</p>	See Comment #42																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
2131	Lore Blankwell	McCaule Website Comment Form		Do not widen/no build	<p>The current plan is not up to par.</p> <p>We need to incentivize carpooling with HOV and bus-dedicated lanes and on/off ramps. Without preference given to common sense ride-sharing solutions, I expect continued and constant gridlock. Let's keep at this and come up with fixes to existing plan.</p>	See Comment #5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
				Bury/tunnel	<p>For public safety, we need more caps and longer buried segments in order to facilitate critical walkways and mixed use corridors.</p>	See Comment #25																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
2132	Loren George	McCaule Website Comment Form		Water quality	<p>I'm concerned about the environmental impact, particularly runoff directly into ODA water.</p>	See Comment #25																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
				Regional Connectivity	<p>Reduction of traffic on I-35 will benefit everyone except those contractors getting kickbacks. Citizens wait rat, need rats, Build the dang rat.</p>	See comment #1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
2133	Lori Haden	McCaule Website Comment Form		Public Transit / Multimodal Transportation	<p>I am in favor of expanding I-35. Instead, we should focus on expanding public transportation options and ridepaths.</p>	See Comment #13																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
2134	Lori Haden	McCaule Website Comment Form		Do not widen/no build	<p>I am not in favor of expanding I-35. Instead, we should focus on expanding public transportation options and ridepaths.</p>	See Comment #5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
2135	Lorets Delaginis	VOH		Do not widen/no build	<p>If the money is going to be spent on this project, I don't support anything that adds extra width or height to the highway at ground level. This highway is already a massive expense and extremely dangerous to drive on, or try to cross on a bike or on foot. I only support expansion if the whole thing is raised or buried in some fashion.</p>	See Comment #5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
				Public Transit / Multimodal Transportation	<p>If that is not the case, I would much rather see the money be spent on bettering the public transportation system which in time will reduce vehicle traffic, or at least offer faster and more reliable alternatives.</p>	See Comment #13																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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2138	Luisa Clarke	3/6/2023	Email	Do not widen/ho build	Multi35 Program Manager Tommy Kings. 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 frequently presenting the automobile should be central and frequently ignoring data that highway expansion is a flawed method to handle congestion. Austin is compact, forward thinking, and has the resources to take a new approach; an integrated, accessible travel system that is public, efficient, and safe. I appreciate your consideration.	See Comment #5
2137	Luisa Lyons	1/11/2023	McCuEx Website Comment Form	Regional Connectivity	We need high speed rail between our cities, not one more lane. The roads and traffic never ease no matter how wide you make them.	See comment #1
2138	Lori Harris	3/7/2023	Email	Public Transit / Multimodal Transportation	Multi35 Program Manager Tommy Kings. I am a resident of the Holy neighborhood in Austin, TX. I vehemently opposed TxDOT's plans for I-35 and I oppose expansion. I am for a more walkable city or investing in public transportation. Expansions don't work. We need alternatives to driving. The residents of central Austin will not feel the potential relief of the project, but will feel the pain of construction for TEN YEARS. Please stop this project. No one who lives close to I-35 wants it. We are all here and we do not want it. Please represent us.	See Comment #13
2139	Luis Castillo	2/6/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously isolated 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 request my complete support for the I-35 Central Express 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	Multi35 Program Manager Tommy Kings. We deserve walkable cities in DFW with abundant public transport that allows the citizens to easily and freely explore their cities. We need to end the billion dollar highway projects that provide unsustainable results. Enough highways we are building yes. They cause congestion, air pollution, lead to more car accidents and deaths, in a few years it will be targeted again. Please invest in high speed rail! We can connect Dallas, Houston, and Austin! So many people will buy into it and we can expand local business by listening turning highways into town center hubs where we can stimulate the economy. I am begging you not to go through with this project. If there is any turn away on you, please listen to the will of the people.	See comment #1
2141		3/2/2023	Email	Bike/ped safety	Multi35 Program Manager Tommy Kings. Here in Downtown Austin, I regularly have to cross I-35 by foot, biking and utilize it for driving. The expansion of I-35 would be bad for drivers, and extremely bad for folks going around town on foot or bike. The expansions of highways has been shown time and time again (see Katy Freeway for a local example), if we want to improve congestion we need to give folks better alternatives to driving. Especially when combined with the adverse environmental and economic costs of the expansion, it makes it an extremely damaging action to take. We're 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.	See Comment #30
2142	Luke Borders		McCuEx Website Comment Form	Water quality	Please be sure to minimize the impact on our water systems. Lady Bird Lake serves as our reservoir.	See Comment #125
				Public Transit / Multimodal Transportation	Please add in the capacity for preferred mass transit to the plan. Be that rail or bus, it would make the highway more future proof and robust.	See Comment #13
2143	Luke Lagate	3/2/2023	Email	General Support	Dear TxDOT, I am writing in favor of utilizing every tool available to make Interstate 35 a functioning highway. 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. The city of Austin does not have the authority to make 35 their own pet project. Thank you, Luke Lagate	See Comment #8
2144	Luke Obermann		VOH	Do not widen/ho build	I am not in favor of the current I-35 proposal as it stands. Buried dirt fills with their old subsoil - they tore it down and resurfaced the highway underground and it opened up an entire area of the city that's come to life.	See Comment #5
				Bury/tunnel	We need to cap the entire interstate underground from Town Lake to at least 583. Anything less will only exacerbate the physical barriers between East and Central Austin. We have an opportunity to create a more livable city - let's do it.	See Comment #25
2145	Luke Hagler	1/21/2023	McCuEx 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	Lynan Lacey			Do not widen/ho build	I oppose TxDOT's plans for I-35 and I oppose I-35 expansion in Austin. I do support alternative solutions such as proposals put forth by such groups as RetainIt Austin and Reconnect Austin. These proposals are progressive, viable, and sustainable solutions for handling congestion. However, interstate highway expansions do not work. The Katy Freeway is just one in state examples. I utilize alternative mobility solutions such as a bicycle. I do not want to utilize an interstate highway for road trips on those days when cycling is not possible. I respectfully demand that TxDOT, the Austin City Council, and other officials to stand with me. Austin deserves better. Sincerely,	See Comment #5
				Community Alternatives	I oppose TxDOT's plans for I-35 and I oppose I-35 expansion in Austin. I do support alternative solutions such as proposals put forth by such groups as RetainIt Austin and Reconnect Austin. These proposals are progressive, viable, and sustainable solutions for handling congestion. However, interstate highway expansions do not work.	See Comment #4
2147	Lynden Brooks Smith	3/6/2023	Email	Public Transit / Multimodal Transportation	Multi35 Program Manager Tommy Kings. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion for such an innovative place as should know that highway expansion does not create better transportation and it does not support sustainable economic development. When I first came to Austin I felt a special charm in the air. When I reflected I realized it's because the downtown area is not inundated with highways. It feels safe, it feels local. I feel connected to the city overlay, I love the atmosphere. Austin is a pedestrian friendly city and it can be even better if we prioritize pedestrians in the downtown area. I support public transit first. I support a mix of transit options that prioritize pedestrians first. I support the RetainIt35 proposal. Highway expansion would significantly harm Austin. I oppose highway expansion. And I think it is obvious that the character of the city would be changed for the worse with more highway expansion. Austin is extremely attractive and can be even better with a public transit or pedestrian oriented plan. I respect TxDOT, Austin City Council, and other representatives to stand up for me and the public at large. I support sustainable public transit for development that prioritizes, buses, trains, bike lanes, and walking.	See Comment #13
2148	Lynn Murphy		Physician / On-call	Do not widen/ho build	While I understand a project addressing a deficient transportation system is much needed, I am disappointed that this proposed solution falls into the traps that many other cities have. With all the planning, consideration, and expertise that have went into this proposal, it still short of the needs of the community.	See Comment #5
				Public Transit / Multimodal Transportation	Residents of Austin have been begging for efficient public transit for decades, and the most time consuming and capital intensive solution the city is offered still falls short of providing us with an effective way to move about our own community. As it stands, this proposal is an inefficient use of time and money.	See Comment #13
2149	Lynn Schoenfeld			Do not widen/ho build	Multi35 Program Manager Tommy Kings. 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.	See Comment #5
				Reroute to I-30	I would like TxDOT to consider alternatives to the planned expansion of I-35 through Austin, such as making another highway such as SH 130 an interstate.	See Comment #3
				Lane/s/Induced Demand	The current plan will induce demand and increase pollution for the year particulates, making it a less livable city.	See Comment #18
2150	MA	3/7/2023	Email	Do not widen/ho build	Multi35 Program Manager Tommy Kings. I am writing to OPPOSE TxDOT's plans for I-35 and its expansion. As a resident of Austin, I know there are many more things the city could be using it's time and resources besides I-35. Expanding the highway will not aid with congestion as we've seen in other city's such as Katy/Houston. The expansion of I-35 will simply divert 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 cancel 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 ya fix the existing roads that have potholes 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.	See Comment #5
2151		3/7/2023	McCuEx Website Comment Form	Reroute to I-30	Has anyone ever considered making I-35 the toll road and making I-30 the free 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 diverted around Austin. It would save a lot of money, and would actually generate revenue.	See comment #3
2152		1/23/2023	McCuEx Website Comment Form	Reroute to I-30	Demolish the upper deck, keep the number of lanes, lower the lanes from 55k to Town Lake, and move through-bus traffic to I-30.	See comment #3
2153	Max Smith	3/7/2023	Email	Do not widen/ho build	Multi35 Program Manager Tommy Kings. years of construction for just a few years of congestion relief is NOT worth it.	See Comment #5
2154	McKenzie Jung			Do not widen/ho build	Multi35 Program Manager Tommy Kings. 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 work to the nearest grocery store was dangerous due to the lack of infrastructure for pedestrians and difficult with public transport taking upwards of 40 minutes.	See Comment #5
				Community Alternatives	I support the RetainIt35 proposal of creating a walkable boulevard instead of TxDOT's expansion plan. TxDOT's proposal to expand I-35 will have devastating impacts, like increased pollution. This will only make current health issues worse.	See Comment #4
				Air Quality/Noise	Additionally, the highway expansion will increase congestion not lower it, as exemplified by the Katy Freeway. I urge you to consider the fate of future generations and do not expand I-35. Make a decision that honors the well-being of people over cars.	See Comment #34
2155	Marcy Humble	3/7/2023	VOH	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 Mazonen	2/8/2023	Phy sics 101	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	Mobility35 Program Manager Tommy Koenig,  I am Maddison, a resident of Yuma Arizona and someone (A person under the age of 21) who'll have to live in the future of the already progressing state of America that focuses more on cars and businesses than actual who use them. I believe that building like highways, and other modern day structures that focus on profit and efficiency is worsening 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, doomed to be replicated and built upon with more Band-Aids that have gray metal structures in our lands. Instead of just taking decades of wasted time to build these new paths not even in Austin, but throughout the area. More people, local governments, and federal governments should focus on alternatives that benefit not only us and the environment. Like walkable cities, relying on public transport, and bettering living quality at all costs.  Remember. These band aid solutions will only prevent change for far longer than many people will be around. Effecting the futures that I and future generations will have to live through. Build the blocks to better what we have now until it's too late.	See Comment #5				
					2158	Maddison O'haley		Do not widen/ho build	Mobility35 Program Manager Tommy Koenig,  I am a resident of Austin.  I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion.	See Comment #5
				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 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 FOR serious consideration and prioritization of a public transit first project	See Comment #13				
2159	Maddison Luffan	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				
ID	C	N	Da	R	d	5	Topic	C	A	g
2160	Maddison Lee		VOH	Do not widen/ho build	Paula,  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 #9				
				Lanes/Induced Demand	Adding lanes to a highway has been shown to increase demand, and as a result, traffic will only increase until congestion is once again as bad as it currently is.	See Comment #18				
				Air Quality/Noise	Expanding I-35 will only increase air pollution, near 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	McClure's Website Comment Form	Do not widen/ho build	Please remove the Love 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 congestion. It might even cost, but widening lanes without improving public transit is useless. There will be less traffic congestion if people use the commuter rail to get from Austin to San Antonio. The car and non-car people can all be satisfied!	See Comment #5				
2162	Maddison Strong	2/11/2023	VOH	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 call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8				
2164	Maddison Kunal	3/7/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Koenig,  I am a resident of Austin and I oppose the additions to I-35. It's been proven so many times that adding more lanes only adds more traffic. This will destroy houses and only make traffic worse.	See Comment #5				
2165	Maddison Olivera	2/12/2023	McClure's 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	Maddison Winche	3/7/2023	Email	Rescue to I-35	Mobility35 Program Manager Tommy Koenig,  I think we should REDUCE non-rural traffic around Austin instead of through it.	See comment #3				
2167	Maddison Ryan	3/7/2023	Email	Do not widen/ho build	We 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 Lorena			Do not widen/ho build	Mobility35 Program Manager Tommy Koenig,  Paula,  I am a resident of 78743 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 oppose you to not just this project and take the people of Austin into account. We are the area 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 real needs of our city.	See Comment #5				
				Business/residential displacement	I have major concerns as well about the process that was used to plan the expansion, which at times completely mischaracterized residential structures and miscounted the number of residences impacted by this unwanted expansion.	See Comment #21				
2169	Maddison Mallari			Do not widen/ho build	We 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 HOV could it be that more lanes make things worse?? Because the problem isn't that there isn't enough lanes for our movement. The problem is the city's disinvestment from public transportation, leaving the only "reliable" (despite being appraising, pollution heavy, and driving) source of transport to be single-person vehicles. Your choice determined how people experience quality of life in Austin. Choosing cars instead of community infrastructure like public transportation, bike lanes, walking paths, etc will further discourage other forms of personal transport. Instead, this choice will only encourage people to rely on cars more. And, by default, it will only encourage people to hate traffic more, pollute with their vehicles more, cause more car-related violence, and harm people using other methods of transportation. Imagine your commute. Would you rather do it hating people around you who are enclosed in dangerous polluting boxes? Or would you rather spend that time reading, looking out the window, engaging in conversation with a stranger from your community? Would you really choose a car train ride over an engaging car ride? Stop killing our planet and our community with our infrastructure. Make the better choice, for everyone.	See Comment #5				
				Air Quality/Noise	Expansion will not only worsen traffic and many other problems, including air, water, and noise pollution, health impacts, heat island impacts, and crashes. It will also be WORSE when the expansion takes place. No one likes traffic, but NO ONE likes 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 Reconnect35, to be fully studied and invested in. I want people to freely consider what it means to invest in communities.	See Comment #4				
2170	Maddison McDermis	3/1/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Koenig,  This expansion will be the next Haco--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 Samer	3/6/2023	Email	Do not widen/ho build	Mobility35 Program Manager Tommy Koenig,  I strongly oppose the proposed expansion of I-35. This is such a waste of taxpayer money! Highway expansions do NOT work and y'all know this. Please, stop.	See Comment #5				
2172	Maddison Tones	2/8/2023	Phy sics 101	Public Transit / Multimodal Transportation	High concern about displacing low-income / minority Austin residents (DOT told displacements - high concerns taking existing parking, displacing technological sites, and displacing material sites - need to rethink mass transit opportunities (more mass transit) - high concern for increased flooding events due to more impermeable surfaces - we can't just keep adding more lanes, just to have to add more lanes in the future, need to think deeper about population growth issues and transportation - noise barriers are only a mitigation measure, businesses and residences affected shouldn't have to live with increased noise disruptions	See Comment #13				
2173	Megan Miller	3/3/2023	VOH	General Support	Been in Austin and currently residing about an hour away. We are business owners and frequently drive to and from 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 one near Airport Blvd. And any thoughtful details for those living in and around I-35. Please Austin, do this not just for us, but for all the people coming into town or driving through!	See Comment #8				
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 call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8				

2175	Maggie Singer	3/4/2023	Email	Construction	<p>A key fact 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 head of new high-rises now being constructed in the Rainey District, (c) East Austin, between 8th Street and (d) that large portion of Downtown which is south of 8th Street will be simultaneously funneled on to the 3-4 lanes of new I-35 service roads that run from Cesar Chavez through 8th Street. Those service roads will become unbearably overcrowded.</p> <p>Cesar Chavez Street will also be overwhelmed, particularly during the 6 years of I-35 construction starting late 2025. During that time frame, TxDOT will routinely close or partly impede traffic at the intersection of I-35 and Cesar Chavez, as they sink the road there while the highway still operates, build an east-west bridge, and a flyover bridge to move service road traffic from the eastern side of I-35 at Holly Street to the western side of I-35 at Cesar Chavez. At the very same time, the many thousands of new residents arriving in the multitude of new 40-70 story Rainey District buildings will commence with their car trips. The Convention Center will undergo a doubling in its size, undoubtedly involving the capture of Cesar Chavez lanes for construction staging. Project Connect, which can no longer afford converting through downtown, will be building east lines on or above Cesar Chavez Street west of Trinity which will likewise take Cesar Chavez lanes out of service. As with the service roads of I-35 north of Cesar Chavez, Cesar Chavez itself will come to a standstill. For years, WHAT IS TO BE DONE?</p> <p>A TxDOT must add a second northbound I-35 access point in downtown, south of Cesar Chavez. The practical place for this is to provide access to the I-35 main lanes via the flyover bridge that is already in the plan, to be built between Holly and Cesar Chavez Streets.</p> <p>BTXDOT's environmental impact statement studies traffic almost entirely on I-35 itself, with scant consideration to traffic changes and impacts off site, on roads in surrounding areas. TxDOT must consider traffic externalities, which are the impacts to traffic from its project on surrounding areas and from growth in surrounding areas on its project.</p> <p>BTXDOT considers traffic and its built conditions only before its project starts, then after it is done. TxDOT must consider then disclose how conditions will be during the six years of construction. How and where will construction jobs impede, how often and for how long will roads be closed, and how will road closures be communicated to and coordinated with the local communities and the City of Austin? What is the TxDOT plan for minimizing harm to the community during the construction process? None of this has yet to be formally addressed.</p> <p>5) The multi-lane Project Connect and Convention Center expansion projects are to be built along Cesar Chavez right when TxDOT rebuilds Cesar Chavez's 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.</p> <p>6) Planning must recognize that the Rainey District is undergoing unprecedented growth right smack in the middle of all three mega projects: I-35 rebuild, doubling of Convention Center, Project Connect on Cesar Chavez. Most Rainey District traffic enters and leaves at the intersection of Red River and Cesar Chavez Streets. Almost all the remainder of the Rainey traffic enters/exits 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.</p>	See Comment #178			
2176	Mai Ly Tong	2/9/2023	Phy sics I Co	Public Transit / Multimodal Transportation	Put in place temporary (6 months) barriers 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 vehicle and bike / pedestrian lanes. Plan for future lanes and land use by Project Connect Austin. Possible rail, train, and bike garage in the future must be planned.	See Comment #13			
2177	Maria Peronah	3/1/2023	Email	Do not widen/no build	Hi TxDOT TxDOT, I want community alternatives to expansion and climate friendly options not more highways.	See Comment #5			
2178	Mika Popel	3/2/2023	Email	Rebuild to I-35	<p>Mobility35 Program Manager Tommy Horgan, I am an 11-year resident of 78704, Downtown neighborhood. I use I-35 frequently but believe this expansion would only divide our east and west more than it already is. The freeway should divert traffic around the city not through it. East side is now our downtown neighborhood and should be treated as such.</p>	See comment #3			
2179	Melroy Hunt			Do not widen/no build	<p>Mobility35 Program Manager Tommy Horgan, I am a resident of University Hills in Northwest Austin. I OPOUSE TxDOT's plans for I-35 and I OPOUSE expansion. I-35 has been the historical dividing line in Austin, separating East and West. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I want to be able to safely get around Austin. I expect TxDOT, Austin City Council, and other representatives to stand up for me.</p>	See Comment #9			
				Latent/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 saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34			
				Multimodal Transportation	We have before us an opportunity to envision this landscape, and embrace visions that create meaningful connections between east and downtown Austin with multimodal transit at the forefront. I am FOR a boulevard going through town, bypassing lanes and a public transit third project.	See Comment #20			
2180	Mindy Brown	3/6/2023	Email	Do not widen/no build	<p>Mobility35 Program Manager Tommy Horgan, 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 correct wrong into 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	C	N	De	R	E	Report	C	R	E
					Public Transit / Multimodal Transportation	Better to just decide to spend my money elsewhere. Do better. For more construction, better public transit. Lots of other solutions that don't impact our environment at all here.	See Comment #13		
2181	Mandy McCrackin			Do not widen/no build	<p>Mobility35 Program Manager Tommy Horgan, I am a resident of Austin, TX. I OPOUSE TxDOT'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/no build	<p>Mobility35 Program Manager Tommy Horgan, 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 away to see the moribund failure that the Katy Freeway turned out to be.</p>	See Comment #9			
				Community Alternatives	I oppose expanding I-35 and am in support of the Metro35, one that can bridge the communities that were originally divided by I-35.	See Comment #4			
2183	Messenger Kasper	-----	McCauley Website Comment Form	Do not widen/no build	<p>Broadly speaking, I am against expansion of I-35. I would love to see a sincere, thoughtful effort toward moving away from the single-driver car centered transportation system we increasingly rely on. Austin's roads are already at capacity. How can we create a more vibrant, livable city with reliable, efficient &amp; 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 Amazon-like transport network. Realistically, I don't see the I-35 expansion getting stopped.</p>	See Comment #5			
				Caps/Clock Phase	So...at least, I'd like to see more capped queues (see: <a href="https://www.youtube.com/watch?v=9m7u8u8u8u8">https://www.youtube.com/watch?v=9m7u8u8u8u8</a> ) more cities are banning highways underground and building parks on top. And more locations to cross I-35 from East to West between Dean and 290th.	See Comment #42			
2184	Marcel Ramirez	3/1/2023	Email	Do not widen/no build	<p>Mobility35 Program Manager Tommy Horgan, STOP WHAT UR DOING</p>	See Comment #5			
2185	Marcel Zapata II	2/22/2023	Email	General support	<p>Hi TxDOT TxDOT, 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	-----	VOH	Do not widen/no 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 our main route 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			
2187	Mari Hesse		VOH	Rebuild to I-35	<p>ty 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 understaffed. I</p>	See comment #3			
				Rebuild 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/no build	Expanding I-35 in the heart of Austin is a mistake of historic proportions that will further divide the city and reinforce existing 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 #9			
2188	Marc Richmond	2/25/2023	VOH	General support	<p>I am strongly in favor of widening and increasing lanes of I-35 as well as another city off ramp. We are a major city that is growing fast and this interstate needs to be increased as much as possible. The effort to bring it underground in order to create a park is quite unrealistic and will limit expansions now and in the future.</p>	See Comment #8			
2189	Marc Segal			Do not widen/no build	<p>Mobility35 Program Manager Tommy Horgan, Hi Todd, Your organization initially constructed I-35 to move more cars through Texas and to also segregate the African American community at the time. I am concerned the current plan does not suit the values which Austin embodies, a love for its natural environment, and everything in it. I encourage your organization to think creatively about how to take traffic on this corridor. It is a shame the department of transportation only spends 1 percent of its budget on public transportation. Let's work on moving Texans and not just moving cars!</p>	See Comment #5			
				Rebuild to I-35	Hi 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			
				Blue pool safety	<p>Mobility35 Program Manager Tommy Horgan, I heard that portions of the lower lake hike and lake trail will be closed for 6-plus 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.</p>	See Comment #30			

2190	Marcia Warnke	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 artery of infrastructure into a roadway that will accommodate the rapid and intense 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. Marcia Warnke, Marcia Warnke, Vice President, Commercial Service, Heritage The Company of Austin, Inc. [REDACTED] 512-370-2878. Due to increased risk of theft by wire fraud, Heritage The Company must send the following information to you via email. Please do NOT CHARGE to 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 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 or 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 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 The 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 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.</p>	See Comment #8				
2191	Marcia Martinez			Do not widen/no build	<p>Hi TxDOT TxDOT,</p> <p>I'd be succinct with my message. Please reconsider reviewing alternative plans and weighing what the impacts and needs are of communities where the project is spatially defined. As an urban planner with interest in transportation planning, I believe building more lanes only increases capacity that will increase both vehicle volume, it does not solve the problem. The construction of I-35 around the world in Austin state and collect other segments of the local community with land acquisition and the sheer physical barrier to the city's assets. TxDOT has an opportunity to correct the inequity and consider a suite of actions. Again, as a planner, we know roads constructed as tolls serve those who can access and just continues the inequity. Please examine the full scope, options, and impact beyond the need to widen highways. Thanks.</p>	See Comment #9				
2192	Margaret Biss	1/31/2023	MyCuPe Website-Comment Form	Regional Connectivity	<p>Consider acquiring left road 183 or 130 and open these as public roads which aimed to provide relief to congestion on 35.</p> <p>I would support a train between San Antonio and Austin.</p>	See comment #3 See comment #1				
2193	Margaret Delaney			Do not widen/no build	<p>Hi TxDOT TxDOT,</p> <p>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. .</p>	See Comment #5				
				Community Alternatives	<p>Please study alternatives such as Reconnect Austin and Redrive35 so that we can have safe travel in our city without the added noise and air pollution or increased crashes.</p>	See Comment #4				
				Air Quality/Noise	<p>Widening highways only produces wider traffic jams, especially with the number of residences/offices being constructed in Austin.</p>	See Comment #34;				
				Do not widen/no build	<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 access travel down to I-35 or M-45 or it should be replaced and covered by paths that encourage east/west integration and other modes of transportation (walking, biking, buses and trains).</p>	See Comment #5				
				Racial justice	<p>The design of I-35 has a racist history. I-35 has a racist history of dividing Austin's communities in East and West Austin. The current plan only further divides West and East Austin by reducing the number of paths that cross the highway and making it even more dangerous and scary to cross for pedestrians, bikers, buses and downtown drivers.</p>	See Comment #3				
				Climate change	<p>Climate change is real. For the health and wellness of our planet as well as the safety and security of our city in the face of climate change, we should enact policies and plan cities that encourage shared transportation systems and reduce the need for cars, especially those fueled by gasoline.</p>	See Comment #51				
				Public Transit / Multimodal Transportation	<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 SR85 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.</p>	See Comment #13;				
				Community alternatives	<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 converting 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.</p>	See Comment #4				
2194	Margaret Jensen		MyCuPe Website-Comment Form	Latent/Unmet Demand	<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.</p>	See Comment #18				
				Air Quality/Noise	<p>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, turning AND capping I-35 with space for parks and local businesses (good for 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.</p>	See Comment #34				
				Business/residential displacement	<p>• 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 is a very important source of affordable groceries, the Austin Chronicle (invaluable news source that has served the community for decades), Star Sausa Cafe and Whig to cultural centers and valued local businesses. Community Case for Austin, which provides healthcare for people enrolled in Medicaid and who are uninsured, and a brand new P. Terry's (valued local restaurant). Not only will residents and business owners be unjustly displaced, but with rapidly increasing property prices, many longstanding business owners and residents will be permanently priced out of finding similarly priced business locations and/or homes.</p> <p>• The current plan is bad for local businesses; not only is the current plan bad because it would displace businesses, it will also negatively impact Austin's tourism business by creating a pollution creating eyesore (an expanded I-35), reducing the number of east/west crossings, and making it dangerous to walk near the centerline of the city.</p>	See Comment #21				
2195	Margaret Leah			Do not widen/no build	<p>Multi35 Program Manager Tommy Klings. As a resident of Travis County TX, I strongly oppose TxDOT's plans and expansion of I-35.</p>	See Comment #5				
				Air Quality/Noise	<p>It will put worsen congestion, increase pollution and hurt local communities. It is shortsighted and destructive. Austin deserves better.</p>	See Comment #34				
2196	Margaux Odoewas	3/1/2023	Email	Public Transit/ Multimodal Transportation	<p>Multi35 Program Manager Tommy Klings. I wrote to South Congress and did not approve of it. I-35 expansion. Doing so puts many citizens living in the neighborhood at risk of health impacts and long-term disruption because of the construction of this highway. It is going to cause a lot of damage to the environmental efforts people have been giving to protect the Colorado river who work to improve the water quality. Organizations such as the Trail Conservancy, Austin Youth River Watch and Watershed Protection will be severely impacted on their programs. I have recently navigated badly through the city on my own using the CapMetro public transit system, which has been very useful for my car-less situation. The CapMetro system is still flawed but more work and incentives to increase safe and convenient public transit will do better for the city.</p>	See Comment #13				
				Do not widen/no build	<p>Dear TxDOT planners, I'm not sure why TxDOT is 35 expansion project planners have been requesting community feedbacks. 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 extending as Residential communities on each side of I-35. We do not want an expansion of I-35. It only bring more traffic back to the city. Please expansion in Houston. The best plan would be to take out the freeway completely like they are doing in Toronto. This would reunite the neighborhoods that have been divided by I-35. These neighborhoods have been in existence since the 1800s. Wouldn't you be proud to know that your project makes the city better? This is about to what the communities, research studies and completed highway projects from other cities are saying to make cities stronger and better. No one, not even you, wants to live next to a freeway like I-35. If you actually read this, I thank you. Please care about our city. Margaret M. Carrois Austin, TX 78752</p>	See Comment #5				
2197	Marge Carrois			Reverts to I-35	<p>Through traffic should be directed to highways 130 and 183. It's not only a safety, health and responsible environmental plan, vibrant communities and businesses bring higher tax revenues. If you think of it, your job depends on this.</p>	See comment #3				
				Capex/Debt phrase	<p>If TxDOT won't remove I-35, this should stop it like they are doing in Seattle and many other cities. Don't look the way to the downtown business area. Extend the cap to central Austin residential neighborhoods-Cherrywood, Research, High Park. Residents traveling east-west on hot and brutal heat with excessive crossings, no 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.</p>	See Comment #42				
2198	Margot Dupuis	3/7/2023	Email	Do not widen/no build	<p>Multi35 Program Manager Tommy Klings. 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.</p>	See Comment #5				
ID	C	N	Da	R	d	S	Input	C	A	g
							Community Alternatives	<p>Highway expansions don't work to resolve congestion issues and I am for the Redrive 35 proposal as well as public transit centered solutions to issues of congestion along the I-35 corridor.</p>	See Comment #4	
							Do not widen/no build	<p>Multi35 Program Manager Tommy Klings. I am a resident of Cherrywood at 324 St 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 corridor. Highway expansions do not work. There are many, many case studies. This subsidizes people living further out of the community instead of building housing and amenities within the community. I don't want to use an interstate highway for my local trips. I respect TxDOT, Austin City Council 20, and other representatives to stand up for me.</p>	See Comment #5	
2200	Mari Russ Wolf	3/6/2023	Email	Air Quality/Climate Change	<p>1. TxDOT has not met most study N22 (climate action), 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 practice from DOTs because it's easy to test with CO attainment standards and the analysis is easy to run. N22, 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.</p> <p>2. The EPA is set to tighten their standards for PM2.5 in 2023, which would put Austin into non-attainment. The standards have been tightened because PM2.5 is so much more of a serious health concern than CO. TxDOT is not required to help Austin get back into attainment status, but non-attainment status will put pressure on CAMPO and the TIP (Transportation Improvement Plan (CAMPO's long-range plan). Non-attainment is also a reason why TxDOT chose not to analyze PM2.5 in the DES. . they were worried about what the analysis might show.</p> <p>3. 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 30 years out, 30 years out, 30 years out, and 40 years out.</p> <p>4. 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 them.</p>	See Comment #18				
2201	Mari Russ Wolf	3/6/2023	VOH	Air Quality/Climate Change	<p>No higher no wider no expansion through them. Subsidize other TRANSPORTATION methods. We do not need this mess further dividing our community and city.</p>	See Comment #18				
2202	Mari Russ Wolf	1/23/2023	MyCuPe Website-Comment Form	Do not widen/no build	<p>The expansion of I-35 is a disaster. We should (a) Work to reallocate USDOT dollars away from TxDOT and their destructive plan to widen I-35. And (b) Support other transportation related funding that is sustainable and promotes economic and community growth instead of increasing traffic and pollution. . Destroying neighborhoods and a viable backbone by widening/ not capping or widening.</p>	See Comment #5				
2203	Mari Russ Wolf	2/6/2023	MyCuPe Website-Comment Form	Do not widen/no build	<p>No higher no wider. This plan is egregious. It not only consumes homes and businesses but will be obsolete by the time complete. TxDOT has been claiming since the 90s we need more lanes. Do not incentivize traffic to other highways around Austin. This should be a public boycott.</p>	See Comment #5				
2204	Mari Russ Wolf	2/6/2023	MyCuPe Website-Comment Form	Do not widen/no build	<p>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!</p>	See Comment #5				

	Mari Russ Wolf	2/14/2023	McCuEx 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 Koenig. I am a resident of Austin Texas I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I 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.	See Comment #4				
				Latent/Induced Demand	TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18				
				Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34				
				Community Alternatives	an FDR The NetWork35 proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project.	See Comment #4				
2207	Maria Glary	2/25/2023	VOH	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 down 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 Makoa			Do not widen/ho build	Mobility35 Program Manager Tommy Koenig. 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 redesignating SH-130 as an interstate. I expect TxDOT, Austin City Council and other representatives to stand up for me.	See Comment #34				
2209	Maria Peralta	3/6/2023	McCuEx 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 this traffic flow around the city. Expanding in the city will continue the social divide and widen it, and increase the traffic congestion.	See Comment #5				
2210	Maria Rose	2/11/2023	VOH	Do not widen/ho build	I'm opposed to the expansion of I-35.	See Comment #5				
2211	Mariela A Ara	2/9/2023	My site I Co	General Support	My only concern is the time line to finish this project. Make it right I support this for a better Austin. Also, the major businesses to pay for this. Mari	See Comment #8				
2212	Maria Carrasco			Do not widen/ho build	Mobility35 Program Manager Tommy Koenig. Good afternoon, My name is Maria Carrasco 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 borderline unusable. In the history of the US, highway expansions have never eased traffic and will not in this scenario, but will only worsen congestion while robbing Austin of valuable, usable land. Likewise, Texas should use eminent domain as sparingly as possible given its values, and a 20-lane highway is certainly not valuable enough to displace real people. One of Austin's best qualities is green space. 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 NetWork 35's plan in its entirety, not just partially. Thank you for your consideration of my comments.	See Comment #5				
				Community Alternatives	I support NetWork 35's alternative plan to offer more walkability and green space in place of an expanded highway. Please do not expand I-35.	See Comment #4				
				Latent/Induced Demand	Mobility35 Program Manager Tommy Koenig. 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				
2213	Maria Wilson	3/7/2023	Email	Latent/Induced Demand	Mobility35 Program Manager Tommy Koenig. It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18				
2214	Marilyn Faust	3/7/2023	Email	Community Alternatives	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the NetWork35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "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 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 NetWork35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it is no way as a replacement for thoroughly analyzing NetWork35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please use the original analysis found throughout thousands of pages of EIS on the NetWork35 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. Sent from my iPhone	See Comment #8				
2215	Marilyn Mathias	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 #8				
2216	Maria Bernier	1/31/2023	McCuEx 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 corridor 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	Mariela 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	Mariela McKinney	1/30/2023	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 nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas. Sincerely, Mariela	See Comment #8				
2220	Maria Enríquez	1/21/2023	McCuEx 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	C	N	Da	R	d	S	Topic	C	R	P
2221	Mark Altomari	2/24/2023	VOH	Bury/Tunnel	This is a generational project and it shouldn't be niched and dived. Fully capping and covering I-35 is the best design for Austin's future.	See Comment #25				
2223	Mark Armstrong			Air Quality/Noise	Mobility35 Program Manager Tommy Koenig. 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 (mostly the unborn) breathe polluted air every time we step outside. The current proposal will double the width of I-35 through my neighborhood, resulting in an enormous increase in noise, air, and water pollution. And what will it accomplish? We owe it to future generations to come up with planned corridor solutions to traffic congestion, not plans that increase the profits of concrete and construction companies. It's 2023. Is our imagination dead? So dead that the only solution we can come up with is to double the size of something that has already been an epic failure? Does it make sense to have a massive highway cut through the middle of a major urban area? This week I learned that TxDOT has divided its environmental impact study into three sections, perhaps in effort to skirt laws that could halt the process. Last week I learned that 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				
				Latent/Induced Demand	I have yet to find any authoritative evidence that supports the claim that this expansion will alleviate congestion. I've read the opposite. Expansion will result in Induced Demand, an increase in traffic congestion. Given that we read daily about the climate crisis and the destruction it's already causing, it's absurd that this expansion is even being considered.	See Comment #18				
				Racial Justice	The highway is a wound that we residents live with daily. Historically I-35 has segregated the city. This expansion will do nothing to heal the environmental racism that communities of color in Austin have endured for a century.	See Comment #3				





2239	Mark Weiland	3/3/2023	Email	Reroute to 130	Mobility35 Program Manager Tommy Horgan, TOD, video version - Make toll road, 130/45 around Austin free - make 135 through Austin a toll road for through traffic - Provide exemption stickers for Austin residents - create a free process for cheaters that apply for the exemption sticker without being a resident	See comment #3
2240	Marsha ethers Brewer	3/1/2023	Email	Public Transit / Multimodal Transportation	Greetings, As someone who frequently rides a bike, I fear for my life when I travel on roads that prioritize cars over bikes and pedestrians. It's essential that TxDOT takes into account the safety and comfort of all of all road users, including vulnerable ones like cyclists and pedestrians, in the development of this project. Additionally, I care deeply about climate change and air pollution. Expanding highways will only encourage more people to drive, contributing to increased greenhouse gas emissions and worsening air quality. TxDOT should consider more sustainable transportation options, such as public transit and biking/walking infrastructure, to reduce the environmental impact of this project. I strongly believe that this project does not consider prioritizing the safety and comfort of pedestrians at the same level or higher to the throughput of vehicles. Pedestrian safety and comfort should not be an afterthought in the development of transportation infrastructure. Investing in pedestrian-friendly infrastructure, such as wider sidewalks, crosswalks, and pedestrian signals, can improve safety and accessibility for all users and create a more inclusive and vibrant community. I urge TxDOT to consider the needs of pedestrians and prioritize their safety and comfort in the development of this project. The Texas Transportation Commission Minute Order 153483 directs TxDOT Austin to "work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2030 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 2030 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 goal to zero goal. While reaching zero traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is in line with the goal to zero goal is not a completely realistic and within TxDOT's grasp, based upon the design of the facility and various choices that would result from contingencies 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 2030. I urge TxDOT to prioritize the safety of all road users, as well as the environment, in the development of this project. Thank you for your consideration.	See Comment #13
2241	Marsha	1/9/2023	Email	Community alternatives	This plan is only going to further increase the carbon footprint and heat island effect of Austin. It will not relieve traffic jams. Research has shown time and time again that expanding the freeway doesn't work. Look at Houston and it's 28 lane gridlock. It further the racial agenda that is the legacy of 35 through Austin. No one uses the HOV lane in Mexico, other failures. Why are you against car and trucks? Why don't you put it underground? Look at redesign 135 proposed, it's a fantastic idea. You are turning Austin into Houston please look at other ideas besides the same old typical more carpool lanes.	See Comment #4
2242	Marsha Fettes			Do not widen/rev build	Hi TxDOT TxDOT, I oppose the current 135 plan. This already interstate has literally out our city in two for decades. Remember when it was actually green space? Now we have toll roads as an option that no trucks are using. Do something! Demand green space, slow traffic running east west with safe sidewalks for pedestrians to walk.	See Comment #9
2242	Marsha Fettes			Bury/tunnel	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 riding their driving. Force all big trucks to use the toll roads, get them off the interstates.	See Comment #25
2242	Marsha Fettes			Community Alternatives	Look at rethink 135. They have a much more community minded and inclusive approach. This current plan does not represent the values of the Austin I used to know.	See Comment #4
2243	Marsha Fettes			Do not widen/rev build	Mobility35 Program Manager Tommy Horgan, I oppose the current plan. Bury ALL of it. Put a park on top and bike and hike trails. It's being done in many other places. You have a once in a life time opportunity to undo the racism that made 135. Get creative! Houston just buried a freeway. Why are you not looking at much greener solutions as a nation?	See Comment #5
2243	Marsha Fettes			Community Alternatives	You need to look at rethink 135 plan which is much better. You don't have green space, not enough walkways connecting east side and downtown, everyone knows expansion is too expensive and never works long term.	See Comment #4
2244	Marisa Melina	1/11/2023	M/CouEa Website Comment Form	Regional Connectivity	Please build a light rail between San Antonio and Austin. This would be a life changer!	See comment #1
2245	MARTHA SMILEY	2/7/2023	Email	General support	Dear Chairman Buggs 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. Sent from my iPhone	See Comment #8
2246	Martin	1/15/2023	M/CouEa Website Comment Form	Regional Connectivity	Consider rail SA <-> A33	See comment #1
2247	Martin Barera			Air Quality/Climate Change	TxDOT I do not support the current plans. The environmental and equity damage caused by the induced traffic will only lead to more vehicle miles traveled and increased greenhouse gas emissions in the City.	See Comment #18
2247	Martin Barera			East/West connectivity	The current 135 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 135.	See Comment #20
2247	Martin Barera			Reroute to 130	A better approach would be to convert SH130 to 135 to route traffic around Austin rather than through Austin. This would allow the development of a Business 130 to reconnect to the City's street grid and to restore the street network that existed in Austin prior to the construction of 135. Martin Barera	See Comment #3
2248	Martin Barera			Do not widen/rev build	Hi TxDOT TxDOT, Dear TxDOT: I am writing to express my opposition to the proposed expansion of 135 through Austin. History is clear: Providing more traffic lanes only attracts more traffic. Expanding 135 is not a sustainable solution. 135 splits our City in a very isolated fashion. Its location was a poor choice when it was first built, and remains a poor choice today. An expanded 135 does not provide meaningful local travel alternatives. Austin residents do not wish to travel around our City on interstates freeways. Rather, we seek well-engineered low-speed local streets that are beautiful, safe, and friendly to walking and bicycle travel. I do not want a 20-lane super highway running through neighborhoods. I urge you to carefully and meaningfully reconsider the basic assumptions behind the 135 expansion project. I urge you to seek and listen to the opinions of community groups, and seriously study their suggestions.	See Comment #5
2248	Martin Barera			Reroute to 130	Expanding the current 135 alignment it does not fix this problem. A 5.5 through traffic should be pass Austin completely, perhaps on the existing TX 130.	See comment #3
2249	Mary Alice Padilla	2/21/2023	Email	General support	GREAT!! we are moving the traffic problem UNDERGROUND. can you imagine an accident happening the catastrophe trying to get medical assistance down there and the panic if there is a fire..... Please put some thought to this. THIS IS NOT THE ANSWER to the 135 downtown traffic. All that is being suggested is to take the traffic issue with beautiful trees and pedestrian walkways. AND what about the homeless population I can't believe the city will have taken care of this by then. it maybe WORSE.	See Comment #8
2250		2/28/2023	M/CouEa Website Comment Form	Business/residential displacement	To whom it may concern: I am writing to let you know that my husband and I oppose the expansion of 35. Recent studies have shown that expanding inner states does not help to decrease congestion, contributes negatively to the environment, and is detrimental to local businesses impacted by the changes. In particular, I am disappointed that your plan includes to demolish a daycare, Escudella del Arma, serves over 200 Austin families. This daycare is a Spanish immersion daycare and employs many young Latina women. They stay here is also new and that is in the city center, and also affordable. Upgrading, this daycare would almost ensure that it would have to leave the city center, making affordable daycare in downtown Austin almost unheard of. Please consider an alternative plan to leaving down local businesses in the Cherrywood neighborhood.	See Comment #21
2251	Mary Burton	2/8/2023	M/CouEa Website Comment Form	General support	I am in favor of the boulevard concept through downtown. I am in favor of the additional East/West Connectivity. I am generally in favor of Modified Alternative 3.	See Comment #8
2252	Mary Chisholm	3/6/2023	Email	Do not widen/rev build	I live in the Bayview neighborhood. Please don't waste my tax dollars expanding H-35. You made 130, improved 383, and 71. There is also Mexico. Stop wasting my tax dollars on things that do not improve transportation. Use that money for rail services between Texas' larger cities and borders. Don't waste my tax dollars. Mary	See Comment #5
2253	Mary Chisholm		We on the file	Do not widen/rev build	Hi, My name is Mary Chisholm. I reside in Austin, Texas. City Council District 4. I am going to warn the a half a mile from 135. And I'm against the expansion.	See Comment #9
2253	Mary Chisholm			Regional connectivity	I have seen you have built TxDOT roads such as 130 or 36 or 45. And improved 383 and 71. So there's no reason to expand 135. Like traffic can barely get through 135. I mean, I see, I saw, I saw going 30 miles an hour, no, but it is just that one time congested area. But if you do the construction, that one 100 congested area will be didn't just say, didn't just respect for your to come. This is an expensive move. I don't want my tax dollars used for this. And please do not expand 135. It is waste of my tax dollars.	See comment #1
2254	Mary Escamilla			Do not widen/rev build	Mobility35 Program Manager Tommy Horgan, I am a resident of Austin. I OPOSE TxDOT's plans for 135 and I OPOSE expansion. Highway expansion DON'T work.	See Comment #5

					Community Alternatives	I am FOR - The Retain35 proposal, redesignating another highway such as SH 130 as an interstate, a boulevard going through town.	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.	See Comment #18
2295	Mary Escamilla	3/7/2023	Email	Parks	Parks I am emailing regarding the expansion of 135 and taking up parts of Lady Bird Lake to enable that construction. It would be a massive mistake to literally dig up valuable park land that is there for Austinites in order to expand a congested highway. Lady Bird Lake is the jewel of Austin. If you take away the jewel for residents who reside near 35 or residents whose only access point is in that location you will be harming a huge part of the Austin community and Texas. I oppose any construction taking place that interferes with use of the lake, including construction that blocks access to the water or public land and trails which Austinites have always had access to. The greatest part of Austin is the trail and it's the great sorrow. 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	
2296	Mary Gengare	1/11/2023		Do not widen/no build		You all have been working on expanding 135 since I moved to Texas in 1989 and I have tried to avoid driving on 135 since 1989. I know how bad roads there that you can imagine. How you're doing the same with 1404 and 281 - never ending construction/expansion projects. It's time to stop the insanity. What we need is a light rail system. I grew up in a Chicago suburb - Naperville. As teenagers my friends and I often made trips to downtown Chicago for pro sports games, to visit museums, to go to plays or concerts, or just for shopping via the commuter train. I was safe, reliable, transportation that our parents trusted. Many of my friends' parents used the train daily so they could work downtown. The setup was much like our 'L' Park and Ride. A light rail would be missing in for the San Antonio area. Not just from the north either. We need a light rail from the far west side of San Antonio too. Also, the east and the south! A light rail system would be safer for travelers, cleaner for the environment, and in the long run it would be less expensive for the city, county, state AND for travelers.	See Comment #9
2297	Mary Hatch	3/7/2023	Email	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Klings. 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 135. 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 see evidence-based studies for recommendations on increasing mobility speed and lowering cost for transportation within and around the city. Thank you!	See Comment #13	
2298	Mary Hurtado	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Klings. As a resident of Austin for two years, and as a current resident of Houston with plans to move back to Austin this year, I strongly oppose the expansion of 135. I have lived the majority of my life in Houston and have seen firsthand the detrimental effects that the lady freeway had on my city when I lived in Austin, one of the things I loved about it, and still love, is how little the highways interfere with the 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 my city council members, please do what is best and listen to your constituents, thank you!	See Comment #5	
2299	Mary Kraemer			Do not widen/no build	Mobility35 Program Manager Tommy Klings. I am a resident of Texas all my life. I OPPOSE TxDOT's plans for 135 and I OPPOSE expansion.	See Comment #9	
				Community Alternatives	I am FOR The Retain35 proposal...	See Comment #4	
				Reroute to 130	- redesignating another highway such as SH 130 as an interstate...	See Comment #3	
				Public Transit / Multimodal Transportation	-A boulevard going through town, a public transit-first project, getting commuters out of cars and into public transportation.	See Comment #13	
				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. 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 Maugher	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 the closest traffic to this exit. Woodland transitions to Arnie street and runs through an elementary school crossing one (Texas Heights Elementary). Past drivers often fail to see the flashing lights and crosswalks as they speed through them. The speed bumps do not slow down these drivers. Second, it will reduce congestion on 135. Third, it will redirect travelers to the main roads (Brentrise and Oltorf) and away from secondary neighborhood roads (e.g., Arnie, Brentrise). Traffic on these roads has steadily increased over the years and has become a safety concern. Due to the driver's sudden adaptation to "high speeds" on 35, they often drive well over the speed limit making it dangerous for pedestrians and residents who are backing out of their driveways on Woodland/Arnie St. Importantly, Woodland transitions into Arnie street and runs through the middle of Statue park, so both adults and children use a crosswalk on Woodland to get to the other side of the park. Fast drivers often fail to see the crosswalk and speed through it, nearly hitting pedestrians. The speed bumps do not sufficiently slow down these drivers. Fourth, traffic noise has steadily increased, especially for residents living on Woodland/Arnie St near the speed bumps. Vehicles traveling over the speed limit make a lot of noise when they pass or are near. This makes it difficult to sleep at night, especially weekends, when annual ACL motorcycle bike races (MOT) and other events in 28th and South Congress increase traffic on Woodland. Mary Maugher 508 E. Arnie Texas Heights Sent from my iPhone	See Comment #8	
2261	Mary Peucny			Do not widen/no build	Mobility35 Program Manager Tommy Klings. I am OPPOSED to the "Expanding is not a sustainable strategy for the congested roadways in Austin. Ten years of construction is absolutely unacceptable! Do not go forward with construction as planned.	See Comment #5	
				Community Alternatives	I am FOR Retain35 proposal... redesignating another highway such as SH 130 as an interstate, a boulevard going through town, a public transit first project, or other viable options. I work for a community organization serving Austin 100 schools on several different campuses. Driving is already a daunting challenge and takes exorbitant amounts of time to get from points of service to the central office. Then to go home is another hurdle that I face daily. I don't deserve this kind of stress or struggle... none of us do. Driving already affects my mental 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 stand against the TxDOT plan for expansion.	See Comment #4	
2292	Mary Rose		VOH	Do not widen/no build	Wife's agrees, SH 35 needs improvements. I do not think the current plan will address Austin's needs. My concerns regarding SH 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 SH 35 less of a physical bottleneck for Austin residents. We need more accessible on-ramps so it is not such a divider. I live a couple blocks from the roundabout at E Lee Street. Distance wise, I could easily walk from my home east of SH 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 "exit" to facilitate to families, elderly, and anyone who can't move quickly or struggle cars. It's been said ad nauseum but widening the highway at any point is a waste of our central Austin and downtown real estate as this will do nothing to relieve traffic congestion. We need to find ways to move PEOPLE and cars efficiently through central and downtown Austin. Adding lanes will not accomplish this. This is a once-in-a-generation project. I challenge TxDOT to be innovative and forward-thinking. I applaud you for wanting to remove the upper decks and to lower lanes below ground level. But it's not enough. Make this project a benefit to Austin residents. Add improvements that will be beneficial to residents for years to come, such as purposefully prioritizing mass public transportation.	See Comment #9	
				Reroute to 130	Your presentation says that a high percentage of travel on this stretch of highway is local. If this is true then let's find ways to improve travel for local people. Find a way to route 18-wheelers and other thru drivers around the city. This would decrease travel time for Austin residents.	See Comment #3	
				East/West Connectivity	Correct east and west Austin.	See Comment #20	
				Public Transit / Multimodal Transportation	In order to improve safety, we need to find a way to remove cars and I believe that is by prioritizing public transportation. Buses and rail lines would remove cars from the road, which would decrease the likelihood and frequency of collisions. Prioritizing public transportation would also decrease travel time for everyone.	See Comment #13	
				Do not widen/no build	I believe that there are some major problems with the planned 135 expansion and redesign.	See Comment #9	
2263	Mary Stanton		McCupe's Website-Comment Form	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 area.	See Comment #34	
				Blue-jay safety	2. Design aspects do nothing to promote non-vehicular travel within the city and actually create discontinuities. The 135 and Airport Blvd intersection design is particularly bad for pedestrians and cyclists to cross the freeway or near Airport. 3. The expansion of Airport Blvd at 135 to move more traffic heading south on 135 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 exit and enter the Delaney 2 neighborhood.	See Comment #30	
				Water quality	4. There is no solution for treating the environmental impact of rain run off from the depressed lanes.	See Comment #125	
				East/West connectivity	5. East/West crossing in Austin has been hindered and caused physical and cultural division since the highway was built. This should be corrected during a major reconfiguration of the freeway.	See Comment #20	
				Reroute to 130	6. The basic problem with 135 is that it cuts through a city that has grown too rapidly but still is the major conduit for south and north bound freight transportation via truck through Texas. A new solution should divert these vehicles outside of the central city.	See Comment #3	
2264	Mary Urban			Do not widen/no build	Mobility35 Program Manager Tommy Klings. I am a resident of the 10th district of Austin and I oppose TxDOT's plans for 135. Building more just creates Induced Demand and the "more lanes lead to promise" rhetoric does not work and only makes traffic. The one thing I could agree would be to expand or change the lane structure around southbound exit towards 15th street, where an upper deck lane changes into an exit only lane, creating a huge bottleneck. That lane should add barriers to become ONE-LANE exit only the whole time, or expand to create an exit only lane (may have to cut into the frontage road).	See Comment #9	
2265	Mary Willis	2/5/2023	McCupe's Website-Comment Form	Regional Connectivity	Instead we should make 130 the main 135 and route all non-local traffic through there (expanding if necessary) and make the current 135 a local highway, without any further construction.	See comment #3	
2266	margaret laue	2/23/2023	Email	Do not widen/no build	W- TxDOT TxDOT, I oppose expanding 135.	See Comment #5	
2267	maison valadek	1/19/2023	McCupe'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. Widespread 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	

	C	N	On A d	S	Topic	C	A p
2268	Matt Barnstone	3/7/2023	Email	Do not widen/no build	<p>Email Copy: Please find the attached letter sent on behalf of the CNUCA Board of Directors regarding the I-35 Central Express Project DBS.</p> <p>The complete PCF is located in the public hearing summary, appendix F: Modified Build Alternative 3 does not do enough to offset the damage of the existing corridor to the City nor the damage that will be caused by the induced VMT traffic and super-charged sprawl that will occur as a result of the highway widening.</p> <p>The DBS purports this to be an 8 mile highway widening, but this hides the fact that it is part of an overall 66 mile highway widening project and that much of the data and analysis cannot be taken at face value since only a small segment of the overall project is being considered as part of this study.</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 MACTD 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'-12" wide and there should not be more than 2 in 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 safer 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 elevation change, 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-styled 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	MCuCE Website Comment Form	Do not widen/no build	I want a regular and dedicated rail service between San Antonio and Austin as part of any plans to improve the US 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	<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 #6	
2271	Matt Carter			Do not widen/no build	<p>MultiUS Program Manager Tommy Kings.</p> <p>Hello</p> <p>I'm a resident of South Austin in 78748 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	
				Community Alternatives	I'm in full support of ReThink35's vision plan and encourage you to reconsider TxDOT's efforts to widen and expand this freeway.	See Comment #4	
2272	Matt Dow	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>Matt Dow, Jackson Walker LLP</p>	See Comment #6	
2273	Matt Gier	1/11/2023	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>Matt and Emily Gier</p>	See Comment #6	
2274	Matt Haverer	3/7/2023	Email	Do not widen/no build	<p>MultiUS Program Manager Tommy Kings.</p> <p>I drive I-35 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					<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>Matthew Heaton, MATTHEW W. HODGINS PRINCIPAL, d</p> <p><a href="https://www.mattheaton.com/press-releases/2023/02/07/communications-privacy-act">https://www.mattheaton.com/press-releases/2023/02/07/communications-privacy-act</a></p> <p>18 U.S.C. 2512-2521 and is legally privileged. If the reader of this email is not the intended recipient, you are hereby notified that distribution or copying is strictly prohibited. Nothing contained in this message or in any shall satisfy the requirements for a writing, and nothing contained herein shall constitute a contract or bind a principal. If you have received this in error please notify us and destroy the original message. Thank you. TRAC Agency Disclosure: Texas law requires all real estate licensees to provide an information About Brokerage Services disclosure notice to all prospective buyers, tenants, sellers and landlords. To view this information, please click on the link below. <a href="https://www.texasrealty.com/realty/RealEstate/AboutBrokerageServices.pdf">https://www.texasrealty.com/realty/RealEstate/AboutBrokerageServices.pdf</a></p>	See Comment #6	
2276	Matt Higin	3/6/2023	Email	Air Quality/Noise	<p>Re TxDOT TxDOT.</p> <p>The latest design displaces many community assets, pollutes our air and will create worse congestion. More funding needs to be placed by TxDOT in alternative modes to vehicles including bicycling, walking, and transit. The next generation will face a more polluted and congested Austin if this expansion goes through. I hope you will reconsider.</p>	See Comment #34	
2277	Matt Levin	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	
2278	Matt Lika	1/13/2023	Email	Public Transit / Multimodal Transportation	We want trains. Please give us trains.	See Comment #13	
2279	Matt Magby	2/14/2023	VOT	Do not widen/no build	<p>1. No Higher 'No Wider' - don't expand to 35 lanes</p> <p>2. A full cap from Lady Bird Lake to Airport Blvd</p> <p>3. Don't preclude future passing Airport Blvd to 280</p> <p>4. Route trucks to SR 130</p>	See Comment #5	
2280	Matt Mathias	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> <p>Matt Mathias</p> <p>Austin Notes: The information contained herein has been obtained from sources deemed to be reliable. However, Mattias Partners makes no guarantee, warranties, or representations as to the accuracy thereof. All information is presented subject to change in price, conditions, errors, omissions, prior sale, lease or withdrawal without notice and is not to be considered complete, accurate, or total representations of the facts surrounding the property. Interested parties should conduct their own independent analysis.</p>	See Comment #6	
2281	Matt Singleton		VOT	Do not widen/no build	<p>I'm writing to object in the strongest terms possible to the current plan to expand I-35 through Austin.</p> <p>I-35 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>Racial justice</p> <p>The highway brings nothing but noise and pollution, and has no place in a modern city center.</p> <p>Air Quality/Noise</p> <p>The project as currently planned will displace homes and businesses, with an outdated 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 NOT ALLEVATE TRAFFIC.</p> <p>Business/residential displacement</p> <p>Induced Demand is a well studied and understood phenomenon, and TxDOT's continued willful ignorance is shocking.</p> <p>Latent/Induced Demand</p> <p>The only acceptable solution to the problem is for I-35 to be routed around Austin and for the highway through the city center to be replaced by a modern urban boulevard.</p> <p>Reroute to I-30</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 sham impact report that's currently the subject of a federal lawsuit), rethink the impact on existing homes and businesses, and incentivize multimodal traffic out of the city center and onto</p> <p>East/west connectivity</p>	See Comment #5	
						See Comment #3	
						See Comment #34	
						See Comment #21	
						See Comment #18	
						See Comment #32	
						See Comment #20	
2282	Matt Swanson	2/27/2023	Vocemail	Reroute to I-30	<p>As an expert and a land planner for the woodlands area for this 35 to 40 years, I found that Houston is smaller. They do not hope that, that trucks can travel on. You just need to get the trucks off of 35. And you don't need to add anything else, just get I-67, 2 good roads that are free for trucks and then just the local traffic, plan for that. So if you have any questions, you're welcome to call me. But 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.</p>	See comment #3	
2283	Mark Tang	2/22/2023	Email	Do not widen/no build	<p>The plans to expand I-35 through the heart of Austin are a horrible idea that will run the capital of Texas. The highway needs to be rerouted around downtown, perhaps utilizing I-30 or I-83, rather than doubling down on sending a growing stream of trucks through a traffic locked downtown. Furthermore, the years of construction would make the problem even worse in the short term - the overhauls are all immensely disruptive to existing traffic, and we frankly can't afford years of bottlenecked traffic there. SNAI works, the plans harm existing businesses and families, and completely undermine attempts to connect the city. This will heighten Austin for a decade, and then we'll be spending another decade undoing it.</p>	See Comment #5	
2284	Matt Vasilev	1/20/2023	MCuCE 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/no build	I am against this I-35 Capital Express as proposed. I live 1 mile from I-35, Central region.	See Comment #5	
				Latent/Induced Demand	I know TxDOT understands the Induced Demand concept.	See Comment #18	
				Reroute to I-30	The flawed concept of a major regional intermodal route through a downtown metro area (where a point is an outdated failure (think I-10 thru downtown Houston). Through traffic belongs on SR-130.	See Comment #3	

2285	Matt Watrip		McCapEx Website-Comment Form	CapEx/Deck Phases	Any remaining interstate through central Austin should be entirely below grade and fully capped. Please don't fail current and future Texans by proceeding with this flawed plan. We should have more caps (bury the freeway in longer segments so we truly create connections between east and west) Early plans suggested TxDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	See Comment #42						
				Air Quality/Noise	We need greater measurements of air quality during this "environmental" review	See Comment #34						
				Water quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #125						
ID	C	N	Da	R	d	S	Topic	C		R	P	
							Public Transit / Multimodal Transportation	We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle. We should have bus only lanes (not limited TxDOT actually plans for not have - that would be truly awesome) - but we need PREFERRED transit options.		See Comment #13		
2286	Matt Whelan	2/7/2023					General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Mail for Windows		See Comment #8		
2287	Matt Wadralby	3/1/2023					Do not widen/no build	Mobility35 Program Manager Tommy Koenigs. why are you adding pavement? that's not what anyone wants. nott andralby		See Comment #5		
2288	Matthew A Sawbarger						Do not widen/no build	Mobility35 Program Manager Tommy Koenigs. I am writing to state my objection as a resident of Austin, Tx for the expansion of IH-35.		See Comment #5		
							Business/residential displacement	Significant number of important businesses along I-35 will be wiped from our city just to make room for more highway lanes. These businesses are important for the culture of the city.		See Comment #21		
							Public Transit / Multimodal Transportation	The expansion is a considerable waste of resources and tax payer funds which would be better spent on high efficient public transportation system which will remove more cars from the highway system than the expansion could ever hope to achieve by the time of its completion. 10 year of construction will create far more problems for the city than it would hope to relieve not to mention that congestion will just return once the expansion is finished as more cars will just fill in the new lanes given Austin's rate of growth. Please do not subject the residents of Austin to a significant impact to our daily lives. We want mass transit not more highway lanes.		See Comment #13		
2289	Matthew Aguirre	3/6/2023					Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Koenigs. Invest in better public transportation instead!		See Comment #13		
2290	Matthew Ahrens	1/29/2023	McCapEx Website-Comment Form	Regional connectivity	Please consider reviving the Lone Star Rail proposal to link Austin and San Antonio with regular commuter rail. The current I-35 expansion plans are just going to waste money and not improve the flow of people through the corridor.		See Comment #1					
2291	Matthew Davis						Do not widen/no build	Mobility35 Program Manager Tommy Koenigs. Perks. Though I do agree that a radical redesign of our city's infrastructure (including I-35) is necessary, I don't think that the current plan that has been presented is the right way to go forward. Highway expansions have time and time again have been demonstrated to increase congestion on the roads that have been expanded.		See Comment #5		
							Reverts to I-30	I think that a lot of the issues facing this road currently are due to the high presence of trucks, the problems with having a major national highway running directly through the downtown core of the city (as opposed to a ring road) and due to the lack of other options for transport apart from cars. SR-130 should be rationalized and made into a ringroad using the current designations available, and other transit options need to be invested in in the city. Yes, I-35 needs to be improved to be made safer, but an expansion is not going to fix those issues. Thanks,		See Comment #3		
							Climate Change	The real solutions to congestion like transit and pedestrian mobility are clear after thoughts. You test that CapMetro will use the managed lanes but don't have a plan. Your 10' SUP lanes are a joke. No protection from cars spending 60 min. Please listen to the community, we don't want this. We want a future with fewer cars, please help us see that through.		See Comment #5		
2292	Matthew Ferns			Physician / Doctor	Do not widen/no build	It's really disappointing to see the state accommodating more for cars when the world is at such a pivotal moment in the climate crisis. I do not support any project that openly backs an increase in greenhouse gas emissions. 80% of all US traffic is road. Adding more lanes will not speed up those 80% exiting and entering.		See Comment #51				
2293	Matthew Galvez	3/1/2023					Do not widen/no build	Mobility35 Program Manager Tommy Koenigs. Simply expand the toll road going around the city to the east and build a new bridge if we need to. Expanding an interstate that was put in exactly the wrong place will further contribute to the degradation of downtown and the east side. The idea of putting a road for I-35 through the middle of the city perhaps made sense 100 years ago - it makes absolutely no sense now. No one who lives here wants it. Remove urban residential/commercial centers with fewer cars make everyone happier close the Marshfield, Washington and Boston at least get that right. Please stop the whole thing - thank you		See Comment #5		
2294	Matthew Gause	1/8/2023					General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.		See Comment #8		
2295	Matthew Gause	2/9/2023					General Support	Please find attached the Austin Chamber's formal I35 CapEx Central support letter.		See Comment #8		
2296	Matthew Gonzalez	1/31/2023	McCapEx Website-Comment Form	Regional connectivity	I support a rail system connecting San Antonio, New Braunfels, San Marcos, Austin, and nearby areas.		See comment #1					
2297	Matthew Gritt	1/27/2023					General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Best, Matt		See Comment #8		
2298	Matthew Jones		McCapEx Website-Comment Form	Do not widen/no build	Please consider using State funds for the Austin I-35 Project.		See Comment #5					
				Water quality	Contaminant and diversion of rain water away from the lake would be beneficial.		See Comment #125					
				Reverts to I-30	Limiting commercial truck traffic to local delivery is desirable. Thank you		See Comment #3					
2299	Matthew King	3/1/2023					Letters/Inbound Demand	Mobility35 Program Manager Tommy Koenigs. It is not difficult for the common citizens to look at these expansions of the road and see that they do not improve traffic conditions much or at all. It is often that the constituent hopes that an expansion or extra lane will fix traffic but they know deep down that it will not change anything. This is largely because of the engineering of lanes which while I know little directly about I do know point to these expansions as not doing much to speed up traffic at all a different solution is necessary.		See Comment #18		
2300	Matthew L Mitchell	2/21/2023	McCapEx Website-Comment Form	Do not widen/no build	I oppose expansion. My gym Texans County Strength on airport Blvd would no longer exist with either expansion plan. They have cultivated a great community there and I would greatly miss it. I appreciate Council considering a resolution on I-35 and ask you to strengthen the resolution by including language that recognizes community concerns and opposition to expansion		See Comment #5					
2301	Matthew Linsen						Do not widen/no build	Mobility35 Program Manager Tommy Koenigs. Good morning Mr. Abrego. I am writing to express my deep opposition for TxDOT's expansion plans of I-35.		See Comment #5		
							Public Transit / Multimodal Transportation	I do not believe that this plan will provide the needed increase in regional productivity to justify it's costs. Rather, we need to maintain what we've built and expand transportation options beyond simply highway widening. Please consider my thoughts in your decision to move forward. Thank you.		See Comment #13		
2302	Matthew Lufley	2/9/2023				Physician / Doctor	Do not widen/no build	It is absolutely unacceptable to expand the highway and increase congestion, traffic flow, and pollution for no benefit to citizens of the city. There are only detriments to this terrible idea. Stop		See Comment #5		
2303	Matthew Lufley	1/24/2023	McCapEx Website-Comment Form	Do not widen/no build	I am completely opposed to the expansion of I-35. Data has shown again and again that expanding roads increase congestion and commute times, rather than decreasing them. And the environmental impact and destruction of local businesses are unacceptable. I-35 is too big enough already. Do not expand it.		See Comment #5					
2304	Matthew Lufley						Letters/Inbound Demand	Mobility35 Program Manager Tommy Koenigs. My name is Matthew Lufley and I am an Austin resident and PhD student at UT Austin. Expanding highways doesn't reduce congestion; data shows that after a few years max, it just leads to more cars on the road and worse congestion, and it also pollutes and destroys businesses and increases traffic fatalities.		See Comment #18,		
							Public Transit / Multimodal Transportation	If this plan were to build a rail system instead, this would improve driving as well as public transportation in Austin, since the only real way to get cars off the road is to give people another viable option.		See Comment #13		
							Do not widen/no build	The proposed expansion of I-35 is an enormous waste of money that will take 10 years of construction and won't solve any problems, while creating many more, and there are much better plans for fixing Austin's transportation problems. TxDOT should go back to the drawing board and come up with a transportation plan that will actually fix Austin's transportation infrastructure, not make it worse.		See Comment #5		

2305	Matthew Martin		Do not widen/no build	Mobility35 Program Manager Tommy Alving: My name is Matthew Martin, and I live in North Austin. I wholeheartedly oppose TxDOT's plans to expand I-35. I am instead for far greater efforts at expanding public transit to more parts of the city, as existing bus routes are extremely limited and unreliable, especially where I live in North Austin. I know that TxDOT's project, as well as the process for soliciting public input, has been flawed in an understatement. The I-35 expansion is waste of time, energy, and precious resources for need to nothing in terms of congestion relief. I don't want to use an interstate highway just to get around Austin. Rather, I want TxDOT, Austin City Council, and other local representatives to heed the growing warnings of Austin residents that see the serious ramifications of moving forward with the current plan. The time for democratic accountability is now.	See Comment #5					
				Air Quality/Climate Change	The project itself ignores all existing research indicating that more highways actually leads to more traffic, and the environmental impact due to the construction efforts would add insult to injury in a city that already suffers from some of the worsening effects of climate change.	See Comment #18				
				Air Quality/Noise	We have seen what highway expansions do, especially in Texas given our experience with the Katy Freeway. They worsen traffic, divert funds from public transit, cause destructive construction, produce air noise and water pollution, and reduce public safety (TX has the highest number of traffic deaths in the whole country).	See Comment #34				
			Do not widen/no build	Mobility35 Program Manager Tommy Alving: Dear TxDOT, We as students on campus at the University of Texas at Austin greatly oppose the proposed I-35 expansion. Students have held rallies in opposition of the expansion and determined that our future within Austin and The University of Texas should not include further investments in environmentally unsustainable, economically and racially inequitable, car-centric modes of travel. The expansion plan is an attempt by the state to impose its will on the city against city council opposition. This contravenes with the City of Austin's preferred expansion of public transportation through Project Connect, and the expansion fundamentally violates the city's goals.	See Comment #5					
				Public Transit / Multimodal Transportation	The expansion will make public transit, walking, biking, and other alternative transit options incredibly dangerous, especially crossing east and west. Students who do not have or cannot afford a car rely alternative forms of transportation, and it is the already socioeconomically disadvantaged students who will be impacted the most. Project Connect seeks to meet this divide by investing in light rail and expanded bus routes intended on moving people, not cars, throughout the city.	See Comment #13				
ID	C	N	Da	R	e	S	Topic	C	R	P
2306	Matthew McElay	3/7/2023		Email	Air Quality/Climate Change	The construction project and expansion will further promote vehicle emissions into our already polluted air. The Rocky Mountain Institute, a sustainability nonprofit, found the expansion in its completion would generate between 1.2 to 2.6 million metric tons of carbon dioxide into our air by 2050, negating 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. 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" inspires us to take initiative and make a difference in the world where we see room for improvement. Students across the university have all learned about the devastating impacts of pollution contributes to global warming, and are taking a stand for how they want to shape the future of this city. This has become one of those times where our duty would be to stand up and speak against what this university has agreed, and this university has agreed that we do transportation at the CAMPO level. The fact that we are so close to non-attainment for PM 2.5 and that we drastically change the way we do transportation at the CAMPO level. 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 various 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 of the people of the Austin region and reduce the heavy negative health impacts of our transportation system. Concerned UT Austin Students Matthew Martin [REDACTED] 7017 Garrison In Arlington, Texas 76017	See Comment #18			
2307	Matthew McGee	3/7/2023		Email	Air quality/noise	Dear I-35 Capital Express Center, 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 finalizing the Final Environmental Impact Statement: - 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 headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level. - The fact that we are so close to non-attainment for PM 2.5 is likely why TxDOT did not do the analysis. And likely why they are pushing for an 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 various 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 of the people of the Austin region and reduce the heavy negative health impacts of our transportation system.	See Comment #34			
2308		3/6/2023		Email	Public Transit / Multimodal Transportation	My TxDOT TxDOT, Investing in alternative transportation systems will decrease traffic, not making a highway bigger	See Comment #13			
2309	Matthew Rosenberg				Do not widen/no build	Mobility35 Program Manager Tommy Alving: Hi, I live in East Austin, and the I-35 expansion will ruin our neighborhood. We are a community that SHOULD be connected with the city as a whole. It is insane to have the highway expand and continue to separate the community in Austin. The freeway runs the connections all of Austin should have. This is a growing, major city in Texas. Expanding the freeway is short sighted and wrong.	See Comment #5			
					Reroute to I-35	Move interstate traffic around the city and have local traffic come down a local road system. Every city that has given 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/no build	My TxDOT TxDOT, Dear TxDOT, I oppose expanding I-35.	See Comment #5			
					Latent/Induced Demand	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes, not to mention the massive inconvenience during the several years of construction and the immense cost to the taxpayers of this state. The assumption that widening the highway will improve traffic is not backed by reliable evidence.	See Comment #18;			
					Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes, not to mention the massive inconvenience during the several years of construction and the immense cost to the taxpayers of this state. Wide polluting highways through town are not what I want for Austin.	See Comment #34			
					Community alternatives	I want community alternatives to expansion to be fully considered and the best alternative adopted.	See Comment #4			
2311	Matthew William Berra	3/7/2023	McCupe's Website Comment Form		Do not widen/no build	Please do NOT go through with this plan. Bury I-35. Don't destroy property. Don't add lanes. More lanes means more traffic. Please.	See Comment #5			
2312	Matthew Yeager	3/7/2023	McCupe's Website Comment Form		Do not widen/no build	The developers and stakeholders within the City of Austin can't touch the lake or riverfront without extensive review by multiple city boards and commissions but TxDOT can build a 200' ditch and close the lake without question? Seems the City Must Love the City is now extending their power a bit here. Unless you're building high speed rail and a better pedestrian connection for the shoreline traveled of a river crossing y'all can go kick rocks.	See Comment #5			
2313	Mattie Burras				Do not widen/no build	Mobility35 Program Manager Tommy Alving: As a citizen of Austin, TX, I feel it imperative to let you not to expand I-35. If anything it should shrink, not expand. Austin is too dependent on individual vehicular transportation, and it is suffocating the city's growth.	See Comment #5			
					Public Transit / Multimodal Transportation	Austin would fare better investing in its public transportation, both in bus route infrastructure and in the implementation of a readily expandable rail network. The only thing stopping 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 street to maintain profits.	See Comment #13			
2314	Maure Carroll				Do not widen/no build	Mobility35 Program Manager Tommy Alving: I am a resident of district 5 in Austin and frequently need to travel north. I do not support the 35 highway expansion and want our city to review other options. I do not want to use an interstate highway for local trips. I do not support this expansion. I expect my city council members and TxDOT to advocate for me and thousands of others.	See Comment #5			
					Latent/Induced Demand	The 35 will 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 should be put into more frequent and reliable bus transit around the entire city, not just the central hubs. I know we don't want Austin to become CA but I think we need to learn from their mistakes of lane expansion. They wasted millions of dollars and now having to refocus on public transit. Use proven methods to improve citizen's lives, not ones that will only destroy our city.	See Comment #13			
2315	Maureen McGuigan				Do not widen/no build	Mobility35 Program Manager Tommy Alving: Highway expansions DON'T work.	See Comment #5			
					Air Quality/Noise	They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34			
					Latent/Induced Demand	They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #18			
2316	Minerva Paje Alai	2/21/2023	McCupe's Website Comment Form		Regional connectivity	A commuter rail between San Antonio and Austin would be awesome.	See comment #1			

2317	Mauricio Gonzalez Hernandez	1/12/2023	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. I</p>	See Comment #8
2318	Max Elliott		McCaule 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 Escuelas del Alma and this longstanding, local business would be forced to relocate and likely close along with many other businesses who would be displaced with this project.	See Comment #21
				Roadside justice	I-35 has a history of dividing our community - it is a stain on our beloved city.	See Comment #3
				Bury/tunnel	We now have the opportunity to explore creative means 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		McCaule 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
				Labels/Induced Demand	Have we learned nothing from other cities that have already done this and seen no improvements? Just look to Houston, two hours away, a city I grew up in. Did they benefit from expanding to a disgusting I-236 highway? No, traffic continues to be an absolute nightmare there for everyone involved. It's possibly worse now. And now you want to bring that same approach to Austin? Not to mention the way those highways bisect the neighborhoods but sure, let's expand the hostile spaces that aren't welcoming for walkability so that we can...continue to have terrible traffic. I realize we're already in a traffic nightmare, but that's on y'all to SOLVE, not make worse.	See Comment #18
				Community Alternatives	I support initiatives like Refit35 - bring walkability back to that area and first 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 likely already spending just as much if not more time sitting in traffic on 35. Please, care about this city and its residents and not just about making changes for the illusion of progress.	See Comment #4
2320	Max Gardner			Do not widen/ho build	<p><b>Mobility35 Program Manager Tommy Kling.</b></p> <p>Hello,</p> <p>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 since then. Though I can absolutely agree that 35 as it exists now is a pain point for drivers, I also am absolutely certain that expanding it is the wrong move. First of all, most Austin residents want to avoid 35 as it is, taking alternative routes through the city streets. Most of the people I know take 35 only if they absolutely have to, and even then will 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 by adding even more congestion and stress around the areas that border 35, and it's making me more hesitant to venture to different parts of the city. On the topic of quality of life, as a born-and-raised Houstonian, I can attest that expanding don't work. You know what happened in Houston when they widened the freeway there? Absolutely nothing changed. It was there through the entire expansion process and driving a lot on the Katy Freeway as I am from Katy and went to school at the University of Houston. Traffic continued to be just as bad, people became even more aggressive as drivers because they now had to contend with so many lanes of traffic, 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's not going to resolve any traffic congestion issues?</p>	See Comment #9
				Community alternatives	I support the Refit35 proposal of directing non-local traffic to alternative highways (either 183 or 130) because that makes the most sense. You aren't saving anyone time by expanding 35 because the congestion won't get better. Full stop. Instead, you'll be spending that money trying to get around that city and support local businesses as well as those local businesses you'll be forcing not to leave the land for the expansion) and frustrating people who are using 35 to continue north or south to Dallas or San Antonio because they'll be trapped in the same bottleneck they've always been. Direct those people to highways that are nearby that don't cut directly through the heart of Austin. Refit what the stretch of 35 from 71 to 183 could be altogether - improve public transport for people who live in North and South Austin. Care about the quality of life for Austin residents and stop prioritizing people passing through.	See Comment #4
				Do not widen/ho build	<p><b>Mobility35 Program Manager Tommy Kling.</b></p> <p>Hi! 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.</p>	See Comment #9
				Air Quality/Climate Change	The proposal that TxDOT has would increase carbon emissions, ignore Reduced Demand, and leave the city with another multi-year construction project that would increase traffic even more.	See Comment #18
				Id	Id	
2321	Max Henshick McQuarters			Labels/Induced Demand	The proposal that TxDOT has would increase carbon emissions, ignore Reduced Demand, and leave the city with another multi-year construction project that would increase traffic even more.	See Comment #18
				Community Alternatives	I support Refit35 proposal to stop the expansion and fund a valuable boulevard in place of the highway.	See Comment #4
				Roadside justice	This would introduce safer bike lanes, bus lanes, and sidewalks connecting both sides of Austin in place of a historical barrier used for redlining in our city.	See Comment #3
				Public Transit/Multimodal Transportation	This would introduce safer bike lanes, bus lanes, and sidewalks connecting both sides of Austin in place of a historical barrier used for redlining in our city. I hope the council members of Austin will support us when we say we DO NOT want an expansion.	See Comment #13
2322	Max Hines	3/6/2023	Email	Do not widen/ho build	<p><b>Mobility35 Program Manager Tommy Kling.</b></p> <p>Please read 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 capitalist interests and ignoring the well being of people everywhere.</p>	See Comment #5
2323				Do not widen/ho build	<p>Dear I-35 Capital Express Central,</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 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:</p> <ul style="list-style-type: none"><li>- Air Quality analysis must look at PM 2.5, PM 10, and O3. TxDOT only analyzed CO which is easy to study and they know they would clear.</li><li>- Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level.</li><li>- The fact that we are close to non-attainment for PM 2.5 is likely why TxDOT did do the analysis. And likely why they are pushing for an PES and Record of Decision by August (prior to Texas being required to comply with new standards).</li><li>- TxDOT needs to do a quantitative analysis and health impact assessment for all pollutants.</li><li>- 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.</li></ul> <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 #5
				Air quality/climate change	<p>Dear I-35 Capital Express Central,</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 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:</p> <ul style="list-style-type: none"><li>- Air Quality analysis must look at PM 2.5, PM 10, and O3. TxDOT only analyzed CO which is easy to study and they know they would clear.</li><li>- Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level.</li><li>- The fact that we are close to non-attainment for PM 2.5 is likely why TxDOT did do the analysis. And likely why they are pushing for an PES and Record of Decision by August (prior to Texas being required to comply with new standards).</li><li>- TxDOT needs to do a quantitative analysis and health impact assessment for all pollutants.</li><li>- 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.</li></ul> <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 #18
				Do not widen/ho build	<p>Dear I-35 Capital Express Central,</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 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:</p> <ul style="list-style-type: none"><li>- Air Quality analysis must look at PM 2.5, PM 10, and O3. TxDOT only analyzed CO which is easy to study and they know they would clear.</li><li>- Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level.</li><li>- The fact that we are close to non-attainment for PM 2.5 is likely why TxDOT did do the analysis. And likely why they are pushing for an PES and Record of Decision by August (prior to Texas being required to comply with new standards).</li><li>- TxDOT needs to do a quantitative analysis and health impact assessment for all pollutants.</li><li>- 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.</li></ul> <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 #5
2324	Max Lohal	3/7/2023	Email	Do not widen/ho build	<p><b>Mobility35 Program Manager Tommy Kling.</b></p> <p>Hello,</p> <p>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 expect TxDOT, Austin City Council, and other representatives to stand up for me.</p>	See Comment #5
2325	Max McDonald	1/24/2023	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.</p>	See Comment #8
2326	Max Reisdler			Do not widen/ho build	<p><b>Mobility35 Program Manager Tommy Kling.</b></p> <p>As a citizen of Austin for the last 40+ years, I stand firmly against any expansion of I-35 as a north-south corridor.</p>	See Comment #5
				Rescue to I-30	I-30 was built specifically to handle this traffic, and we are still paying for that bonanza. 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 I-35 anyway. Personally, I will vote against and contribute to the opponents of anyone who supports this endeavor. Sincerely,	See Comment #3
2327	May Matheson 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 Capital Express Central project. The project is not appropriate for an urban area where people live, work, and commute by varied means of transportation in our local area. As someone who primarily gets around by bike, on foot, or by taking local transit, I need to be able to traverse my local area in an efficient, direct, and safe way. The proposed I-35 expansion will not allow me to do that. Rather than expanding this highway that is already a huge barrier to movement, we should be removing it or completely capping it throughout the full length of the city. The proposed project has too few bike lanes, too few pedestrian crossings, and would require non-car users to go well out of our way to connect locations that are close by the cross floor, adding significant distance, physical exertion, and travel time to our trips.	See Comment #5
2328	Maya Trahan	1/12/2023	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. Maye T.</p>	See Comment #8

2329	Mayra Cerda- Gomez				Do not widen/no build	Mobility35 Program Manager Tommy Alving. I am a resident of Travis County and my address is 4207 Bluffridge Dr, Austin TX 78758. I oppose TxDOT's plans for I-35 and I oppose expansion.	See Comment #5			
					Air Quality/Noise	It's not worth the price, it's cause pollution, which will harm the environment beyond repair.	See Comment #34			
					Public Transit / Multimodal Transportation	I am for a public transit first project, which allows for a gradual building of our ecological system and will eventually be more effective and less expensive. I respect TxDOT, Austin City Council and other representatives to stand up for me.	See Comment #13			
2330	McKenzie Ellington				Do not widen/no build	I oppose the expansion of I-35.	See Comment #5			
					Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Alving. As a resident near the Zilker park area, I feel that public transit first projects are something we are far more in need of in this city. I-35 only encourages people to travel through the city and not take into account any of the Austin's character or value. Public transit allows for those already living in the city to commute easier and invites potential new dwellers to enjoy the benefits of a solid infrastructure.	See Comment #13;			
					Latent/Induced Demand	Conversely, expanding I-35 would only encourage more pass-through traffic and allow Austin to become a more frustrating place through which to travel.	See Comment #18;			
					Do not widen/no build	NE TxDOT TxDOT. I am a native Austinite and I strongly oppose expanding I-35.	See Comment #5			
					Air Quality/Climate Change	One of the most wonderful things about Austin is its integration of nature. Expanding I-35 will cause additional water, air, and noise pollution, which is not just unpleasant for humans, but has an appreciable, negative impact on wildlife and habitat. I am a professional art conservator by training. I conserve the public art work at UT Austin, including the large bronze washbasin located at the Dell Medical Center, adjacent to I-35 and 15th street. Due to its proximity to the highway, it's coated with both an industrial clear coat and a coat of wax to protect the metal from the VOCs emitted by cars. Even though this sculpture is cleaned monthly, both coatings are 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 ramping up the number of cars so close to Ladybird Lake and its bug trails, its Austin's lovely downtown, to the University?	See Comment #18			
					Public Transit / Multimodal Transportation	As the capital city, we should be leading our state by example, and promoting walking, biking, and use of public transit over single-driver cars. I strongly oppose this and believe that our city should pursue alternate solutions, including improved public transit, and bike access, and creating more programs that actively encourage use of alternate forms of transportation. I don't want the city I live to become just another series of highways. Thank you.	See Comment #13;			
2332	Meg McClain				Do not widen/no build	Mobility35 Program Manager Tommy Alving. I oppose the I-35 expansion.	See Comment #5			
					Business/residential displacement	I live in a neighborhood where this would wipe me and so many Austin residents out. The city is already changing and moving the soul of Austin out. We do not need that. With buildings and roads and high-rises and more residential things. Please the soul of Austin in Austin. This is disturbing to think of all of our conservation 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	Megan Abzolt				Do not widen/no build	NE 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: I strongly oppose expanding I-35.	See Comment #5			
					East/West Connectivity	East-west crossings should be at least every 1/4 mile.	See Comment #20			
					Lower Speed Limits	All over-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 worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. One need only look at California's infamous 405.	See Comment #34			
					Bike/ped safety	My family and I strongly believe that the lack of consideration for the expansion of safe, pleasant, and walkable and bikeable streets is a serious mistake.	See Comment #30			
					Community Alternatives	If expansion is to be implemented, we simply want to see the inclusion of community alternatives such as Reconnect Austin and ReThink35, to be fully studied.	See Comment #4			
					Community Alternatives	If expansion is to be implemented, we simply want to see the inclusion of community alternatives such as Reconnect Austin and ReThink35, to be fully studied. Thank you for your consideration of these comments.	See Comment #4			
ID	C	N	Do	R	F	S	Team		R	P
2334	Megan Blyman				Do not widen/no build	Mobility35 Program Manager Tommy Alving. Hi there, I am writing to oppose TxDOT's proposal for the expansion of I-35 in Austin. I am a resident less than 2 miles from the highway on E 12th St.	See Comment #5			
					Latent/Induced Demand	Traffic is a problem on I-35 in Austin, but it has been proven that highway expansions do not decrease traffic. Instead, the number of cars increase with the number of lanes, and traffic stays the same or worsens.	See Comment #18;			
					East/West connectivity	Additionally, a larger highway will further divide our East Austin community from downtown Austin.	See Comment #20			
					Bike/ped safety	It is already difficult to bike across the I-35 bridge 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 / Multimodal Transportation	As a resident, I would much prefer to see our bus move go towards (1) better public transport options in Austin and (2) a highway system that routes non-local Austin traffic around the city instead of through it. I 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	Megan Diaz		3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Alving. Hello, I'm a resident in East Austin. And I am writing to firmly and completely oppose the I35 expansion.	See Comment #5			
2336	Megan Frey		2/10/2023	MyCape4 Website-Comment 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 Corridor design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	See Comment #5			
2337	Megan Leach		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 IH 35 corridor we strongly agree that the current preferred built alternative should be selected. If a different plan is selected it risks displacing 120+ families that currently reside in these two affordable apartment communities, Aria Grand and The Ash. These residents are valuable members of our community and deserve a place near the center of our city to live where they can afford the cost. If these properties are impacted it would be impossible to replace this kind of centrally located quality affordable housing that has been created for these families.	See Comment #8			
2338	Megan McDonald		3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Alving. There are so many other creative opportunities. Expanding I-35 will only make things worse. Take a look at what Madrid and so many other places did with their highways. We can do that too! Please be the leader we need. Please	See Comment #5			
2339	Megan Raley				Do not widen/no build	Mobility35 Program Manager Tommy Alving. I am a resident of Windsor Park, Austin, and I oppose TxDOT's plans for I-35. I oppose expansion of I-35 because it will make my city less 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 even carbon that makes climate change worse. TxDOT's process ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway renovations, and its traffic modeling is flawed. 27 years of construction for just a few years of congestion relief does not make sense -- we need to think long term about how to create sustainable, clean, equitable transit. I support alternative like ReThink I-35's proposal, and the points made by my City Council member Chris Vela.	See Comment #5			
					Community Engagement	I am disappointed that the plans to expand I-35 seem to be going forward without real community engagement.	See comment #2020			
2340	Megan Raley		3/7/2023	MyCape4 Website-Comment Form	Do not widen/no build	Austinites do not want a bigger, dirtier I-35. Expanding I-35 means more traffic, more pollution, and more climate chaos. It will set us back decades in our climate goals. We want clean, modern transit that connects our city and reduces carbon pollution -- an expanded I-35 will divide and pollute our city even more. Please reconsider the alternatives that have been raised, in particular the points made by my Council Member Chito Vela.	See Comment #5			
					Do not widen/no build	Mobility35 Program Manager Tommy Alving. I am a resident of Austin, Texas, and I oppose TxDOT's plans for I-35 expansion. Expansion of highways does not reduce traffic - it only expands the number of cars on the roads. In this era of climate change, public officials should be investing in environmentally sound, bike-friendly alternatives, like transit alternatives, not continued expansion of car dependency. The corridor of I-35 that runs through Austin divides our city, and creates safety challenges for those of us who are involved in transportation alternatives, like cycling and walking. There is clear opposition from our 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			
2341	Megan Variatiti				Multimodal Transportation	I am in favor of reimagining I-35 as a boulevard with transit-oriented designs, green space and SAFE, dedicated crossings for pedestrians and cyclists.	See Comment #20			
					Reconnect to I-35	Research shows that turning interchanges through urban areas reduces the economic access of these areas. We shouldn't have to use an interstate to make local trips. There are highways that run around the outside of Austin where non-local traffic should be directed while the I-35 corridor should become lessened, not expanded.	See Comment #3			
2342	Meghan Healey		2/9/2023	Physician for Children and Adolescents	Bike/ped safety	I appreciate TxDOT trying to reduce traffic but expanding the highway is not the way to do it. I appreciate the bridge across line E 3rd connecting west to West, but the bridge across from Azada to HEB (East 28th) is so sketchy it's like walk across and don't make one big line for bikes and pedestrians - make a bike path and sidewalk or bikes will crash into pedestrians and it's harder to bike. I like for the bridge having a green space barrier b/c road and bike path. I like the separate pedestrian and bike ? Please make bike for MKL.	See Comment #30			





				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 Boun	3/11/2023	Email	General Support	Thank you for this comment period. I assure the lowering of 35 will greatly reduce the noise pollution for the adjacent neighborhoods. Is this in wonderful and I would like to see the opportunity to provide proper 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 way for Austin.	See Comment #6
2357	Meredith Boun	3/7/2023	Email	Business/residential displacement	Email Copy To Whom It May Concern: Please see feedback on the I-35 Capital Project from AA Austin. These letters have been submitted in previous phases and are being re-submitted in response to the Draft EIS. The complete PDFs are located in the public hearing summary, appendix F. We are specifically interested in seeing the incorporation of slow and narrow urban streets at the level of the city grid that promote the safe use of mass transit and active transportation. Therefore, your draft evaluation criteria should be amended to include alternative surface design, creating pedestrian-friendly spaces, increased connectivity, and safety, along with supporting future land uses. We appreciate the modifications to the draft EIS in response to community feedback. It is encouraging to see that the project team is listening to the community. Twenty fewer private properties will be condemned. Forgive roads have been paved to form a more inclusive and safe business. There are more opportunities for reduced bridges. There are more opportunities for for caps at street level. Reduced freeways and upper decks. Reduced at the level of the street. Reduced to more affordable housing opportunities. Reduced to incorporate transit accommodations. How many total private properties are still slated for condemnation? Why does the bridge road boardwalk change from the west side to the east side? Could the bridge road boardwalk concept be extended further north? What is the total width of the typical widened bridge? Do the two significant caps above court and terminals and therefore require the more expensive/flexible 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 their best possible form for this project to be considered an asset worth the expense and years of disruption? We request that TxDOT explore solutions that seek to: - Lessen impact on private property owners - Reduce wait/del 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 offering this feature ROW back to impacted property owners with first right of refusal or to the City of Austin with a local long-term lease that could facilitate an active public use. - The ability to build two and three story buildings on the caps (and attach where possible) to maintain a vibrant street, enhancing the experience of crossing over the interstate - More active pedestrian crossings that should be something that a 20-year-old could understand. Ensure caps and bridges are fully funded - Removing even more non-signalized corners - Reduce proposed boulevard / bridge road speeds to below or at 30mph, as there is the need to create a safe family environment that aligns with Vision Zero goals (see details). 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/traffic solutions proposed to date	See Comment #21
2358	Meredith Vigi	1/31/2023	McCuEx Website Comment Form	Regional connectivity	I support I-35 expansion of rail lines	See comment #1
2359	Mariam Elawad			Latent/Induced Demand	McCuEx35 Program Manager Tommy Abrego. 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 success of freeway removals, and its traffic modeling is flawed.	See Comment #18
				Air Quality/Climate Change	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #18
2360	Marcel Klose			Do not widen/no build	McCuEx35 Program Manager Tommy Abrego. 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	See Comment #5
				Air Quality/Noise	The noise and pollution will be unbearable and will destroy the UT campus.	See Comment #34
				Reverts 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 vehicles going through Austin on I-35 - around Austin to the east. Please do not pursue this project. It is madness.	See comment #3
2361	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	Ms Gordon			Do not widen/no build	McCuEx35 Program Manager Tommy Abrego. Dear Mr. Abrego, I oppose the expansion of I-35.	See Comment #5
				Latent/Induced Demand	Expanding I-35 will do nothing to improve traffic - if cities like Houston or LA are any indication, widening I-35 will only create more lanes for traffic to be in, while decimating what remains of Austin's culture.	See Comment #18:
				Business/residential displacement	There are so many businesses along 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. Thank you.	See Comment #21
2363	Ms K Yanto	1/20/2023	McCuEx Website Comment Form	Regional connectivity	Please seriously consider expanding public transportation funding for distances such as Austin-San Antonio instead of highways. It's been shown again and again that widening and increasing roads does not improve traffic (e.g. <a href="https://www.nytimes.com/2023/01/06/us/roads-highway-traffic.html">https://www.nytimes.com/2023/01/06/us/roads-highway-traffic.html</a> ). If we want to be truly innovative and not dwell 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 burden of costs 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. Thank you. Other supporting links: <a href="https://engineeringandconstruction.com/news/200-people-in-177-cars-without-cars-on-highways-in-bibing/">https://engineeringandconstruction.com/news/200-people-in-177-cars-without-cars-on-highways-in-bibing/</a>   <a href="https://transportation.usda.edu/how-high-riding-has-benefits-everyone">https://transportation.usda.edu/how-high-riding-has-benefits-everyone</a> "A developed country is not a place where the poor have cars. It's where the rich use public transportation." -Gustavo Petro	See Comment #1
2364	Ms Martinez	1/18/2023	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 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 REDUCES THE NUMBER OF VEHICLE DEATHS.	See comment #1
2365	Michael	3/2/2023	McCuEx Website Comment Form	Latent/Induced Demand	I live west of I-35 near the Woodland St crossing, but my kid is about to go to school west of I-35, at Tanne Heights Elementary. Your plan would remove the crossing at Woodland Street. Also, the nearest playground and pool where we take our kid are likewise along 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 wart built through our neighborhood.	See Comment #20
				Do not widen/no build	I oppose the preferred alternative and any expansion of I-35 through central Austin. TxDOT does a fantastic job building and maintaining highways throughout the state of Texas, but central cities are not an appropriate place for freeways due to the high toll 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
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				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 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 interstates areas discharging directly to the Colorado River and Lady Bird Lake will cause water pollution and have negative impacts on water quality for all cities along the river. Noise pollution has been shown to increase stress hormone levels and thus adding more noise pollution in a densely populated area is unacceptable. I-35 has the highest vehicle accident rate in the City of Austin and though some of this can be attributed to the outdated design of the highway, more vehicles from the expansion will increase the total number of vehicle-related injuries and deaths. The increase of pollution and vehicle-related injuries will only be compounded by the 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
				Water quality	The negative impacts of an I-35 expansion are numerous. These include air pollution, water pollution, noise pollution, vehicle-related injuries and deaths, construction impacts, mobility and accessibility to name a few. With more vehicles 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 interstates areas discharging directly to the Colorado River and Lady Bird Lake will cause water pollution and have negative impacts on water quality for all cities along the river. Noise pollution has been shown to increase stress hormone levels and thus adding more noise pollution in a densely populated area is unacceptable. I-35 has the highest vehicle accident rate in the City of Austin and though some of this can be attributed to the outdated design of the highway, more vehicles from the expansion will increase the total number of vehicle-related injuries and deaths. The increase of pollution and vehicle-related injuries will only be compounded by the 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 #125:
2366	Michael Austin		VOH	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 prevent against the "infiltration of urban minority racial groups" (see, 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



				Air Quality/Climatic Change	Efficiency is the only way we save our planet and there's 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 lobbyist are more important than citizens and that you would rather kill off poor Texans than stand up to big auto and big construction companies that corrupt our nation and organizations like TxDOT.			See Comment #18	
2380	Michael Heural			Do not widen/no build	Mobility35 Program Manager Tommy Alorain. TxDOT is no longer a transportation department; you don't operate transportation systems at all...you're strictly a Highway department. The location of your headquarters in Austin is a clear message you do not support sustainability or care about Texas at all and instead have a relation to cause harm to city, state, environment and our planet Expanding I-35 is just printing facades and burning money. It forces more Texans to own a car and be completely dependent on hundreds of dollars in monthly costs to own, fuel, maintain, and maintain a car. Cars represent freedom, but when auto lobbyists have manipulated our state and country to force everyone to own one they're no longer representing 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, none should be deleted in the next 50 years because they're sufficient, completely unsustainable and the only thing they're exceptional at is killing Texans.		See Comment #9		
2381	Michael Hestiburton			Do not widen/no build	Mobility35 Program Manager Tommy Alorain. I OPPOSE all the TxDOT I-35 expansion. Above ground due to the noise, air, and visual pollution that will exacerbate the degradation of our communities along I-35 in Austin, Texas Furthermore, the toll could be paid via an app using the license plate as an electronic identifier prior to entering the tunnel, which would alleviate congestion and no need for a toll plaza.		See Comment #9		
				Bury/Tunnel	I propose Highway 35 within the city limits of Austin, Texas should become a park or recreation area of our communities. In its place, Highway 35 should be diverted underground, with an optional toll transit, for cars, bikes and maintenance, etc.		See Comment #25		
2382	Michael Hung	3/6/2023	McClure's Website -Comment Form	General Support	Dear Chairman Bugli 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 economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas. Regards, Michael		See Comment #8		
2383	Michael Huweltz			Do not widen/no build	Mobility35 Program Manager Tommy Alorain. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion.		See Comment #9		
				Community Alternatives	I am FOR the Redline25 proposal, redesigning SH-130 as an interstate, a boulevard going through town and expanded public transit.		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 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. I expect TxDOT, Austin City Council, and other representatives to stand up for us. Michael Huweltz		See Comment #34		
2384	Michael Husad	2/23/2023	Email	Do not widen/no build	No TxDOT TxDOT. I disagree with the strategy of alleviating traffic congestion by expanding I-35. Do not build. Adding one lane to a one-lane road almost doubles its capacity. Adding one lane to a four-lane road is less than a 25% improvement. The reason it's less is because cars changing lanes take up twice the space and because you've abandoned drivers' and in schools that's what the idiots do nowadays. And the disruption? TTT putting a number to that. Seriously guys. You've got to do a MUCH better job of discouraging personal car use related.		See Comment #9		
2385	Michael Kenna			Blue/ped safety	Alternatives, including a boulevard, bike lanes, bus lanes, and light rail should be considered. The current proposal is entirely inadequate and will not enable Austin and Texas to grow since it would be able to with a more modern age balanced approach.		See Comment #30		
				Lateral/Induced Demand	Mobility35 Program Manager Tommy Alorain. I live in Austin, in Hyde Park just a bit from I-35. The idea that expanding I-35 by adding lanes would fix traffic issues is based on outdated thinking. We understand the behavior of induced demand and how to better design cities.		See Comment #18:		
				Do not widen/no build	The people of Austin and Texas deserve better. The city council and the citizens here agree. Do not expand I-35.		See Comment #5		
2386	Michael Levy	2/7/2023	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. Kindly,		See Comment #8		
2387	Michael Llanas	1/18/2023	McClure's Website -Comment Form	Regional connectivity	I would love to see rail transit between San Antonio and Austin.		See comment #1		
2388	Michael Longshanks			Do not widen/no build	Mobility35 Program Manager Tommy Alorain. I am an Austin resident that lives a short distance away from I-35 and I oppose the expansion of the highway. I-35 is a constant disruption to everyday life and expanding it will only increase disruption while providing little benefit.		See Comment #9		
				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		
				Blue/ped safety	Pedestrian traffic fatalities are not among 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		
				Lateral/Induced Demand	The benefits from the expansion are also dubious as it does nothing to remove the amount of car travel in the area and instead it encourages it by the nature of it being the only option for many local trips.		See Comment #18;		
				Public Transit/ Multimodal Transportation	I would like to see TxDOT focus more on encouraging alternative means of travel such as building world class public transportation systems which would then lighten the load on the highway and thus negate the need for this expansion.		See Comment #13		
2389	Michael McKellar	3/6/2023	McClure's Website -Comment Form	General Support	Dear Chairman Bugli and Commissioners: I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your support to address I-35 through Austin. This stretch of highway is rated as the 15th worst for traffic congestion in the nation and 3rd worst in the state. Anyone who has driven this stretch of road can tell you that I-35 through Austin is essential for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. Thank you for your dedication to serving the citizens of Texas.		See Comment #8		
2390	Michael McGin	3/7/2023	McClure's Website -Comment Form	Caps Deck Phase	Please build the cap throughout as much of central Austin as possible - not just bridges and not some going-church. Without a cap, this project makes Austin worse off and I would rather TxDOT not build it at all.		See Comment #42		
2391	Michael McDowell	3/7/2023	Email	Reroute to I-30	Mobility35 Program Manager Tommy Alorain. I have been an Austin resident for 3 years and the current plan for I-35 does not serve the best interests of the city. Across the country, highways that ring their cities is the norm for good reason. Routing a massive highway through the middle of a city creates an immense divide and exposes hundreds of thousands to excess pollution. I support designating SH-130 as the interstate route, or at the very least capping the downtown portion of the new I-35.		See comment #3		
2392	Michael McIntosh			Do not widen/no build	Mobility35 Program Manager Tommy Alorain. Hello Texas Department of Transportation, I am a long time Austin resident, and live in the Charwood neighborhood that is just parallel of I-35. The interstates is dirty, loud, polluting and needlessy divides the city in two halves. You have before you the opportunity to undo the decades old mistake of I-35s placement. The current plan put forth by TX Dot is completely unsatisfactory		See Comment #5		
				Lateral/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 it is not welcome by the community, only regularly tolerated.		See Comment #34		
				Reroute to I-30	I-35 needs to be rerouted around Austin. This must happen.		See Comment #3		
				Public Transit/ Multimodal Transportation	There is so much that could be put in place if the current I-35 trajectory, such as walkable boulevards with an emphasis on public transportation, parks, neighborhood connections, new businesses and housing. Move I-35 to SH-130. As a concerned, voting citizen of Austin, I do not want to welcome the expansion of I-35.		See Comment #13		
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2404	Michael Singer						Do not widen/ho build	<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 forest of new high-rises now being constructed in the Rainey District, (c) East Austin (between 8th Street and 10th) and large portions 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 Caesar Chavez through 8th Street. Those service roads will become unbearably overcrowded. Caesar Chavez Street will also be overwhelmed, particularly during the 6 years of I-35 construction starting late 2023. During that time frame, TxDOT will routinely close or partly impede traffic at the intersection of I-35 and Caesar Chavez, as they join the road there while the highway still operates, build an east-west bridge, and a 4-lane bridge to move service road traffic from the eastern side of I-35 at Hwy Street to the western side of I-35 at Caesar Chavez. As 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 be undergoing a doubling in its size, undoubtedly involving the capture of Caesar Chavez lanes for construction staging. Project Connect, which can no longer afford tunneling through downtown, will be building east from Hwy Street or above Caesar Chavez Street west of Trinity which will likewise take Caesar Chavez lanes out of service. As with the service roads of I-35 north of Caesar Chavez, Caesar Chavez itself will come to a standstill. For years, WHAT IS TO BE DONE?</p> <p>A TxDOT must add a second northbound I-35 access point to downtown, south of Caesar Chavez. 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 Caesar Chavez Streets.</p> <p>A TxDOT's environmental impact statement studies traffic almost entirely on I-35 itself, with scant consideration to traffic changes and impacts off site, on roads in surrounding areas. TxDOT must consider traffic externalities, which are the impacts to traffic from its project on surrounding areas and from growth in surrounding areas on its project.</p> <p>2) Planning must recognize that the Rainey District is undergoing unprecedented growth (light rail, the start of the three mega projects 3-5 school, doubling of Convention Center, Project Connect on Caesar Chavez). Most Rainey District traffic enters and leaves at the intersection of 8th Street and Caesar 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 entrapped even under the best of circumstances.</p>	See Comment #5	
							Construction	<p>C-TxDOT considers traffic and as-built 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 gigs 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 harm to the community during the construction process? None of this has yet to be seriously addressed.</p>	See Comment #178	
							Public Transit / Multimodal Transportation	<p>6) The multi-billion Project Connect and Convention Center expansion projects are to be built along Caesar Chavez right when TxDOT rebuilds Caesar 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.</p>	See Comment #13	
2405	Michael Shrader		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. Very Respectfully, Michael Shrader</p>	See Comment #8	
2406	Michael Watkins		3/7/2023			MyCause Website-Comment Form	Do not widen/ho build	<p>I have lived in several states and never seen an organization that could spend a lot of money and achieve as little as TxDOT. Every time I turn around, construction that lasts for years, spends billions of dollars and results in changes that simply fail to improve the way people and goods move are started, leading me to conclude that TxDOT is just warfare for white people. Please just cancel this project before you screw things up even more.</p>	See Comment #6;	
2407	Michael Whitney					VOH	Do not widen/ho build	<p>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.</p>	See Comment #5	
							Resolute to I-35	<p>AND I DO support re-routing through traffic--especially commercial traffic (truck-to-SP) I-35 with incentives to remove towing on SH I-35 and/or tolling I-35 for non-local vehicles.</p>	See comment #3	
2408	Michael Wiggins						Do not widen/ho build	<p>Mobility35 Program Manager Tommy Hengen, Dear Mr. Alaragh, My family and I (wife, 2 teenagers) have owned a home and lived in the Cherrywood neighborhood since 2013. 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.</p>	See Comment #5	
							Lane(s)/Induced Demand	<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 networks, and its traffic modeling is flawed. It's been proven time and time again that Highway expansions DON'T work.</p>	See Comment #18	
							Air Quality/Noise	<p>They worsen congestion (as we saw with the Katy Freeway in Houston), 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 oppose or 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 fares, buses, trains or complete lack thereof). I don't want to use an interstate highway for my local trips. There are well researched and thoughtful proposals out there that TxDOT seems to be ignoring!</p>	See Comment #34	
							Resolute to I-35	<p>I am FOR the Mobility35 proposal, re-designating another highway such as SH 120 as an interstate and naming I-35 a toll road where semi-trucks are prohibited from driving through Austin. Additionally, a long-term solution approach would be a public transit-first project, focusing on building out light rail and more bus routes to give people the option not to have to drive everywhere! I expect TxDOT, Austin City Council, and other representatives to focus on long-term impacts and solutions, not the short term. Thank you for your consideration.</p>	See comment #3	
2409	Michael Zaluska		2/16/2023			MyCause Website-Comment Form	General Support	<p>These latest designs look great! As a community member, I'm thrilled at the idea of truly connecting East Austin to downtown and bringing the long divided areas together. And maybe even with public parks and community areas on potential caps. Also cannot wait for I-35 traffic to be improved :)</p>	See Comment #6	
2410	Michale Nason					VOH	Do not widen/ho build	<p>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.</p>	See Comment #5	
							Air Quality/Noise	<p>The impact on the air quality and environment have not been made clear, and the noise of getting around town would be worsened rather than helped. More lanes equals more traffic.</p>	See Comment #34	
2411	Michale Nelson		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	
2412	Michale Barnes		1/11/2023			MyCause Website-Comment Form	Regional connectivity	<p>We need a high speed rail from major cities!</p>	See comment #1	
2413	Michale Brackner						Do not widen/ho build	<p>No TxDOT TxDOT. I oppose expanding I-35.</p>	See Comment #5	
							East/west connectivity	<p>East-west crossings should be at least every 1/4 mile.</p>	See Comment #20	
							Lower Speed Limits	<p>All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users.</p>	See Comment #395	
							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.</p>	See Comment #34	
							Bike/ped safety	<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. I want community alternatives to expansion, including Reconnect Austin and Redesign35, to be fully studied.</p>	See Comment #30	
2414	Michale C.		1/11/2023			MyCause Website-Comment Form	Regional connectivity	<p>Hello, I am a San Antonian in support of building a rail network between San Antonio and Austin.</p>	See comment #1	
2415	Michale Jansen					MyCause Website-Comment Form	Do not widen/ho build	<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 intersect travel downed to 283 or 280 or it should be capped and covered by parks that encourage east/west integration and other modes of transportation (walking, biking, buses and trains). This is not what 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>	See Comment #5;	
							Racial Justice	<p>- The design of I-35 has a racist history: I-35 has a racist history of dividing Austin's communities in East and West Austin. The current plan only further divides West and East Austin by reducing the number of paths that cross the highway and making it even more dangerous and scary to cross for pedestrians, bikers, buses and downtown drivers.</p>	See Comment #3	
							Public Transit / Multimodal Transportation	<p>Austinians support Project Connect, turning 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.</p>	See Comment #13	
							Caps/Deck Phases	<p>Austinians support Project Connect, turning 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 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, retaining longstanding housing and businesses which are integral to the community, and encouraging more active transportation like walking and biking.</p>	See Comment #42	
							East/west connectivity	<p>Austinians want to be able to travel easily at many points across east/west.</p>	See Comment #20	
							Business/residential displacement	<p>- The plan will permanently displace valued 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 reasonably affordable clothing, furniture, and home goods). Patis is a very important source of affordable groceries; the Austin Chronicle (invaluable news source that has served the community for decades); Star Street Cafe and Whip in cultural centers and valued local businesses; Community Care Healthcare is a federally qualified health center (FQHC) which provides healthcare for people enrolled in Medicaid and who are uninsured; and a brand new P. Terry's (valued local restaurant). Not only will residents and business owners be unjustly displaced, but with rapidly increasing property prices, many longstanding business owners and residents will be permanently priced out of finding similarly priced business locations and/or homes. - The current plan is bad for local businesses. Not only is the current plan bad because it would displace businesses, it will also negatively impact Austin's tourism businesses 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 corridor of the city.</p>	See Comment #21	

						Remains to I-35	We have other, better options for intercity traffic: Austin in 2023 has the opportunity to utilize highway arteries outside of the city center (such as 183) for intercity travel. We can focus on utilizing a robust public transportation system within the city's downtown. There is no reason to funnel suburban or intercity travelers 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 longstanding housing and businesses which are integral to the community, and encouraging more active transportation like walking and biking.	See Comment #20		
						Lateness/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	C	N	On	R	d	S	Topic	C	R	P
							Air Quality/Climate Change	The plan proposed by TxDOT will increase pollution, decrease the health of residents, reduce active transportation in the area, and increase traffic injury and fatality. Climate change is real for the health and wellness of our planet as well as the safety and security of our city in the face of climate change. We should enact policies and plan cities that encourage shared transportation systems and reduce the need for cars, especially those fueled by gasoline.	See Comment #18	
2416	Miguel Soria					MCauley Website Comment Form	Do not widen/no build	Modality35 Program Manager Tommy Krogan. Hello, I am writing as a retiree Texan who has lived in hill country for 30 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 I grew up with Dallas. I-35 expansion took years and was miserable during the time it was built, even to this day the problem with congestion is not resolved. Our city is very communal and carpooling 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 our third	See Comment #34	
2417	Mihails Sanders	2/11/2023				MCauley Website Comment Form	Do not widen/no build	Please do not expand I-35 North of 45th	See Comment #5	
2418	Mihails Lawrence	2/12/2023				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 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	
2419	Mike	2/1/2023				MCauley Website Comment Form	Regional connectivity	We really need a commuter train in San Antonio and a trainee linking 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 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. M	See Comment #8	
2421	Miss Osborne					MCauley Website Comment Form	Do not widen/no 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 valuable and bikeable streets. I inter-city highway traffic should be diverted to TX 120 toll road, which is mostly empty and does not pass through the heart of an urban area. TxDOT should facilitate itself with major undertakings in European and Asian cities where urban centers have been revitalized through the removal, not the expansion, of freeway running through the heart of the city. Thanks for consideration, Mike	See Comment #5	
							Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes	See Comment #34	
							Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rebuild35, to be fully studied.	See Comment #4	
2422	Miss Smith	1/18/2023				MCauley 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 improving the line size rail proposal to link Austin and San Antonio is a good idea.	See Comment #1	
2423	Miss Strom	3/1/2023				MCauley 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 fixed transit connections. One car, one driver is not a sustainable plan for transportation in Austin.	See Comment #13	
2424	Mike Tolson	2/9/2023				Physician On Remedy	Access at 14th Street	This concern is lack of ability to get to Southbound I-35 from properties east of I-35 and north of 14th at that come onto service road since they cannot turn left onto service road. They can't turn left off MLK or Davis Freeway. There will be a 200 foot barrier in the driveway's location. The tower and hotel people must turn right onto service Rd and then must go many blocks before turning left and then left onto access road. We need a U-turn at MLK and northbound service Road. That gets traffic headed south sooner.	Access at 14th Street	
2425	Miss Wainwright	2/24/2023				Email	Do not widen/no build	Hello, I am writing to express dismay with the planned expansion of I-35 through Austin, TX. The proposed plans are based entirely on traffic analysis studies that claim to show "massive congestion increases coming in the future. Research, those studies have been shown to be faulty, yet the state seems intent to barrel ahead. Spending untold billions of local and state dollars unnecessarily is exactly the type of irresponsible actions I live in Texas to avoid, and there's no good argument for the State to subsidize Austin's fancy new downtown park and a Boomer-spring Big Dig disaster. These plans should be entirely scrapped, and any new N to S 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 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. Miss White	See Comment #8	
2427	Missy Gonzalez					MCauley Website Comment Form	Do not widen/no build	Modality35 Program Manager Tommy Krogan. 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	
							Lateness/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 incite toxic 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 undesirable proposal in my view.	See Comment #21	
							Multimodal transportation	A better project would be one that activates the downtown transportation network as a multi-modal, mixed-use urban corridor with a backbone moving north-south through downtown Austin. Interstate traffic could be directed to other highways, preserving this valuable downtown near 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 Gonzalez ██████████ 1208 Berkshire drive Austin, Texas	See Comment #20	
2428	Miss Thomas					MCauley Website Comment Form	Do not widen/no build	Modality35 Program Manager Tommy Krogan. Hello, My name is Miss and I work with on helping design natural gas systems. I've have even worked on TxDOT roads for projects. I oppose this I-35 project for several reasons. Widening the freeway would create a need to displace and rearrange numerous gas lines.	See Comment #5	
							Construction	It would cause more congestion during construction and cause a risk for safety.	See Comment #178	
							Lateness/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 toxic, dangerous, unworkable areas and corridors.	See Comment #18	







	Molly Roth Meisel	1/13/2023	McClure 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 this project moving forward.	See Comment #8					
2454	Molly Cuffman	1/11/2023	McClure Website Comment Form	Climate Change	Hello, has the project regarding the expansion of I-35 considered the impacts on air quality caused by the future increase in vehicles 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 prioritize burying sections of the highway, making it easier to bury sections in the future, and creating frequent pedestrian/bike crossings.	See Comment #30					
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2456	Molly McClung	3/7/2023	Email	Do not widen/no build	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThink35 and Reconnect Austin proposals. I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "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 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 TTI study was interesting, it is no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the EIS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #5					
2457	Molly Osherson			Bike/ped safety	Hi TxDOT TxDOT, Hello, I've lived a few blocks from I-35 near 4th Street for 17 years. I am writing to ask that you NOT expand I-35 through downtown. I get around central Austin primarily by walking or biking and appreciate the new bike and pedestrian infrastructure that Austin has been building. It is getting more pleasant every year, with safe and shady ways to get around. Crossing I-35 has always been dangerous and uncomfortable, and adding width and more cars to these crossings is a terrible idea.	See Comment #30					
				Community Alternatives	Please give full consideration to community alternatives such as Reconnect Austin and ReThink 35. Don't bring wide roads, pollution, and pavement to our neighborhood. We want walkable, safe, shaded streets.	See Comment #4					
2458	Molly Powers			Do not widen/no build	Mobility35 Program Manager Tommy Aragon. Good afternoon, Mr. Aragon. 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	Hi TxDOT TxDOT, Hello, As a citizen who lives on the East side of Austin, crossing and getting around I35 is already hard enough. Expanding the highway would make it even harder to bike to the rest of the city for me. Often times adding more lanes to highways just adds more traffic, like at California. It has some of the highest lane counts and it's still bumper to bumper traffic. Wide polluting highways are not what I want for Austin. Please consider trains as an alternative to move people within the city. Thank you for your time.	See Comment #20					
2460	Mona Mackey	3/7/2023	McClure Website Comment Form	Do not widen/no build	Expanding I35 will not solve our traffic congestion issue--this has been proven to actually make it worse. 35 is one of the most dangerous roads in the state, growing it is not the solution. This is a WASTE of taxpayer dollars that could be used to increase public transit and other actual solutions to the number of cars on the road. This expansion plan will make 35 even more of a divide in our city. Please, please, please do not move forward with this plan--it is not the solution we need.	See Comment #5					
2461	Mona Marley			Do not widen/no build	Mobility35 Program Manager Tommy Aragon. I am an Austin, TX citizen. I am writing in opposition to TxDOT's plan for expansion of I35 through central Austin. The plan perpetuates and magnifies well known flaws identified over decades in Texas and across the country:	See Comment #5					
				Latent/Induced Demand	Induced Demand that leads to higher traffic, construction impacts, substantial demolition of housing and businesses that should be preserved as part of a compact and 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 discharges on pavements, noise pollution and negative impacts of traffic on human health.	See Comment #34					
				Reverts to I-30	The TxDOT I35 plan ignores far more successful and supportive of people and the environment ways to handle transportation in the Austin central city area. I made through traffic through Highway 120 live to the valid original intention, making it more attractive for users financially, and consider converting it to I35 to 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 Koytuna Pature	2/6/2023	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 bottlenecked roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete 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/no build	Mobility35 Program Manager Tommy Aragon. I am a native Austinite and have lived here my entire life. Please don't expand I35. Evidence shows that lane expansion does not relieve traffic in the long run and this seems like a highly disruptive, expensive, environmentally destructive project that won't do anything to improve traffic and only further penalize 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/no build	Mobility35 Program Manager Tommy Aragon. 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	McClure Website Comment Form	Public Transit / Multimodal Transportation	WE WANT MASS PUBLIC TRANSIT! The state can even open it as helping those with disabilities get access to transportation. It makes no sense to add more and more lanes for more and more cars. More chances for accidents and disrupted streets. Why?	See Comment #13					
2466	Morgan Draper			Do not widen/no build	Hi TxDOT TxDOT, Hello, We continue to destroy our beautiful cities, and Texas landscape by this mindless expansion of highways and freeways. Instead focusing on what really makes our state great its people and its natural beauty.	See Comment #5					
				Public Transit / Multimodal Transportation	Let's focus on expanding public transportation which will decrease traffic by allowing more of our people access to their transportation needs. Also focus on replanting trees and native plants along our roadways.	See Comment #13					
2467	Morgan Franklin			Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Aragon. I am a resident of Austin, TX and live 0.4 miles away from I-35. I've lived in Austin for six years, moving around between SoCo, E 12th, and south again. I don't have a car and I am heavily reliant on my bike + public transportation to get around our growing city.	See Comment #13					
				Do not widen/no build	I vehemently OPPOSE TxDOT's plans for I-35 and I OPPOSE the expansion. The expansion of I-35 is destructive, dangerous, and deadly. IT WILL NOT SOLVE THE CONGESTION PROBLEM. I reject 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 cities across the country what innovation can truly look like, but that's only if we ACT NOW. We must stop expanding our highway and move forward with a people-centric mobility plan that prioritizes public transit, protected bike lanes, and widened sidewalks for pedestrians. We have the opportunity to make navigating through Austin as a treat or a breeze a safe, quick, and easy journey.	See Comment #20					
2468	Morgan Gray	3/6/2023	Email	Public Transit / Multimodal Transportation	Mobility35 Program Manager Tommy Aragon. 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 Hassler	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Aragon. I've lived in Austin for a decade now, and the traffic, air quality, and abuse of public transportation has only increased while I've lived here. Expanding I-35 would only encourage people to rely on individual transportation forever, 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 had 6 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					

2470	Morgan Lauer					Do not widen/ho build	Mobility35 Program Manager Tommy Alving. As an Austin resident with a car, I oppose TxDOT's plans to expand I-35.	See Comment #5		
						Latent/Induced Demand	I've seen this before and expansion of highways does nothing in the end and to reduce congestion long term. I work at UT by the Cherrywood neighborhood and would be directly impacted by this -- the multiple years of construction would make it so hard to get to and from main campus, and many of the businesses in the surrounding area would be relocated. I actively avoid I-35 now and would not want to be forced to use it for local trips.	See Comment #18:		
						Community Alternatives	I am an advocate for Redfin35's proposal. It utilizes existing roadways and construction for those would have less impact on the surrounding community. I'd rather use public transportation, too. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #4		
2471	Mistafa Ethelness					Do not widen/ho build	Mobility35 Program Manager Tommy Alving. I am not a resident of Austin or Texas but I oppose TxDOT's plans for I-35 and I oppose the expansion since the project will require federal funding.	See Comment #5		
						Air Quality/Climate Change	In a era where Texas is a victim of a natural disaster every year it is time to rethink outdated ideas which are environmentally harmful like car dependence which will increase pollution, traffic and natural disasters.	See Comment #18		
						Latent/Induced Demand	Expanding highways and interstates does not fix traffic even the Katy freeway did not fix traffic due to Induced Demand. TxDOT's process in this project is flawed as it ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18:		
						Regional connectivity	Austin is a city which is ongoing an urban expansion and expanding this interstate will destroy its fabric since it further divides the city and will lose a lot of important properties like housing during a housing crisis. I am for using the funds to expand public transit and fund Capital Metrol area expansion, fund the Dallas/Ft.Houston high speed rail project, expand regional and commuter rail in the area.	See comment #1		
						Public Transit / Multimodal Transportation	I want to attend the United States Grand Prix in Circuit of the Americas from Virginia but the problem is after I arrive I do not have options to get to the circuit from downtown Austin to the Circuit without a car and I will not have during my trip and this is why I keep delaying my trip every year until you expand multimodal transportation. This is one example for the inefficiency in your Multimodal Transportation network which should be prioritized over driving.	See Comment #13		
2472	Muneeb Aslam					Do not widen/ho build	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.	See Comment #5		
						Latent/Induced Demand	As a policy consultant, I can tell you that it will worsen traffic and worsen the living conditions of those who reside here. There are so many better alternative solutions like redirecting external traffic AROUND Austin instead of THROUGH it.	See Comment #18:		
						Public Transit / Multimodal Transportation	We could also invest in more public transit so that I-35 congestion is lessened. Please do not go through with this expansion, it will be very detrimental for us. Sincerely,	See Comment #13		
ID	C	N	Da	R	d	S	Topic	C	R	P
2473	Murali Katsigedda	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 annually 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 #9	
2474	My Long	2/11/2023				M/Catp/ Website Comment Form	Do not widen/ho build	Please do not expand I-35	See Comment #5	
2475	Myrtle Wilson	2/9/2023				Verbal Comment	CapMetro	And I am concerned about Metro buses no longer traveling along I-35 feeder road from 3801 and a half to Mueller. I used to be able to shop at Home Depot, Best Buy, and several other shops there, and now the -- no bus gives these symptoms. They expect that now and so these are places that I no longer can shop without a hassle.	TxDOT has also held several cross-agency meetings including team members from the City of Austin, CapMetro and Project Connect to ensure the Capital Express Central project aligns with other transportation project plans 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	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 out not only existing businesses and residences but PREVENTS future use of this valuable land in the center of the city. I-35 as it currently exists has already taken out acres of valuable land. This plan will do nothing to correct congestion, due to Induced Demand, or to serve the many people without cars.	See Comment #5		
						Latent/Induced Demand	"[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). For highway expansion projects, this means that adding more capacity (new temporary reduces congestion. But ON A LARGER SCALE PROJECTS traffic rebounds within a matter of years, as with the Katy freeway expansion(s), where travel time to downtown was slower within THREE YEARS ( <a href="https://www.austintexas.gov/transport/2017/8/23/what-dallas-houston-louisville-rochester-can-learn-about-widening-freeways-dont-formal-wamp">https://www.austintexas.gov/transport/2017/8/23/what-dallas-houston-louisville-rochester-can-learn-about-widening-freeways-dont-formal-wamp</a> ). People who have previously been using alternate modes, modes of transit, work location, or home location to avoid traffic will perceive lessened congestion as lowered cost of driving and in response drive on I-35 MORE (and worsen sprawl and achieve causing pollution in the area). Adding more lanes isn't a permanent, long term, or even medium term solution. It will improve highway driving conditions for a couple to a few years ONLY (while worsening city conditions as surface streets are overwhelmed by increased car volume). Doesn't sound like my view 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 dollars could have a huge impact. For example, in late 2018, "Vandalia and Induro completed a billion dollar freeway widening project that equaled I-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-65 crossing has fallen by almost half. Now the new super-sized river crossing is grossly under used, even at rush hour" ( <a href="https://www.austintexas.gov/transport/2017/8/23/what-dallas-houston-louisville-rochester-can-learn-about-widening-freeways-dont-formal-wamp">https://www.austintexas.gov/transport/2017/8/23/what-dallas-houston-louisville-rochester-can-learn-about-widening-freeways-dont-formal-wamp</a> ). 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 Mariner of Strong Texas. He is a civil engineer and land-use planner with a focus on designing fiscally solvent cities. Best, Nat DeFries	See Comment #18		
2476	N. DeFries					Latent/Induced Demand				
						Do not widen/ho build	Dear Council Members, Please halt the expansion, which studies show will INCREASE CONGESTION, depress public transit, and exacerbate inequalities in Austin. There's no need for the expansion. Improvements, YES. Re-envisioning. YES. Let's take us back to the drawing board with a lens to equity, community building, and multi-modal transportation, and connectivity ACROSS the highway scars. Create a resolution that is about EQUITY TODAY. That acknowledges that expansion would cause further congestion, increase car traffic, and cut older more responsible divides in our pedestrian and bike networks. Don't assume expansion is a long-term solution, 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 a MEANINGFUL COMMUNITY-LED REMODEL.	See Comment #5		
2477	Nadia Khan					Recall Justice	I'm writing to let you know that the tolls of I-35 as designed by TxDOT is 21st century racism. Please take a step back and recognize that as a City, we do not want to continue to enact racist policy through highway building, the same kinds of expansions the federal government now recognizes warrant reparations. The federal government has begun by committing a billion dollars to try to repair areas that have been torn apart and isolated due to exactly THIS type of highway construction, meanwhile we are permitting TxDOT to not only to repair, BUT TO UNNECESSARILY EXPAND the damage, to do this AGAIN to our already fractured city fabric.	See Comment #3		
						Recall Justice	Don't bulldoze Austin again, at a time when other cities are literally ripping out these highway expansion projects, letting over city highways fall down and go away, and in the process rebuilding and incorporating communities and businesses at the ground level. I'm writing to let you know that the expansion of I-35 in central Austin as designed by TxDOT is 21st century racism. Please take a step back and recognize that the proposed expansion continues to enact racist policy through highway building, the same kinds of expansions the federal government now recognizes warrant reparations. The federal government has begun by committing a billion dollars to try to repair areas that have been torn apart and isolated due to exactly THIS type of highway construction. Meanwhile TxDOT is not only failing to repair, BUT IS UNNECESSARILY EXPANDING the damage.	See Comment #3		
						Latent/Induced Demand	Please halt this violent expansion, which studies show will INCREASE CONGESTION, depress public transit, and exacerbate inequalities in Austin. There's no need for the expansion. Create a new plan that is about EQUITY TODAY. That acknowledges that expansion would cause further congestion, increase car traffic, and cut older more responsible divides in our pedestrian and bike networks.	See Comment #18		
						Multimodal transportation	Improvements, YES. Re-envisioning, YES. Let's take us back to the drawing board with a lens to equity, community building, and multi-modal transportation, and connectivity ACROSS the highway scars.	See Comment #20		
						Reroute to I-30	Put all options on the table, including rerouting it back to its original origin as a central boulevard, rerouting the highway, and cap and cover options that benefit current low income communities.	See comment #3		
2478	Nadia Khan					Capex/Devel Phases	Put all options on the table, including rerouting it back to its original origin as a central boulevard, rerouting the highway, and cap and cover options that benefit current low income communities. IMAGINE these solutions and AND NOT EXPANDING highway capacity. Let's start with what's healthy for this City. Let's take responsibility for the scars left on Austin by TxDOT's past build, and build an inclusive roadway network that is worthy of accolades such as "TxDOT repairs historical disaster" or "Local support for TxDOT's effort after the engage in community led design for I-35" or "TxDOT's Internal Stop building". Expansion doesn't benefit Austin. Please stop the expansion. And engage a MEANINGFUL COMMUNITY-LED REMODEL.	See Comment #42		

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2488	Nathalie Rose Weston	2/15/2023	McClure's Website Comment Form	Do not widen/no build	As a 10 year resident of Austin with a Civil Engineering degree, I vehemently oppose the I35 expansion. It will induce demand and not reduce traffic, lead to civilian deaths, environmental damage, and displace individuals and businesses. 1. No Higher No Wider - don't expand I35 to 25 lanes 2. A full cap from Lady Bird Lake to Airport Blvd 3. Don't preclude future capping Airport Blvd to 200 4. Route trucks to SR 130	See Comment #5				
2489	Nathalie Tisdale	2/11/2023	McClure's Website Comment Form	Business/residential displacement	Regarding the expansion of I35, Austin would lose on a great cultural asset of the West Chisna Tea House. The services they provide are not only immensely educational, but also has provided many others great health and mental benefits. The services and employees there are very welcoming and knowledgeable and it would be a great loss of culture and history for residents. Please preserve these small businesses that make positive impacts on the communities.	See Comment #21				
2490	Nathalie Tisdale	2/12/2023	VCH	Business/residential displacement	By expanding this project for a highway or more businesses it takes away spaces that give the city its charm. We can not continue to ignore the growing anger of Austin's citizens about businesses that are being bought out for higher concentrations. It's not just our citizens we are losing as a city. But also it is making it harder for the working class and even middle class people to enjoy going out and taking leisure in our life. Small businesses not only thrive off of us but as we said. We should be able to spend a comfortable amount of money to relax at a mom and pop shop. There is no comfort in these modern over priced businesses that the city is growing rampant with. Point being what I35 is going up with is Austin is suffering away and that is a terrible choice to take away from current and future generations. By displacing all these shops and families it causes a ripple affect with how people spend their lives. No one is content with this except the people making money. Thank you for your time and consideration.	See Comment #21				
2491	Nate Taylor	2/7/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. -Nate Taylor	See Comment #8				
2492	Nathan Fernandez			Do not widen/no build	Mobility35 Program Manager Tommy Almagu. Hello, My name is Nathan and im a lifelong resident of austin and Travis county on both sides of 35. This road is not only a tool used to literally divide our town it's a constant hazard and stain on our city and state.	See Comment #5				
				East/West Connectivity	We need to expand public transit, turn I35 in austin into a boulevard and send interstate traffic to 130 to avoid austin and you can even take from the tolls and slowly increased commercializing of the area and surrounding roads. I oppose TxDOT's plans to expand I-35 in austin.	See Comment #20;				
				Re route to 130	We need to expand public transit, turn I35 in austin into a boulevard and send interstate traffic to 130 to avoid austin and you can even take from the tolls and slowly increased commercializing of the area and surrounding roads. I oppose TxDOT's plans to expand I-35 in austin.	See comment #3				
2493	Nathan Fiset	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				
2494	Nathan Walker			Do not widen/no build	Mobility35 Program Manager Tommy Almagu. I oppose the expansion of ANY highway system because it represents further bad investments in a very expensive and very inefficient transit system. I oppose the expansion of I-35 in the center of Austin because increasing highway miles traveled is THE VERY CENTER OF OUR CITY as positively stated. The center of our city, the place with the highest density of HUMANS should be the place where DANGEROUS VEHICLES move the slowest, so why would we want a highway there? The safest highway would be the one with no on-off ramps, but then it would be obvious how poorly placed it is so there you have it. If you insist on expanding I35 through the city I mean that I have no on or off ramps. Just a wide stretch of super smooth, never congested blacktop. Your computer models would be beautiful. Everyone from Dallas can go down to San Antonio for the weekend without having that awful slowdown in the middle of the state. And Austin would be a safer place for it, so I'd call it a win.	See Comment #5				
				Community Alternatives	Or you could remove the highway entirely, like Refthink35 suggests. Either one works for me.	See Comment #4				
2495	Nathaniel Ogden	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Almagu. Hello, my name is Nathaniel Ogden and I live in the north campus neighborhood. I am writing to express my opposition to the I-35 expansion. The last thing the city needs is highway expansion in the middle of the city. I am my friends agree having to use the highway for daily transit - expanding the highway only makes us more reliant on it, which is a losing game for the planet and the city.	See Comment #5				
2496	Nathaniel Suttler	1/20/2023	McClure's Website Comment Form	Regional connectivity	Please Invest in more Real transportation options between San Antonio and Austin for daily commuters	See comment #1				
2497	Nathlie Booth	3/1/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Almagu. I am a senior planner with a large engineering firm in Austin. It is known that adding lanes will not decrease traffic or solve for the mobility problems facing Austin. This expansion will only cause a bottleneck south of the river. Not only is this project strongly opposed by residents but it ultimately will only create a need for the next of I35 to be expanded. The bottom line is highway expansion does not work as evidenced by Houston and numerous other cities. It's time to think differently.	See Comment #5				
ID	C	N	Da	R	d	S	Topic	C	A	P
							Latent/Induced Demand	I am not sure what the solution is, but I know it will include public transportation and alternative routes for trucking to I35. I30 or I83 should serve as bypasses for all trucking headed to south Texas.	See Comment #18;	
							Re route to 130	I am not sure what the solution is, but I know it will include public transportation and alternative routes for trucking to I35. I30 or I83 should serve as bypasses for all trucking headed to south Texas.	See Comment #3	
2498	Natalie Miller	1/21/2023	McClure's Website Comment Form	rebuild justice	I am a resident of Austin. Right now I35 is a dividing line of our city separating east austin from the rest of austin. Driving across it there is a noticeable change in demographics and economic realities. This is partly due to a history of racist policies surrounding the freeway.	See comment #3				
2499	Nate Moon	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				
2500	Natlie Nawaishi	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Almagu. I oppose TxDOT expansion plan of I-35. It would further divide the city.	See Comment #5				
2501	Negin Goudarzi	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				
				Blue/paid safety	hello, I'm writing to comment on the I-35 Capital Express Central Project. I believe that expanding I-35 will worsen congestion and discourage walking and bicycling. The highway already divides the center of our city and we should be looking for ways to reduce that impact rather than planning to make it wider or higher. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling. I want safe, pleasant, and valuable and bikeable streets.	See Comment #30				
				Community alternatives	Any review of I35's central corridor should include consideration of community alternatives to expansion, including Refthink Austin and Refthink35.	See Comment #4				
2502	Ned Smith			Air Quality/Noise	As someone who currently lives within 3 blocks of I-35, I can already hear the highway from my backyard and expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. Thank you, Ned Smith	See Comment #34				
2503	Nee Jung			Latent/Induced Demand	Mobility35 Program Manager Tommy Almagu. Highway expansion have been proven to be ineffective & counterproductive by worsening the congestion, as we saw in the Katy Freeway in Houston. Induced Demand is a proven concept where building more lanes will only increase traffic volume. Highway removals have been proven tremendously successful in places, such as San Francisco, CA, Rochester, NY and others, in both reduction of traffic congestion and strengthened local economy.	See Comment #18				
				Community Alternatives	I support ideas such as Refthink35. Visitors won't come to Austin to enjoy 20 lanes of highway, while they will find attractive the revitalized boulevard neighborhoods. Local population won't enjoy the widened highway barely 2 years before things end up in gridlock parking lot, to everyone's detriment.	See Comment #4				
2504	Nesim Lawrence		McClure's Website 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)	See Comment #34				
				Public Transit Multinational 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 (not just HOV3 actually plan for real lanes - that would be truly awesome) - but we need PREFERRED transit options.	See Comment #13				
				Caps/lock private	We should have more caps (bury the freeway) in longer segments so we truly create connections between east and west Every 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				



				Latent/Induced Demand	Redesign any improvements to minimize Induced Demand, vehicle miles traveled, and the resulting pollution. This would include a robust study of Induced Demand, increased VMT, and a realistic assessment of both current and future pollution and that does not simply assume electric vehicles will solve those issues!!!!!!!!!!!!	See Comment #18
				Mitigation	Mitigation strategies beyond capping in part of downtown and part of UT Austin should be affected. This should include strategies that align with Austin's Climate Equity plans to reduce transportation emissions!!!!!!!!!!!!	See Comment #2398
				Water Quality	Redesign water management, including management of stormwater, runoff, and flooding, to ensure that water is filtered and treated before being returned to the Colorado River!!!!!!!!!!!!	See Comment #125
				Caps/Check points	Design the project so that additional caps and stations can be added at a later date throughout the length of the project!!!!!!!!!!!! Design the project so that caps can be occupied by both park-like open spaces or buildings or 3-4 stories to allow for best use of the area over time!!!!!!!!!!!!	See Comment #42
2519	Nick		VGH	Do not widen/no build	Adding lanes, taking over city parkland, dumping new untreated water into Lady Bird Lake, removing elevated decks (gravel) just to add more south of town isn't a solution. TxDOT continues to run 'solutions' through the community while ignoring community support, feedback, and engagement.	See Comment #5
				Reroute to I-35	No one wants more lanes. Instead, make trucks go around on I-35. Instead of telling them to go around town, why don't we tell them through town so they have motivation to go around town. We are going to create more Induced Demand, instead of finding solutions to lower demand.	See Comment #3
2520	Nick Aemath	1/30/2023	Email	General Support	Dear Chairman Buggs and Commissioners: Thank 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,	See Comment #8
2521	Nick Escue	1/13/2023	Email	Do not widen/no build	If my entire life goal were to make Austin miserable for every person living here, I would 100% support expanding I-35, and I would be a member of the TxDOT board of commissioners. Absolutely ensure that anyone thinks this would reduce traffic. The number of studies that show highway expansion does not reduce traffic is, in fact, makes it worse! Good! 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 commissioner needs to learn that you don't just get to wish that into existence. You have to enact policies and put some weight behind that goal, but it seems like you're trying your best to kill more Texans on Texas roadways. This highway expansion will lead to more fatalities and make the chance of a day without any deaths on Texas roadways even slimmer than they already are. DO NOT EXPAND I-35. (via PROCHAM.net/forum)	See Comment #5
2522	Nick Grady			Do not widen/no build	MultiModal Program Manager Tommy Kings. 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 highway highways.	See Comment #5
				Public Transit / Multimodal Transportation	Spend that money on better alternative transportation infrastructure.	See Comment #13
2523	Nick Kilian			Do not widen/no build	Hello, I am concerned about the I35 project as it will displace many home and businesses with little gain. As we all know, we can't build our way out of congestion so any highway projects should be to increase safety and minimize the impact of the roadway to the areas that they run through.	See Comment #5
				Caps/Check Points	As part of this project, TxDOT must commit to funding and building the park caps on their own dime. Without the park caps being funded and built as part of the initial project, the project is best left unbuild at all.	See Comment #42
				General Support	We have concerns about Induced Demand, carbon impact of concrete and displacement of people of color overall. The highway plan needs to prioritize moving people vs cars with high density modes like trains, bus lanes and bike, sidewalks vs single occupant vehicles. Modified Build Alternative 3 (Preferred Alternative) is the only plan with positives for downtown: Removes the upper decks Lowers the main lanes Enhances transit connectivity to Downtown Station, Plaza Sanititas, and Austin Bergstrom International Airport Supports 15+ acres of caps as envisioned by Urban Land Institute and Our Future 35 Creates a hard bridge at I-35 Street to remedy Plaza Park with communities west of I-35 includes an urban-style boulevard from Cedar Chavez Street to Dean Keeton Street Adds 13 east-west connections for those who walk/bike/run Adds 8 pedestrian/bicycle-only bridges Adds 4 HDV lanes (one in each direction) for buses, ride share, vanpools, and emergency services	See Comment #8
2524	Nick Littlejohn	2/29/2023	VGH	General Support		
2525	Nick Littlejohn			Community Alternatives	MultiModal Program Manager Tommy Kings. Public Transit Kings. Families would like to ask you to support the Rethink35 and Reconnect Austin plans.	See Comment #4
				Latent/Induced Demand	We would like to not have Induced Demand cause more congestion, pollution, disease in our community.	See Comment #18
				Reroute to I-35	We'd like to have mass transit and dense, active transportation vs single occupant vehicles. Trucks should take the 282 / 230 ramps vs being downtown when headed to Mexico and Canada.	See Comment #3
				Lower Speed Limits	We need low speed boulevards and parks, cap and stitch at ground level as well as bike lanes, trees and sidewalks. We need regular and safe crossings to reconnect neighborhoods. Thank you for embracing a world class vision of our new, underground highway for a stronger Austin for decades to come.	See Comment #395
2526	Nick Mayes	1/11/2023	McCauley Website Comment Form	Public Transit / Multimodal Transportation	I want more commuter rail in this state so I don't need to drive anywhere. It would also make the times I do drive faster and more enjoyable since there'll be less cars on the road.	See comment #13
2527	Nick Overholt	3/7/2023	Email	Do not widen/no build	MultiModal Program Manager Tommy Kings. 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 highway 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 TRBQS.	See Comment #5
2528	Nick Vroman		VGH	Aesthetics	In both alternative build proposals, the Interstate still looks like a giant city chasm in the ground, and while widening the SRPs is helpful, it doesn't go far enough into reducing the visual and psychological impact the interstate creates by being inside.	See comment #503
				General Support	I think that the Build Alternative 3 is the best choice as outlined here	See Comment #8
				Caps/Check points	All 8 caps should automatically be part of the project scope. By suggesting the caps are "optional" defeats the very spirit of lowering the highway in the first place, to stitch the urban fabric of Austin back together. Thriving open urban spaces like Klyde Warren Park in downtown Dallas are proof that it's possible to accomplish both the traffic goals and urban fabric goals outlined in this proposal. That said, with build alternative 3 being the most desirable outcome, all of the caps should be included in the final build.	See Comment #42
				Lowered lanes	It is one thing to lower the lanes, but it still creates a visual and psychological barrier to cross-town pedestrian and bicycle traffic.	See Topic #25
2529	Nickwall		McCauley Website Comment Form	Do not widen/no build	I am 110% against expansion of I35.	See Comment #5
				Regional connectivity	Texas needs a light rail system. It is ridiculous that there is no light rail system in Texas, especially one from San Antonio to Austin, which could take more people between the 2 cities quicker than if they were using cars. Invest in Texas and travel in the Lone Star State.	See Comment #1
2530	Nickall Garcia	3/1/2023	Email	Do not widen/no build	MultiModal Program Manager Tommy Kings. I am a lifelong resident of Texas and I wholeheartedly oppose any expansion to I-35. I expect TxDOT to stand up for its constituents (for crays), 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 Texas will benefit from if I-35 has constant construction, increasing the number of deaths on an already deadly highway, and sees increased traffic by the second hour of usage. Please do the right thing. Please stand up for Texans using your power.	See Comment #5
2531	Nico Pheak			Do not widen/no build	MultiModal Program Manager Tommy Kings. I am a resident of Austin's West Campus neighborhood and I oppose TxDOT's I-35 expansion plan. Past highway expansion have shown that proposals like TxDOT's have not worked and have only been detrimental to surrounding communities.	See Comment #5
				Public Transit / Multimodal Transportation	would rather see investments in pedestrian and transit friendly projects, like Rethink35's proposal or anything that helps connect Austin neighborhoods. As someone who lives in an area whose residents disproportionately use public transit and local bike services, this highway expansion does nothing to meet our transportation needs.	See Comment #13
2532	Nicola Strozzi			Do not widen/no build	MultiModal Program Manager Tommy Kings. I'm a resident 3707 Manchaca Rd, Austin 78704. I lived in several countries and I'm happy to call Austin home. I'm shocked to learn about the I-35 expansion plans and I opposed this TxDOT expansion plans. Austin does NOT need more I-35 lanes. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Best regards	See Comment #5
				Latent/Induced Demand	In the past few years more and more studies have confirmed the fact that when you build more lanes on already-congested roads, traffic simply grows to fill those new lanes as well.	See Comment #18
				Do Not Widen/No Build	I-35 is one of the deadliest highway in U.S.	See Comment #5
				Community Alternatives	We need to look at the future of transportation and promote the use of public transport, and bicycle use, that's why I support proposal such as the Rethink35.	See Comment #4

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2533	Nicklaus Janssen						M/Caude's Website Comment Form	



				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/Induced Demand	Studies have shown additional lanes do not decrease traffic congestion.	See Comment #18
2547	Nicole Rowlett	1/11/2023	McCuEx 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 Sizer			Do not widen/ho build	<p> Mobility35 Program Manager Tommy Arango,  Hi my name is Nicole Sizer and I think I-35 does need to be redone but not in the way it's being proposed. I do like the new found interconnectivity with more pedestrian and bike lanes. I live in Cherrywood and work in Rollingwood. I am petrified of my beloved Cherrywood neighborhood becoming strangled upon by an ugly highway that creates more runoff and homeless activity by our historic neighborhood we call home. </p>	See Comment #5
				Community Alternatives	However, I do agree with groups like Redistrict35 who think non-toll trust 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 share/emergency vehicles is a good idea but will they become just as congested as the HOV lanes in Dallas?	See Comment #463
				Lane/Induced Demand	The lane increase is necessary as long as no neighborhood is affected.	See Comment #18
				Capex/Deck Phase	I think that the deletion of the overhead decks as for us traffic goes is a good plan but keeping the supports for a park over the highway will help the skyline of Austin. A park over the highway not only gets rid of the eye sore of traffic but also directly showcases what's at the heart of Austin: nature. We are known for our picturesque river views and active lifestyle, why not continue that notion when visitors first look at Austin?	See Comment #42
2549	Nicole Smith			Do not widen/ho build	<p> Mobility35 Program Manager Tommy Arango,  Hi! I was once Redistricted as Austin resident who said that when she first moved to Austin she was advised by a life long Austinite never to take I-35... she would think her for it later. And indeed she did when over some 20 years later she had still never driven on I-35 and had zero regrets. This is how we all feel. I-35 is nothing but a 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 17 squares where I teach. Every day I see I-35 clogging the stopped traffic, treating the pollution, reducing the eye sore of cars and concrete... it's hardly surprising. As Texans we need to think and put a couple years ahead but generations. We can start by NOT expanding I-35 but instead turning it into a character. Wild avenue that fits with the creative mindset of Austinians 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! </p>	See Comment #5
				Community engagement	On the right thing TX-dot Stop your efforts to expand I-35 against the wishes and interests of our city's residents.	See Comment #320
				Community Alternatives	Support one of the many science based alternatives to I-35 expansion (eg. Redistrict 35's proposal)	See Comment #4
2550	Nicole Weidig	3/1/2023	Email	Do not widen/ho build	<p> No 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. </p>	See Comment #5
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2551	Nigel Britton	3/1/2023	Email	Do not widen/ho build	<p> Mobility35 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 travesty for the us living in the area. As you are very well aware quite a lot of people have been moving to the area and with them comes more more cars. I live in Willow by 35 and can assure you that expanding the highway will not work. The amount of crashes that happens already not only on the highway but in north central Texas as a whole is staggering. It's not simple a case of needing more room but the amount of drivers with their particular driving habits makes it a nightmare to drive anywhere. If you want an example of this take a look at the Los Angeles highway and their traffic. They have expanded it countless times but the traffic has become even worse. I ask you to think rationally and logical of the issue at hand. Expanding the highway does not work and would simply waste precious time and resources. I know you are in such a situation where you are required to think and look at the bigger picture with how you must use the resources you have, and I 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 awareness. </p>	See Comment #5
2552	Niki Schreiner			Do not widen/ho build	<p> Mobility35 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 benefits 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 Schreiner </p>	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 Phase	I do agree with the plan to remove the upper decks, however expanding the road into our lovely neighborhood would be detrimental to those that live here. Also TxDOT has no plan to allow for capping/decking the segment between Dean Keeton and Airport Blvd which would be beneficial.	See Comment #42
				Reroute to I-30	I don't feel that this highway expansion will work and alternatives expansion should be considered like using SH-130 so there's not heavy traffic going through neighborhoods.	See comment #3
2553	Niki Hy			Do not widen/ho build	<p> No TxDOT TxDOT,  As a resident of the North Loop neighborhood and someone who works at a business alongside US, I strongly oppose the expansion of US. I urge the decision-makers to listen to the loud dissent of the community and explore alternatives. </p>	See Comment #5
				Public Transit / Multimodal Transportation	I like many Austin residents, I would SO so much as possible. I prefer to ride my bike to work through the beautiful Hyde park neighborhood, and to drive along Lamar. Burnett 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	US 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 likes to bring about being, and if it wants to relax and even improve its character, it has no business expanding a highway that runs through the center, that is not for its residents but for through traffic.	See Comment #34
				Bike/ped safety	I want to keep working at the True Blue on Airport boulevard, which could be knocked out by the expansion. I want my kid to be able to safely bike around the city. I want community alternatives to be explored, specifically for traffic to be redirected to highways that don't exist, rather than close it down the middle. Thank you.	See Comment #30
2554	Nicole Tangell			Do not widen/ho build	<p> Mobility35 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. </p>	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/Induced Demand	We have seen time and time again that highway expansions don't make lasting changes to congestion.	See Comment #18
				Air Quality/Noise	will increase our pollution	See Comment #34
2555	Nina Collins	3/1/2023	Email	Do not widen/ho build	<p> Mobility35 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! </p>	See Comment #5
2556	Nina Elizabeth Martinez	1/30/2023	McCuEx Website-Comment Form	Regional connectivity	Please restore the Lone Star Rail proposal!	See comment #1
2557	Nina Lamas x	3/1/2023	Email	Do not widen/ho build	<p> No TxDOT TxDOT,  Hello!  I feel very passionately that expanding US is the fastest way to destroy the thing that make people live living in Austin. The only thing US should be used for is traffic to the north and south of Austin, not as a throughfare for trucking or up to Dallas from San Antonio or 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 inevitable expands outward, we don't run into this exact same problem. Please don't expand US. Just cap it and divert traffic. You're destroying the city. We'll be no different than Dallas and EVERYONE hates Dallas. </p>	See Comment #5
2558	Nina Risaidi		McCuEx Website-Comment Form	Do not widen/ho build	I am opposed to the expansion of HB3. 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
				Local/road connectivity	However, in the case of expansion, the design should include many more crossings to help people on foot and bike get across the freeway. We need a crossing at least every 1/4 mile. The crossings that we currently have are scary if you biking or walking (such as 5th Street, Dean Keeton, 41st, 51st) and we should not lose the opportunity to make them better.	See Comment #20
2559	Nishi Jindani	3/1/2023	Email	Do not widen/ho build	<p> Mobility35 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! </p>	See Comment #5
2560		2/11/2023	McCuEx Website-Comment Form	General Support	I live close to I-35 and would love to see more of the Highway through downtown capped. Wanted to send a mail voicing my desire and vote for that, as another input from the public. Thanks	See Comment #8

	No Thanks	3/7/2023	McClure Website Comment Form	Do not widen/no build	Do not fucking expand I35. It's a waste of resources, time, and further adds to the hatred people already feel for I35. Also I saw the hike and bike trail is going to get fucked in the process. Cancel this shit. It's selfish and embarrassing that anyone thought this was a good idea.	See Comment #5				
2562	Noah Baranoff			Do not widen/no build	Mobility35 Program Manager Tommy Klingens. Expansion does not work and will provide years of inconvenience for a brief respite from traffic while ruining the fabric of our capital city. Instead, invest in high speed rail and efficient, frequent bus transit between our cities. Thank you	See Comment #5				
				Community Alternatives	I support the rethink I35 plan	See Comment #4				
				Regional connectivity	I am a resident of San Antonio with family in Waco/Temple who I visit regularly. Despite the inconveniences of I35 through Austin, expansion is the wrong answer!	See comment #1				
2563	Noah Baranoff	1/29/2023	McClure Website Comment Form	Regional connectivity	As Texas continues to grow, the best thing we need is bigger higher highways that allow cars to ruin our community fabric and pollute our air. Instead, revise the lone star rail proposal that would link San Antonio to North Austin by rail. This would also reduce traffic on I35 without expanding lanes	See Comment #1				
2564	Noah Cosley			Do not widen/no build	Mobility35 Program Manager Tommy Klingens. I grew up in Austin. I went away to college in 2013 but I still love coming back home. I do not support the widening of I35. More construction means more traffic and pollution. Things that have increased exponentially since I was a kid. That and the rise in housing costs are scaring me away from moving back here when I graduate college. Highway expansions do not work. Look at Houston. It's the worst part of driving home from college. I 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 Rethink35 proposal, as well as an expanded public transportation system.	See Comment #4				
				Do not widen/no build	Mobility35 Program Manager Tommy Klingens. As a resident of East Austin, I strongly oppose the expansion of I35 through the heart of my city.	See Comment #5				
2565	Noah Desmarais			Do not widen/no build		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	1/29/2023	McClure Website Comment Form	Do not widen/no build	NO to I35 expansion. We need rail systems, we need public transit.	See Comment #5				
2567	Noah Gomez	1/8/2023	McClure Website Comment Form	Do not widen/no 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 used on the expansion of I35 through downtown Austin are better spent on studied alternatives that actually help alleviate congestion, such as mass transit. Expanding I35 will only make congestion worse, will continue to increase the number of deaths and will continue to impact the quality of life of so many people. No higher and no wider. Stop displacing people with useless expansion projects.	See Comment #5				
2568	Noah Gomez	3/8/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Klingens. 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 increasing traffic in the process, this is a never ending loop, it's a paradox. "One more lane" cannot be the constant answer. We need to spend this money on transportation options that reduce the need to drive like trains, buses and light rail. Let's reconfigure I35 into a boulevard to serve local traffic, while resurfacing non-local traffic around Austin.	See Comment #5				
2569	Noah Gray		McClure Website Comment Form	Lane/Induced Demand	Widening I35 will only contribute to the long term congestion problem in and through Austin - whether above ground or below. While I understand that current funding does not provide for rerouting truck traffic around the city (and that it would only reduce a portion of total truck trips), increased vehicle throughput on I35 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				
				Do not widen/no build	NO to I35 expansion. We need rail systems, we need public transit.	See Comment #5				
2570	NoahHahn Gomez		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 I35 into a boulevard, lined with trees, protected bike lanes, and walkable sidewalks. A boulevard that encourages walking and cycling. Not only will this increase the efficiency of the street, it will help nearby businesses with the increased foot traffic. Transformations like these have already happened, and the result is astoundingly positive.	See Comment #20				
				Business/residential displacement	If TxDOT truly cared about the environment and pedestrian safety, they would not be considering widening I35, 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				
				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				
				Reroute to I30	Non-local traffic should be diverted around the city and not through it. Let's reconnect Austin and let's Rethink I35.	See comment #3				
2571	noir mahout 99	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	Nora Chavira - Yafaela	3/7/2023	McClure Website Comment Form	Do not widen/no build	Please do not expand I35 through Austin. This will lead to more air pollution and traffic for Austin's residents. TxDOT needs to explore alternative trucking routes so that cross-state and cross-town traffic don't get clogged in our city center. Thank you.	See Comment #5				
2573	Nora Llanesque	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Klingens. I oppose TX dot's I35 expansion and terribly planned expansion. Creating the path around Lady Bird Lake is a terrible idea. Please don't move forward with this plan.	See Comment #5				
2574	Nora Redman			Do not widen/no build	Mobility35 Program Manager Tommy Klingens. I'm not in favor of expanding I35. Thanks	See Comment #5				
				Reroute to I30	Through traffic should be moved out of the middle of Austin, using I30 instead.	See comment #3				
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2575	Nysae Shawana	3/7/2023		VOH	Do not widen/no build	Expanding a highway that runs through the heart of a major city is not only undesirable, but irresponsible. Displacing businesses and homes to do so is completely unacceptable. I don't believe that all of these land actions are necessary to clear down the upper decks, you should be responsible for dematerializing them without using so much land. Further, TxDOT should route through traffic around Austin through the relatively new SH 130. Just because this is currently talked about does not mean it is a non-starter. If you are willing to spend billions to expand I35, I'm sure you can come up with a creative way to reroute that revenue. How about not expanding I35? Those who leave 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	Olivia Fontaine	3/7/2023		Email	Do not widen/no build	Mobility35 Program Manager Tommy Klingens. 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	Mobility35 Program Manager Tommy Klingens. OPPOSE TxDOT's plans for I35 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 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 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 bustling city, the best of both worlds. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Thank you.	See Comment #13				
				Tire Wear	TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. It's obvious this is not the solution to Austin expanding as a city.	See Comment #18				

2579	Olivia K. Thomas				Do not widen/ho build	<p>Dear all!</p> <p>As part of the neighborhood who wrote the following letter, I am emailing parts of it if 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"><li>• TxDOT's projected traffic growth and commuting times are exaggerated because commuters will change their driving patterns as alternatives become more available or favorable.</li><li>• Expanding the highway would not eliminate congestion due to induced demand.</li><li>• TxDOT can improve highway safety immediately by reducing the speed limits on the highway and access roads.</li><li>• 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.</li><li>• 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.</li><li>• 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 2028 master plan.</li></ul> <p>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 adjacent land use, as outlined by the Austin City Council Resolution on 2/23/2023, including:</p> <ul style="list-style-type: none"><li>• Ensure that all crossings between I-35 and U.S. 290 are at grade.</li><li>• Work with the North Loop, Ridgeway, and Windsor Park neighborhood associations to evaluate adding another full crossing (automobiles, bikes, 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.</li></ul> <p>Thank you for your consideration.</p>	See Comment #5		
					Public Transit / Multimodal Transportation	<ul style="list-style-type: none"><li>• The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect.</li></ul>	See Comment #13		
2580	Olivia Phir	3/1/2023	Email		Do not widen/ho build	<p>Multi35 Program Manager Tommy Arango,</p> <p>My name is Olivia and I am a resident of Austin. I oppose TxDOT's plans for I-35 and I oppose expansion.</p> <p>I am for the Multi35 proposal, redesigning another highway such as SR-120 as an interstate, 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 to make way for more lanes. Living right next to a highway can contribute to lack of sleep and stress through noise and inaccessibility to move around their neighborhood due to dangerous car traffic. I am also I-35 borders the east side of the St. Edwards campus and the noise pollution is already an annoyance during my time to it. If the interstate were expanded, I am concerned the increased lanes, leading to more traffic movement, will only exacerbate the noise problem. I am also concerned about the long-term health impacts of expanding the highway. It is vital to reduce car pollution as there is a risk of asthma and other respiratory problems. Expanding the highway, and not expanding public transit 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/ho build	<p>Multi35 Program Manager Tommy Arango,</p> <p>Hi Mr. Arango,</p> <p>My name is Olivia and I'm a resident of Hyde Park in Austin. I am writing you to ask that you not move forward with TxDOT's plan to expand I-35. Austin is of course a rapidly growing city and it is critical to adapt to the increasing population with transport solutions. However, it is well established that highway expansion does not relieve traffic congestion and that public transit is a much more effective and sustainable approach to this issue.</p>	See Comment #5		
					Community Alternatives	<p>Instead, I would like to support the Multi35 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 Multi35 150!</p>	See Comment #4		
2582	Omair Akanda	3/7/2023	Email		General Support	<p>Dear Chairman Buggs 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 #8		
2583	Omair Barnhart	3/7/2023	Email		Do not widen/ho build	<p>Hi TxDOT TxDOT,</p> <p>With the climate crisis at hand it is critical Texas make the right move towards a more inclusive 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	McCupe Website Comment Form		Regional Connectivity	<p>Adding rail transit will not only solve traffic congestion but would add economic benefit for both cities. We actively avoid traveling to Austin because of how bad traffic is to and from San Antonio.</p>	See comment #1		
2585	Omair Wright	1/21/2023	McCupe 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	ONM	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 easier.</p> <p>Thank you,</p> <p>Owen Morgan</p>	See comment #1		
2587	Orkun Baris KIDAK				Do not widen/ho build	<p>Multi35 Program Manager Tommy Arango,</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, problem. So cities are closed off, closed with endless asphalt and concrete. Instead replacing asphalt and concrete with green spaces, with gardens 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 skilled english speaking workforce, and a rapidly growing economy. With these advantages, Texas can build whatever they decide to foster and more efficiently. Texas doesn'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 our dependent people. It wastes valuable real estate for little benefits. Vehicles that need to go into the city without taking a wide highway while vehicles that want to get to somewhere else can turn around the city at fast speeds. All cities need this. Austin is no exception.</p>	See Comment #5		
					Multimodal Transportation	<p>The economical 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	Olivia 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 want to travel via interstate for my daily commute, and would like to focus on rapid bus transit, rail, and subway alongside 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	Oliver Reynolds				Do not widen/ho build	<p>Multi35 Program Manager Tommy Arango,</p> <p>My name is Oliver and I'm a resident of Hyde Park in Austin, TX. As an Urban Studies major at UT Austin, I can confidently say that based on past blunders such as the Katy Corridor 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 bus and other projects, the highway is going to be a focus for more future 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 as companies in other of these cities, despite the presence of fairly large companies such as Capital One in Plano, because living in these cities was seen as undesirable while the mental challenge was not nearly enough. The facts are clear: cities with high-income, high-education populations are NOT competitive with the I-350s state either planning that TxDOT is pursuing as part of 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 bisect its core at all. MoPac and Rose arch Blvd are more than sufficient for those who live in Austin, and the new Project Connect light rail will achieve 5 minute headways which can quickly and conveniently move "even more than" the number of people that the I-35 expansion would who "have 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;		
					Reminds to I-35	<p>Therefore, I support the Multi35 plan which would remove the signal 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 use interstate land if it becomes a 4-lane and replaces the I-35 designation. It has high speed limits and can provide a constant flow of traffic by avoiding the urban core. By separating traffic passing through Austin from traffic using 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 I-35 and making the current I-35 an urban boulevard), TxDOT can create positive, lasting change for generations for not only current and future Austinites but also the huge swath of drivers who currently use the highway. Plus, 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 &amp; unsustainable 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	Oliver Garcia	1/21/2023	McCupe Website Comment Form		Regional connectivity	<p>San Antonio is one of the largest cities in the United States yet it has no rail system and hardly any public transportation. I support building a rail network between San Antonio and Austin to allow for regional economic integration and relief in traffic on our roads, something the whole Texas Triangle can use, with rail networks there as well.</p>	See comment #1		
					Do not widen/ho 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;		
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2591	Dan Brewer	3/7/2023	Email		Regional connectivity	<p>The City of Austin, one of the crown jewels of the great state of Texas, has historically suffered from a racial and economic divide that is demarcated by the I-35 corridor. This divide is exacerbated by the proposed alternative highway designs, which also reduce connectivity by removing connections across I-35.</p> <p>The removal of highway overpasses 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.</p> <p>Pedestrians, cyclists, and other users should not be forced to climb long ramps or stairs for elevated crossings or be forced so far out of their way. Making these crossings so unappealing and difficult to use will result in them not being used.</p> <p>The models used to craft these designs appear to be based on inaccurate and unrealistic traffic projections. Traffic on I-35 has remained effectively constant for the past 20 years, so any analyses based on the current highway configuration somehow supporting significantly higher rates of traffic is implausible. Furthermore, this makes the comparisons between the no-build and proposed alternatives meaningless if the current configuration can't support the amount of traffic they are projecting for the future.</p> <p>I hope that TxDOT will continue to improve the design by improving the usability of the mixed use path. This can be done by keeping the paths above ground, at grade, and direct.</p> <p>Another improvement would be increasing the number of connections across the highway, i.e. line with the proposals from the City of Austin and KONG (North Central I-35 Neighborhood Coalition).</p> <p>Finally, a foundational aspect of reimagining these designs would be to establish a strong way from private car use to public transportation and other alternatives. This would decrease the need for highway expansion while meeting the needs of Texans in Austin.</p> <p>Thank you for your time and attention, and best of luck with your ongoing work on this project.</p>	See Comment #1
2592	Dawn Arnold	3/11/2023	MyCauEx Website Comment Form		Regional connectivity	I support the rail.	See comment #1
2593	Dawn McFarly			Do not widen/no build	Mobility35 Program Manager Tommy Koenig.	See Comment #5	
				Lateral/Induced Demand	Hi, I'm a professor and look at alot of news and research about expanding highways.		
					My prediction is that TxDOT's expansion plans for I-35 will induce demand and we'll soon have more drive traffic etc. Let's find another way!	See Comment #18	
				Do not widen/no build	Dear I-35 planners, One of the Delveed 2 neighborhood that the proposed change to I-35 would drastically impact. Please see our neighborhood concerns below. The intersection at Airport and I-35 needs further review pertaining to our neighborhood (Delveed 2). We must be able to turn left out of Delveed 2 to access our major traffic arteries and schools.	See Comment #5	
				Reverts to I-35	I don't understand why the I-35 toll road remains empty or drastically underutilized while trucks and other cars passing through still use I-35. This is not ok. I propose we change I-35 to a toll road where residents do not have to pay (similar to a library card), and it is cost prohibitive for those passing through. We need to divert this traffic AROUND the city.	See Comment #3	
2594	Dawn Young			Delveed	<p>Comment from Delveed 2 Neighborhood Association on TxDOT Draft Environmental Impact Statement on the I-35 Capital Express project.</p> <p>The proposed alternative for widening I-35 through the central segment does not meet Delveed 2 neighborhood needs and actually causes mobility issues. The proposed highway designs do not meet Delveed 2 mobility and access needs. The proposed alternatives call for closing one of the four entrances to the neighborhood. This will increase the difficulty of getting in and out of the neighborhood, and increase the cut through traffic in the neighborhood when the right hand lane traveling north on Airport backs up, which it does regularly at all times of day. Neither of the proposed alternatives address this issue, and instead focus on the east turn to go south on I-35, a section of traffic that only backs up briefly during rush hour.</p> <p>The proposed pedestrian/mixed use pathways to navigate the Airport/I-35 intersection without a car are unnecessarily hostile to anyone without a car. Instead of diverting car drivers, who can easily traverse hills, grade changes, and increased distance, mixed use path users are dwarfed. This results in proposed mixed use paths that nearly double the travel distance for wheelchair users and require cyclists to dismount to negotiate the hilly turns or stairs in the paths.</p> <p>The proposed pathways also include a proposal of "underpasses" for pedestrians and cyclists are expected to pass under the I-35 lanes of Airport Blvd instead of crossing at the intersection above ground. These tunnels leave pedestrians out of sight of anyone around, which is uncomfortable and unappealing to any mixed use path users, including the young and disabled, especially after dark. Furthermore, given that TxDOT is well aware of the number of people who use highway infrastructure as shelter because Austin lacks sufficient affordable housing, it is inconceivable that the tunnels will not be turned into shelter for these people, resulting in poor outcomes for everyone. As a final point, this intersection regularly sees issues with flooding during heavy rain, making pedestrian tunnels an even more miserable proposal. Cars can easily navigate a lot of water on the road. Expecting pedestrians and cyclists to do so is absurd.</p> <p>All of the above issues appear to be driven largely by the choice of intersection at Airport Blvd and I-35 that TxDOT is proposing. The Single Point Urban Interchange is extremely unfriendly to anyone not in a car. Delveed 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 tunnels or elongated indirect paths is not an appropriate solution for these road users.</p> <p>Proposed highway designs have negative environmental impacts that outweigh the purported benefits.</p>	See Comment #184	
2595		3/9/2023	VOH	Lateral/Induced Demand	It is unclear why the same highway design between Deer Austin and Manor is not continued throughout the project. To reduce Induced Demand and promote carpooling, do 2 HOV lanes and 3 maintenance per direction. Or, do 1 HOV lane and 4 maintenance per direction. Do not create 6 lane highway per direction. Unclar why HOV lanes have dedicated entrance/exit overpasses if the lane is intended for through traffic. These entrance/exit overpasses create clearance issues and hinder the construction of future deck plates.	See Comment #18;	
2596	Paige McFarlan	3/7/2023	Email	Lateral/Induced Demand	Mobility35 Program Manager Tommy Koenig.	See Comment #18	
					As a resident of Dallas, I oppose the expansion and TxDOT's plans for I-35, given my frustration, where I would take my dad an hour to get to and from work every day because the Katy Freeway was so backed up. That didn't change after it was expanded, I am for the Metro35 proposal and public transportation initiatives. The DART is flawed and could stand to be expanded, but my life would be much harder with no public transportation at all in Dallas. I know that 20 years of construction is an estimate that may not be accurate. Construction delays happen and when they do they make everything worse. It's just not worth it to be under construction for 20 years for the hope of some relief on I-35 that will never happen.		
2597	Paige Shooking	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 care for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment 38	
2598	Paige Simard			Do not widen/no build	Mobility35 Program Manager Tommy Koenig.	See Comment #5	
				Lateral/Induced Demand	I oppose TxDOT's plans for I-35 and oppose expansion. Their process for expansion is flawed and will cause undue harm to residents and wildlife alike. We should instead be looking towards more sustainable methods and investigating the root cause of this issue which is ultimately too many personal, used vehicles on the roads. I expect TxDOT, Austin City Council, and other representatives to stand up for the people of Austin and everyone else who is opposed to this construction. Thank you.	See Comment #18	
				Public transit/Multimodal transportation	Rather than this expansion project, I encourage you to instead consider other public transit projects and solutions that do not place anyone in harms way or worsen our environment!	See Comment #13	
2599	Pam Brigham	3/6/2023	Email	Community Alternatives	Mobility35 Program Manager Tommy Koenig.	See Comment #44	
2600	Pamela Raffaele	3/11/2023	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 care for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Pamela Raffaele	See Comment #8	
2601	Pamela Romero	2/9/2023	Yes but CA, not HT	Do not widen/no build	Okay, so now I deal with my comments? Okay, so first of all, just a general comment about the maps and how difficult they are to read. I appreciate all the effort and the drawings, but one of the most significant things is the existing right of way, and it's barely visible on the map. The existing right of way is what tells citizens how wide or how affected each section is going to be. So for heaven's sake, make that big and bold so people can see it. Because it's - it feels like it's, like, declining. I know there's a lot of other red tape and stuff but the - one of the most important, the one people want to know is what businesses are going to be affected and it's barely visible. It's almost nothing. I'm sorry. So that's a general comment. And then my more specific comments are regarding the section from 290 to Airport Boulevard. There's - there's really nothing that this project is giving that community. There's a bridge, a pedestrian bridge which is called - I don't know, it's terrible, and it's expanding the freeway, a big huge freeway. This is a once in a generation opportunity to improve all of that and I don't - and I would ask to seriously consider leaving the project, the entire project. Why are you stopping at Airport? Why not lower it from 290? If that's the existing project, then lower the existing project. That is one critical thing, in terms of racial disparity and - and improving the racial divide, that's a section that would improve. Whether happens downtown, great. But the train has left the station downtown with all the - the - the - you know, residents that there now are - it's - it's - you know, they've moved north to more affordable housing. To connect the east and the west from Airport to 290, would be transformative for that community. Of course, I mean cap and catch. And I understand the cost, but if it takes 30 years to build, ultimately, the cap and catch, it's transformative for the next 100 years. So build the infrastructure to allow for future communities to be needed - needed - each needed impact on that. So really, I guess, what I'm asking is a little bit more study to some of these concerns for this current project. That's it.	See Comment #5	
2602	Patrice Martin	2/12/2023	VOH	Do not widen/no build	I oppose the expansion of I-35	See Comment #5	
2603	Patrice McCutern	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 bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Patrice McCutern Analyst	See Comment #8	
2604	Patrice Short	3/6/2023	Email	Bury/tunnel	Mobility35 Program Manager Tommy Koenig.	See Comment #25	
2605	Patrice Short		MyCauEx Website	Do not widen/no build	I oppose the TxDOT plan to expand I-35 in Austin. Evidence shows it won't fix traffic, but it will displace Austin businesses, worsen climate change, and continue a racial division of our city. Instead, we should bury I-35. This will unlock billions in economic value in the form of new businesses and homes, improved transit, and parks, connecting east and west areas and all. Please don't put us through 10 years of construction for this. Choose an alternative that we can all be proud of.	See Comment #5	





2634	Paul Grappler	3/6/2023	Email	Reverts to I-35	<p>Mobility35 Program Manager Tommy Kingsp.</p> <p>As someone who literally cannot be any closer to both upper and lower decks of H-35, I watch daily the failure of the highway, as it carries commerce and commuters through Austin. There have been a number of (open-air) meetings hosted by TxDOT where they pretended to listen and "value" input from homeowners and businesses, but the reality of the plan moving forward shows differently. Trucks should be required to take Hwy 135 and/or Hwy 45 around the city, just like every other metropolitan in the United States. Any push back to this is pure ignorance. Trucks comprise 25-30% by weight of the makeup of traffic, and more than 40% by total volume. A reduction of commercial traffic via 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). Sending corporate entities, rather than those of constituency is both costing money and leaving money on the table.</p>	See comment #3			
2635	Paul J. Holube	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 Holube</p>	See Comment #8			
2636	Paul Katkus	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. Sincerely, Paul Katkus. Thank you for your consideration of this request!</p>	See Comment #8			
2637	Paul Langley			<div>Do not widen/ho build</div> <div>Latent/Induced Demand</div> <div>Community Alternatives</div>	<p>Mobility35 Program Manager Tommy Kingsp.</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> <p>I understand the need to improve traffic flows across the state, but I do not believe expanding I-35 would improve traffic outcomes. Unsurmountable 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> <p>Improving and increasing the incentives for SH1225, increasing public transportation (already in the works via ProjectConnect), and improving other Austin transit corridors would all improve traffic more effectively at lower cost and less disruption</p>	<div>See Comment #5</div> <div>See Comment #18</div> <div>See Comment #4</div>			
ID	C	N	On	#	S	Team	C		
2638	Paul Mayo	3/1/2023	McCaule Website Comment Form		Community Alternatives	<p>I am a resident in the Hyde Park neighborhood of Austin and work downtown, and frequently use I-35 as 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 residents and commuters through traffic would be best served by a non-rail freeway bypass east of town rather than expanding I-35.</p> <p>I am very opposed to using Motor Beach Park as a staging area when there are plenty of other options, such as the former Sears and its adjacent parking lot or 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 Reeves	3/1/2023	Email	Do not widen/ho build	<p>Hi 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 Rescoe			<div>Do not widen/ho build</div> <div>Business/residential displacement</div> <div>East/west connectivity</div>	<p>Mobility35 Program Manager Tommy Kingsp.</p> <p>I live in the neighborhood around 32nd Street and I-35. I am opposed to the expansion because it would destroy my neighborhood.</p> <p>The proposal would tear down the restaurants where I have eaten for decades. Hemlock, Tapateria Los Altos and Stars. It is unfortunate that Tapateria Los Altos is not listed as a business that serves mainly people of color in your analysis. I request that you correct this error.</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>	<div>See Comment #5</div> <div>See Comment #21</div> <div>See Comment #20</div>			
2642	Paul Sarahan	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. I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Best regards- Paul C. Sarahan</p>	See Comment #8			
2643	Paul Sells	1/5/2023	My35Constructio on Website Comment Form	reverts to I-35	New toll road on 35 should make an over path for them instead of taking away roads. Look at impact ain't helping any. Over path is the greatest idea	See comment #3			
2644	Paul Tough		McCaule Website Comment Form	<div>Caps/Deck Plases</div> <div>Public transit/Multimodal transportation</div>	<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 east side could be solved by burying the highway and expanding the caps, especially downtown. Please expand the caps. 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 space, manageable streets, functioning bike lanes, and pedestrian paths crossing over I-35, creating a vibrant, family-friendly, walkable downtown.</p>	<div>See Comment #42</div> <div>See Comment #13</div>			
2645	Paul Van Hook	1/18/2023	McCaule Website Comment Form	Regional connectivity	I hotly request to include in the I-35 expansion a plan to reuse the Lane Star Rail proposal to link Austin and San Antonio with regular commuter rail. In my humble opinion widening roads without improving transit is not efficient since it induces more demand resulting in the same traffic with more pollution, and worse quality of life.	See comment #1			
2646	Paul Van Hook	1/20/2023	Email	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. Regards, 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>Re: I-35 Capital Express Central, Draft Environmental Impact Statement</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 ES process, including the study done by Texas A&amp;M Transportation Institute on the I-675/I-35 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 maps shown in the TTJ study purporting to show the "gridlock" 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 ES. There is clear community support for both the I-675/I-35 and Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTJ study was misleading, it is in no way a replacement for thoroughly analyzing I-675/I-35 and Reconnect Austin in the ES and TxDOT failed to provide any reasonable argument for why I refused to meaningfully consider these alternatives.</p> <p>Please see the apprise analysis found throughout thousands of pages of ES in the I-675/I-35 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 #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			<div>Do not widen/ho build</div> <div>Latent/Induced Demand</div> <div>Community Alternatives</div>	<p>Mobility35 Program Manager Tommy Kingsp.</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 an 18 lane highway through downtown. Rethink this city. Bury the highway if possible. Paula Smith</p> <p>We've seen over and over again in other cities that more lanes doesn't actually alleviate traffic.</p> <p>Any of the community based plans are better than the 18 lane highways TxDOT is currently planning.</p>	<div>See Comment #5</div> <div>See Comment #18</div> <div>See Comment #4</div>			
2650	pawen dinawati	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. Best from my phone</p>	See Comment #8			
2651	PD		McCaule Website Comment Form	<div>Do not widen/ho build</div> <div>Bury/functional</div> <div>East/west connectivity</div>	<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>	<div>See Comment #5</div> <div>See Comment #25</div> <div>See Comment #20</div>			
2652	Pedro Ruiz	1/21/2023	McCaule Website Comment Form	Regional connectivity	I want a direct rail connection between San Antonio and Austin	See comment #1			

2653	Pedro Webster Jr.	1/31/2023	McClure's Website Comment Form	Regional connectivity	A rail would benefit both cities economically and would alleviate traffic on I-35.	See comment #1			
2654	Peggy Duttman	3/1/2023	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 settlers going south is always creating a jam-down...the access roads are full and 35 is full and the lane changes are problematic as cars are trying to enter while cars want to exit and then the lane disappears?? Fortunately, from Round Rock I have SOME alternatives, but for 35 being the most logical way to get road people I want. The traffic issue and cost of housing is absolutely any 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 Klinge. 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. Firstly, additional highway lanes will increase our carbon emissions and further pollute our air.	See Comment #51			
				Public transit/Multimodal transportation	Rather than expanding I-35, Texans should be given more high speed public transit services. I support connected public transit infrastructure.	See Comment #13			
2656	Pete Winstead	1/18/2023	Email	General Support	Dear Chairman Bugge: I'm writing to express my support for TxDOT's proposed improvements for I-35 through Central Texas. I have resided in Austin for over 30 years and been involved in leading the Austin Chamber, the YMCA Capital Area Council of the Boy Scouts, the United Way, the Board of Trustees of St. Edwards University, Opportunity Austin, the Tax Section of the State Bar of Texas, the American Heart Association, Public Television, the Austin Area Research Organization, and the Committee on opening Austin Regional Airport. I was selected Auditor of the Year in 2004 and received the 405 Jurge-publie Award. I have created a number of capital campaigns including the Dan Saxon Medical Center at UT, the YMCA, and others. Most importantly, I chaired the Texas Turnpike Authority as its inception in 1997 through 2001, which led to SR 135, 45, and 183. I spent considerable time watching Austin lose out on transportation funding as TxDOT, as Dallas and Houston took the bulk of that infrastructure funding. Austin's "don't build it and then we'll cover" attitude caused Central Texas to fall far behind the rest of Texas. The result has been inordinate traffic congestion on I-35 and other road ways. The Highway Commissioner contribution to the I-35 project is a long overdue catch up to the State's capital and fixing the most congested road in Central Texas. I want to express my appreciation for your commitment and thank you for addressing this long-over due project. Sincerely yours, Pete Winstead. Sent from my iPad	See Comment #6			
2657	Peter Cook			Do not widen/no build	Hi TxDOT TxDOT, I am writing to share my opinion to the proposed I-35 expansion. One of the biggest things about Houston is their I-2D 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-ped safety	I feel strongly that we, as a city, should be encouraging walking and bicycles and, as a cyclist and motor cyclist, the thought of a 20-lane highway downing Austin so close to downtown is abhorrent. There has to be a better way to accommodate Austin's expansion without compromising what makes Austin a great place to live e.g. safe, walkable and bikeable streets into and out of downtown in all directions.	See Comment #30			
2658	Peter Rock	2/23/2023	Email	Retracts to I-30	Hi TxDOT TxDOT, I have 3 suggestions. 1. Make I-35 thru Austin a toll road with very high fees especially for 18 wheelers and make the 45/I-30 bypass free for 18 wheelers. Expand 45/I-30 as needed and have Austin to do what they want with I-35 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	C	N	On	R	D	S	Topic	C	
2659	Peter Vermeiren			Inter/Inbound Demand	As a resident of Austin since 1979, I have something must be done with I-35. Here are my thoughts: +HOV lanes are necessary Thanks for listening. Peter Vermeiren	See Comment #18			
				Retracts to I-30	*Recent large trucks to use I-30 by removing the tolls for them during the construction project. Ban large trucks from I-35 during the construction period.	See Comment #3			
				Inter/Inbound Demand	*Lower 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" area.	See Comment #21			
2660	Peyton McFarlan			Do not widen/no build	Multi335 Program Manager Tommy Klinge. I am a resident of Fort Worth and believe that this 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 I-256 regularly to go home to Fort Worth. The construction on I-256 has caused no thing but congestion and headache for drivers who want to get to their destinations.	See Comment #18			
				Public transit/Multimodal transportation	I am for a public transit initiative. I don't want to be forced to use an interstate highway for my trips because there's no other option. I want to use public transportation.	See Comment #13			
2661	Philip Hall	2/24/2023	Email	General Support	Make it bigger and wider than necessary today! I live near 1431/L-35 where a diverging Diamond was installed. It was OK for the first year, but continued growth in the area has caused significant backups for those wanting to go north on 35 from east bound 1431. Don't listen to I-350 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 major east/west flow corridors like other (sanitary) cities have. Build, baby, build!	See Comment #6			
2662	PHILIP ALLEN	2/6/2023	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 feel 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. Philip Allen Sent from my iPhone	See Comment #6			
2663	Philip Bachus	1/30/2023	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 feel 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. Sent from my iPhone	See Comment #6			
2664	Philip Nassam	3/5/2023	Email	Do not widen/no build	Email Copy Hello Mr. Alarage, 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, reassurance for the modifications, and other critiques. I hope you find these suggestions inspiring, and that these become back to us to find a way to solve. 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 Lamble St, with on and off ramps only occurring at Airport Blvd, MCK Blvd, and Riverside Dr. This design would properly separate local and through traffic, similar to an HOV lane, and allows the Interstate to be as wide as 5 lanes in each direction within its existing right of way limits. Very few properties would be displaced, fulfilling the City Council's request. The I-35 frontage road is named "East Ave" in all figures. To improve connections between either side of the highway, connections to the highway must be broken. Using the design above, east-west connections can easily be created at: Lamble St, 3rd St, 5th St, 8th St, 15th/14th St, 30th St, Concordia Ave, and 424 St/William Blvd. The Waterloo Greenway Project will redevelop the existing Point Park. The cap designed adjacent to this park between 5th St and Chester Church, and between Chester Church and Lamble St, would be the largest Caps within the project limits. As stated earlier, it is unclear why the narrow highway design between Dean Fenton and Manor is not continued throughout the project. To reduce induced demand and promote expanding, do 2 HOV lanes and 3 mainlines per direction. Do do 3 HOV lane and 4 mainlines per direction. Do not create a 6-lane highway per direction. Underline why HOV lanes have dedicated entrance/exit overpasses if the lane is intended for through traffic. These entrance/exit overpasses create clearance issues and hinder the construction of future dual deck plans.	See Comment #5			
				Do not widen/no build	Multi335 Program Manager Tommy Klinge. As 2023 to take real estate in the center of one of the desired places to live in the country, to enlarge a highway is the height of folly. It's utterly foolish. This is the worst possible use for this land. The city and state is losing tax base property. The whole plan to expand 35 in the middle of the city feels like more of the Texas state government wanting to punish Austin, to be honest. It is cutting off a nose to spite a face. And it will do nothing to alleviate traffic. We do not want to be Houston or Dallas.	See Comment #5			
				Business/residential displacement	Long time residents will lose their businesses. The city as a whole will lose livability and valuable downtown land - for what? For a couple of extra lanes of traffic? So more cars can speed through?	See Comment #21			
				Retracts to I-30	Someone suggested to me an alternative as simple. Just reroute the toll road outside of Austin. Make it free. Make 35 a toll road. A good majority of the 35 traffic is passing through. They can just pass around.	See Comment #3			
2666	Phongantun Phasawatwongthaporn			Do not widen/no build	Multi335 Program Manager Tommy Klinge. I'm a person from outside the U.S. who lives close & working close drive, and would like close to be safe, healthy, and walkable. I also studied in a university that has right next to a massive highway in my country. Upon seeing an Instagram post by Blue_James which made a mock-up video of how Austin would look like without I-35 & promoted the Rebuild335 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's like the TxDOT is just 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 induced Demand as an example, more cars would eventually come to use it, causing possibly endless congestion & expansion.	See Comment #18			
				Do not widen/no build	Third, I live in a country with high amounts of road injuries and casualties, and when more cars are facilitated to drive on highways, they increase chances of road injuries and casualties, which could impact innocent lives.	See Comment #5			
				Community Alternatives	Fourth, I support the Rebuild335 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			



					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-35	I also support changing other routes bypassing the city such as SR-130 into the interstate, since this would have less impact than expanding I-35 which passes right through the city.	See Comment #3
2687	Phyllis Snodgrass	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. Onward, Phyllis Snodgrass	See Comment #6
2688	Pi Ravi				Caps/Dash Plazas	Multis35 Program Manager Tommy Kings. 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 linking and expanding the lanes. Both would greatly transform the city and alleviate 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-35	I-35 needs to be transformed into a boulevard and the city needs to redesigne 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 Comments #3
2689	Roya Mohammadi				Do not widen/no build	Multis35 Program Manager Tommy Kings. 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 it ontopg 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
					Inter/Inbound Demand	The MUPac Highway expansion was supposed to relieve congestion there and it's now worse than it ever has been.	See Comment #18
2670	Powell Thompson	2/6/2023	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. Powell Thompson Vice Chairman of the Board American Bank of Commerce <a href="https://www.americanbankofcommerce.com">https://www.americanbankofcommerce.com</a> Insurance products offered through our affiliate, American Insurance Partners, are not deposits or other obligations of the bank, not insured by FDIC or any other government agency, not guaranteed by the bank and are subject to risk and may lose value. CONFIDENTIALITY STATEMENT This message and all attachments are confidential and may contain information that is privileged or legally privileged. Any review, use, dissemination, forwarding, printing, copying, disclosure or distribution by persons other than the intended recipients is prohibited and may be unlawful. This transmission and any attachments are believed to be free of any virus or other defect that might affect any electronic computer or messaging system into which it is received and opened, but it is the responsibility of the recipient to ensure that it is virus free. No responsibility is accepted by American Bank of Commerce for any loss or damage arising in any way from its use. You must delete this message and any copy of it (in any form) without disclosing it. If you believe this message has been sent to you in error, please delete 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 Chandolu	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	Praveen	1/31/2023	McCombs 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 anyways for the jobs aren't super stellar in terms of a "career." If rail existed between our two cities, I'd be willing downtown Austin almost every weekend, but we current traffic situation is the biggest road block stopping me from making 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	Prasitha	1/20/2023	McCombs Website Comment Form	Regional connectivity		Revice some other rail if you want to redo I-35	See comment #1
2674	Prasitha Ebenezer	2/9/2023	Phyllis C. Co	Widening		My neighbors and I are opposed to the bridge (alt 3 Mod) proposed @ grade between 43rd St crossing over to Wilshire Blvd. We would support a bridge for pedestrian or bicycle access, but not for automobiles.	See Comment #9
2675	Prasitha Ebenezer		VOH	Widening		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 1st street to Wilshire Blvd will completely change the nature of the historical Wilshire Woods Corridor and the Schaeffer Wilshire area neighborhoods. If TxDOT moves forward with that part of the plan, we insist that longhorns lived 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-35	All of this disruption could be prevented by doing the common sense solution of subcut and I-35 shoulder traffic to SR-130.	See Comment #3
2676	Prasitha Powers	3/1/2023	Email	Business/residential displacement		Multis35 Program Manager Tommy Kings. I have lived in Texas my whole life. Our state motto is "Independence". This state runs businesses affecting many families and hardworking Texans. The expansion is wrong for that and cannot happen unless it is for the good of all Texans.	See Comment #21
2677	Prasitha Ranny	3/7/2023	Email	Do not widen/no build		Multis35 Program Manager Tommy Kings. This is not the Austin any of us want. Austin shouldn't become LA or NY anymore.	See Comment #5
ID: 0 1 2 3 4 5 6 7 8 9							0 1 2 3 4 5 6 7 8 9
2678	Priya Patel	3/1/2023	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 NO <sub>2</sub> . TxDOT only analyzed CO which is easy to study and they know this would clear. - Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level. - The fact that we are 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 #18
					Do Not Widen/No Build	Email Copy TxDOT I-35 Cap Ex Central Team, HERE'S 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. I AM A LAM-2, SAMPLE OF GOOD AND DECENT VISUAL REPRESENTATION OF THE PROJECT. GREAT! Surely, You will find millions of examples and inspiration for rendering and technical drawings. 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 F. Next to the plan with as much of information in just one plan. Instead could have made multiple version to avoid overlapping of information?	See Comment #5
2679						Email Copy TxDOT I-35 Cap Ex Central Team, I have attached some of the material produced during the Austin Urban Design Committee's "Urban Center & TOD Presentation - Urban Design Charrette". (The complete PDF is located in the public hearing summary, appendix F.) It is a great example, and practice for TxDOT to adopt and learn how collaborating with local experts can be beneficial for complex projects like I-35 in multiple ways. It is extremely disappointing to see that in today's world, where animation and graphics have advanced so much, TxDOT hardly makes any effort to provide decent visuals to understand this billion-dollar project like this. Allow local professional designers and planners to be involved more in the project's programming, funding and consulting with a grant project team enough! Communicate better with them so that we would help you get a better outcome for this project that provides for everyone and not only those driving vehicles.	See Comment #5
					Do Not Widen/No Build		
2680	R. Gordon Ruth	3/4/2023	Email	Do not widen/no 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

	Rachael Spiering	3/7/2023	Email		Public transit/Multimodal transportation	Hi TxDOT TxDOT, The citizens of Austin need a better plan than what has been outlined for expanding I35. I don't want to travel around Austin on an interstate highway, whether it is due to it being clogged or bicycling. I want safe, pleasant, and walkable and bikeable streets. 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 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. Rachel Brown #604 771-4326	See Comment #8	
2683	Rachel Castignoli	3/7/2023	Email		Do not widen/rev build	Mobility35 Program Manager Tommy Kingsley, I live less than a mile from I-35. I know that living near an interstate is a health hazard to myself and my child. I also know that widening the highway will cause more traffic, more pollution, and accelerate climate change which has already hurt Austin very badly via winter storm Uri & ice storm more 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 #9	
2684	Rachel Corbett	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. Rachel Corbett, Post Closing Policy Administrator Heritage Title Company of Austin, Inc. #602 506 7666 Email: Rachel.Corbett@heritage-title.com, TxDOTAS: heritagetitle@austin.com WIRE FRAGD WARNING: Due to increased risk of wire fraud, Heritage Title Company must send Wire Instructions by encrypted email only. 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 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 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 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	
2685	Rachel Coulter	1/23/2023	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. Rachel Coulter Managing Director 515 Congress   Suite 2100 Austin, Texas 78701 #602 506 7666	See Comment #8	
2686	Rachel Corvino				Do not widen/rev build	Mobility35 Program Manager Tommy Kingsley, TxDOT's expansion plans are not the right choice for Austin and for my Charropey neighborhood. The plans need to be changed using the input of local neighborhood groups, nonprofits, and local government. Widening I-35 will not make traffic more efficient or safe and will increase the problems of pollution, air quality, and noise. Investing now in a generic 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	
					Revert to I-35	Instead of taking the easiest and cheapest way to improve traffic, TxDOT needs to consider the future needs of the city not reinforce past bad decisions. Major highways like I-35 shouldn't be going through the heart of a city, endangering neighborhoods and people, but should be rerouted around them for the safety of all.	See Comment #3	
					Do not widen/rev build	I oppose the proposed Capital Express Central project as it adopts an outdated approach to transportation based on outdated models and mistaken beliefs of the previous generation of engineers. Instead of prioritizing personal vehicles, cities should prioritize safer, more efficient, and more sustainable transportation methods for the economy and the environment. Expanding urban highways has been shown to be economically unviable, environmentally unsustainable, and socially unjust. The current proposal undermines Austin's economic productivity and weakens its status as the economic engine of the state. The proposed design seems to lack an understanding of how cities and towns should function. Unfortunately, for many Texans, the idea of traveling to their destination without getting in a vehicle is unimaginable, which is a disfunction. It appears that TxDOT's road 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	
2687	Rachel Foster			McClure's Website Comment Form	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 vehicles, bicycles, and transit-oriented development.	See Comment #13	
2688	Rachel Freeseau			McClure's Website Comment Form	Public transit/Multimodal transportation	Expanding I-35 for more single person, personal-use cars is not what we want! We need better and preferential access for public transportation (incorporate plans for rail in the I-35 plans, make bus only lanes and express/lane) lanes.	See Comment #13	
					Bury/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	
					air quality/motor	We also need greater measurements of air quality during this "environmental" review and engineers should study ways to treat the water runoff!	See Comment #34	
2689	Rachel Kolar	3/7/2023	Email		Do not widen/rev build	Hi TxDOT TxDOT, Expanding I35 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 #6	
2690	Rachel Madala	1/18/2023	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. Rachel Nevada Madaleno, P.E. Senior Associate   Project Manager - Environment Engineering Consultants Austin   One Antonio 8500 Bullfinch Cove, Suite 8103   Austin, Texas 78739   Madala@ecoaustin.com	See Comment #8	
2691	Rachel Marra	3/6/2023	Email		Public transit/Multimodal transportation	Mobility35 Program Manager Tommy Kingsley, I oppose the I-35 expansion because it is possible to use public transit. I moved to Leander outside of Austin and because of my metro I can use an express bus to get to Austin. If many express bus lanes made available it takes the need of a highway expansion easily.	See Comment #13	
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2692	Rachel Roth	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 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	
2693	Rachelle Luck	2/6/2023	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. Rachelle Luck	See Comment #8	
2694	Rachelle Luck	3/6/2023		General Support	McClure's Website Comment Form	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 overdue for improvements to meet the current and future needs of a growing region in terms 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 Marra				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 sustainable, bikeable city that is safe and pleasant to spend time in, with lots of public transportation. The highway growths we form continuing with one another, I believe stress for everyone 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 want to be able to work, helping increase living levels for Austin kids, 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. Once again, I greatly oppose expanding I-35. Thank you so much for your time. I really appreciate it. All my best, Rachelle Marra	See Comment #13	
					Intervoluntad Demand	Expanding I-35 runs counter to these goals. It would increase congestion and worsen pollution of every kind. There would be health and environmental impacts. This is not the fix I want for Austin's people.	See Comment #18	
					Community Alternatives	East-west crossings should be at least every 25 miles, all non-high speed roadways in Austin should be safe for all users, and designed for 25 mph. I very much want community alternatives to expansion to be fully studied, including Research Austin and National I-35. I have been following both of these projects for years and I really believe in their potential. Please fully study them and consider how much more beautiful, connected, healthy, and safe our city can be.	See Comment #4	
2696	Rachele French			McClure's Website Comment Form	Do not widen/rev 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	
					Revert to I-35	Plans should unify the city and reroute through traffic around downtown. I am ashamed that this is the current proposal.	See Comment #3	
2697	Rachel Pax	3/7/2023	Email		Public transit/Multimodal transportation	Mobility35 Program Manager Tommy Kingsley, Improve public transport so I don't have to drive everywhere, eliminating traffic. Parking and driving is already an inconvenience. I'd rather just take a bus or metro across the city and I'm sure a lot of others feel the same.	See Comment #13	

2698	Refael Shna	3/7/2023	Email	Community Alternatives	Hi TxDOT TxDOT, Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. I prefer the option described by Reconnect Austin	See Comment #44				
2699	Raini Gomez	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Klinge, I am a resident of Travis county living, working and utilizing within the I 35 corridor everyday. While I know we have a horrific traffic problem, TxDOT's proposal of expansion of I35 is not the answer. I oppose this proposal.	See Comment #5;				
2700	Ravi Kurnitumuri	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. Sincerely, Ravi (Sent from my iPhone)	See Comment #8				
2701	Reneville Reddy Yaddan	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, -Reneville (Sent from my Snapdragon powered Smartphone)	See Comment #8				
2702	Ramsey Foster	2/23/2023	Email	Do not widen/no build	Hi TxDOT TxDOT, Don't turn Austin into a congested highway city by expanding I-35. More lanes will, not only, increase traffic, but also, increase highway lane cost will result in more congestion and more pollution.	See Comment #5				
2703	Randall Gullory			Bike/ped safety	Hi TxDOT TxDOT, While putting 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 Redrive35, to be fully studied.	See Comment #44				
				Air quality/noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes.	See Comment #34				
2704	Randall Lusk	2/23/2023	Email	Lane/Induced Demand	Hi TxDOT TxDOT, I'm from West Houston and saw what the I-10 expansion did to the surrounding neighborhoods and traffic pattern. There is no world where buying out and closing the Clearwood neighborhood while closing I-35 for a year is worth the 5 minutes a truck driver may save going through town. We cannot ask 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. Go underground!	See Comment #18				
2705	Randall 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 HELD, be much worse, if there is no enforcement of HOV lanes. Thank you for your consideration of this request. RP	See Comment #463				
2706	Randy	1/11/2023	McCuEx 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. Spier	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. Randy G. Spier Thank you for your consideration of this request. Sent from Mail for Windows	See Comment #6				
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/no build	Mobility35 Program Manager Tommy Klinge, I am a resident of Austin I OPPOSE TxDOT's plans for I-35. I don't want to see a giant scary highway to get to my sisters house or to be able to take my kids to visit their grandparents. I-35 is scary enough as it is. Keep the promises you already made the Texans, get the trucks out of Down town. Help build a SUSTAINABLE infrastructure, not just one that will please the problem for a few years, and help keep our kids and community health and safe!	See Comment #5				
				Lane/Induced Demand	Time and time again across our nation cities have proven that adding more lanes to highways JUST MAKES MORE TRAFFIC (I am thinking of Houston here).	See Comment #18				
				Public transit/Multimodal transportation	The only thing that actually takes cars off the road is functioning public transit! Transit that is where people need it, not where third party interest want it to be. Public transit also has the benefit of reducing air pollution. As a mom of a 3 year old with asthma this is a huge concern to me and my family.	See Comment #13				
				Reserve to I-30	I thought Texas lanes went to building out SH-130 with the promise that it would get I-8 highways that where passing through out of the heart of our city!	See Comment #3				
2710	Raquel Hazzard	3/7/2023	Email	Public transit/Multimodal transportation	Mobility35 Program Manager Tommy Klinge, 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		McCuEx Website Comment Form	Do not widen/no build	Please do not expand I-35. Study after study shows that increasing lanes is a short term fix and extremely expensive band-aid. More lanes increases pollution, decreases safety for vulnerable road users, and they simply do not work!	See Comment #5				
				East/West connectivity	Please do not run more parkland or create additional barriers between the east side and downtown communities.	See Comment #20				
				Reserve to I-30	Please do not pass-through vehicles around the perimeter of the city.	See Comment # 3				
2712	Rashed Islam	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. -Rashed Islam	See Comment #8				
2713	Rekman George	3/7/2023	Email	Business/residential displacement	Hi TxDOT TxDOT, 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 unbearable.	See Comment #21				
2714	Rey Aragon	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 #6				
2715	Rey Cogan			Do not widen/no build	Mobility35 Program Manager Tommy Klinge, The proposed expansion will not 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				
				Reserve to I-30	Interstate traffic should be looped away from downtown area in Dallas and Houston.	See Comment #3				
				Do not widen/no build	Mobility35 Program Manager Tommy Klinge, TxDOT I'm writing in opposition to highway expansion through Austin. The better purpose would be to convert it into a boulevard. Again we fully oppose this project and support a boulevard style that would ACTUALLY remove cars from the road so our trucks could run smoother.	See Comment #5				
2716	Rey McElroy			Lane/Induced Demand	I own and operate a small distribution company that services Texas with a team of 30 box trucks. My team is constantly faced with traffic no matter the amount of lanes within the roadway. Recently Texas is trying to Europe to visit our water 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 are 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	C	N	Da	R	d	S	Topic	C	R	P
					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, land use changes, zoning changes. So that the road network can be for us distributors and others forced to work in their car.	See Comment #13			
2717	Rey Santelme Llanusa				Do not widen/no build	Mobility35 Program Manager Tommy Klinge, TxDOT's project (and department as a whole) is flawed. As a resident of East Austin (12th/Windsorville), the proposed plan would be detrimental to my community. TxDOT's proposal seems to be prioritizing revenues and through-traffic at the expense of Austin Residents. I expect city council to represent residents of Austin, who overwhelmingly oppose TxDOT's plan.	See Comment #5			



2734	Renae Lopez	2/20/2023	VOH	General Support	racial justice	* The project would perpetuate and worsen the divide in our city between communities on either side of the interstate.	See Comment #3
2735	Renae Sims				General Support	I AM INTERESTED IN THIS PROJECT	See Comment #6
					Do not widen/ho build	Hi TxDOT TxDOT, I believe that expanding the I-35 is the wrong direction for transit in Austin. Highway expansion has been proven over time and 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, but 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 #45
					Lower Speed Limits	This would both allow for safer streets with lower car speeds	See Comment #305
					Air quality/noise	Less pollution from cars	See Comment #34
					Community alternatives	I support projects like Reconnect Austin and Network35. Thank you for reading, and I hope you reconsider your plans. Renae Sims, concerned resident Renae Sims	See Comments #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	McCombs Website Comment Form	Regional connectivity		Let's get a rail system from San Antonio to Austin riding. Anything would alleviate that traffic.	See comment #1
2737	Rhett B	3/7/2023	Email	Do not widen/ho build		Mobility35 Program Manager Tommy Knapf, I OPPOSE TxDOT's plans for I-35 and I-35/SHWE expansion.	See Comments #5
ID	C	N	On	R	E		A
2738	Rianne Bickham	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 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. Rianne Bickham Senior Residential Escrow Assistant Heritage Tite Company of Austin, Inc. [REDACTED] 15000 Bee Grove Road   Building L, Suite 100 Austin, TX 78746 (787) 466-1111 PHONE: (787) 466-1111 FAX: (787) 466-1111 DUE TO INCREASED RATE OF TRAFFIC BY WIRE FRAME, Heritage Tite Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE as 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 Tite 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 Tite 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 #8
2739	Rosario Gonzalez					Mobility35 Program Manager Tommy Knapf. Dear TxDOT, I am writing to express my concerns about the proposed expansion of the I-35 highway. While I understand the need to address traffic congestion in the area, I believe that this expansion will come at a great cost to the communities and buildings in the area.	See Comment #5
					Business/residential displacement	Expanding the highway will require the destruction of many homes and businesses in the area, displacing families and disrupting local economies. This will have a devastating effect on the communities that have grown and thrived in this area for generations. Additionally, the construction process itself will cause significant disruption to the daily lives of those who live and work in the area.	See Comment #21
					Intersecting roadways	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	Rosario Reyes	3/6/2023	Email	Lanes/Induced Demand		Mobility35 Program Manager Tommy Knapf. 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	Rob Berman	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 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. Rob Berman Wilfrid County Market President [REDACTED] 423 West 38th St, Suite 100   Austin, TX 78759	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 TxDOT needs to provide a "no-expansion" alternative, separate from a no-build alternative. A "no-expansion" alternative should show the costs and benefits of a reconstructed, modernized I-35 without adding two lanes in each direction. Historical traffic data in the DES show a nearly flat historic trend line over the last twenty years of data reporting; by contrast, TxDOT's projections show that this project, if completed, would induce up to 100,000 additional daily trips on I-35 (a 50% increase in vehicle miles traveled (VMT) (see chart below, which uses data from the DES). This is unreasonable and requires TxDOT to provide a "no-expansion" alternative. The omission of a "no-expansion" alternative and cost estimates for this option is arbitrary and prevents the City of Austin and other interested parties from estimating cost and value of these options. TxDOT needs to provide reasonable climate and GHG estimates for its alternative scenarios and include a "no-expansion" alternative. TxDOT's conclusion of minimal climate and GHG impacts of the project is fundamentally flawed, as it relies on flawed traffic predictions rather than historical trends. Absurdly, TxDOT claims "the project...has a potential to reduce transportation-related GHG emissions" (Appendix V, page 25). A no-expansion alternative would have significantly less impact on GHG emissions and climate change than TxDOT's preferred alternative, with its induced demand of a 50% increase in VMTs. The omission of a "no-expansion" alternative and cost estimates for this option is arbitrary and prevents the City of Austin and other interested parties from estimating cost and value of these options.	See Comment #5
2743	Richard Davis	2/21/2023	VOH	General Support		I support Modified Build Alternative 3. Austin is a rapidly growing city with substandard 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. Now is a critical juncture for Austin to "stop west" and adopt diverse policies of the path. This project is so much more than roadways. It is about community. Unleashing 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 3.	See Comment #8
2744	Richard Delvinge	2/23/2023	Email	East/West connectivity		Hi TxDOT TxDOT, Cut and cap to reconnect East and West Austin. Period. If you can't lead then get out of the way.	See Comment #20
2745	Richard Delvinge				Do not widen/ho build	Hi TxDOT TxDOT, I oppose widening I-35. We want buildings and not 20 lanes. It is now apparent you can't lead so get out of the way.	See Comment #5
					Bike/ped safety	We want bike and pedestrian options.	See Comment #30
					Capex/lock prices	Cut and cap per City of Austin recommendations. Austin wants to ditch East Austin back together with West Austin. We want parks and a boulevard.	See Comment #42
2746	Richard Heyman	3/7/2023	McCombs Website Comment Form	Climate change		Comments on I-35 Capital Express Central Project Draft Environmental Impact Statement TxDOT needs to provide a "no-expansion" alternative, separate from a no-build alternative. A "no-expansion" alternative should show the costs and benefits of a reconstructed, modernized I-35 without adding two lanes in each direction. Traffic data provided in the 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, TxDOT's projections show that this project, if completed, would induce up to 100,000 additional daily trips on I-35 (a 50% increase in vehicle miles traveled (VMT) (see chart below, which uses data from the DES). This is unreasonable and requires TxDOT to provide a "no-expansion" alternative. The omission of a "no-expansion" alternative and cost estimates for this option is arbitrary and prevents the City of Austin and other interested parties from estimating cost and value of these options. TxDOT needs to provide reasonable climate and GHG estimates for its alternative scenarios and include a "no-expansion" alternative. TxDOT's conclusion of minimal climate and GHG impacts of the project is fundamentally flawed, as it relies on flawed traffic predictions rather than historical trends. Absurdly, TxDOT claims "the project...has a potential to reduce transportation-related GHG emissions" (Appendix V, page 25). A no-expansion alternative would have significantly less impact on GHG emissions and climate change than TxDOT's preferred alternative, with its induced demand of a 50% increase in VMTs. The omission of a "no-expansion" alternative and cost estimates for this option is arbitrary and prevents the City of Austin and other interested parties from estimating cost and value of these options.	See Comment #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 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. Sent from my iPhone	See Comment #8
2748	Richard Knopf	2/6/2023	Email	General Support		Dear Chairman Bugg and Commissioners, I live living in Austin. Driving on I-35 between Ben White and U of Texas is the only thing I hate doing in this city. Please support the I-35 Capital Express Central design proposed by TxDOT. Thank you very much for considering this request. Sincerely, Richard Knopf	See Comment #8

2749	Richard Kozak	1/6/2023	McCuEx Website Comment Form	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 Pathway for bicycles and pedestrians". The removal of the roadway will almost completely cut off the building and front of the property to the highway. 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 "feature" should be re-examined.	See Comment #21				
				Captch/tech glitch	2) I like most other aspects of the design but I hope that TxDOT works closely with the COA to facilitate more areas of "tapping" of the bottlenecked roadway. These valuable areas, remnants of the old East Avenue, should be retained and returned to the community for sale. 3) I was one of the Committee Chairs responsible for the design and installation of the large metal "bells" under 135 between Sixth and Eighth Streets. I hope these iconic constructions paid for by the COA, can be re-imposed elsewhere.	See Comment #42				
2750		1/6/2023	McCuEx Website Comment Form	Reroute to 130	We increase Traffic Flow On US 135 Through Austin Without Any Road Construction Work. Two deep proposals: 1. Set up toll readers on 135 to assess a „significant“ 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 diverted from 134 to 130, congestion on 135 will be greatly reduced with NO construction required. Advantage: a quick, easy, fast, and inexpensive to implement compared to all other alternatives. Disadvantages: a toll revenue on 135 will decrease slightly as larger trucks will now use 130 toll-free. b. TxDOT does not get to do in Austin what TxDOT likes to do best, i.e., build expensive new roads. (Sorry TxDOT).	See comment #3				
2751	Richard Petersen			Do not widen/ho build	Multi35 Program Manager Tommy Klings. Please stop wasting billions 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 Petersen	See Comment #51				
2752	Richard Russell	3/6/2023		VOH	Blue/ped safety	Please cap the highway and make as much free space and bike lanes as possible. We will need more bike lanes in the future and this is a great opportunity to make the city easier to navigate. I've lived in the east side for 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. Pegerson and Mr. Ashley Nguyen, On behalf of former Assistant City Manager Robert Goolsby, 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, Capitalene 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. Pegerson and Mr. Ashley Nguyen, On behalf of former Assistant City Manager Robert Goolsby, please find attached a letter with the City of Austin's staff responses to the 135 Capital Express Central Project Draft Environmental Impact Statement. Please acknowledge receipt of this email and acknowledgment. The complete PDF is located in the public hearing summary Appendix F. A hard copy of this correspondence will be sent via USPS certified mail.	TxDOT has also held several cross-agency meetings including team members from the City of Austin, Capitalene 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				Multi35 Program Manager Tommy Klings. Expanding this road will further divide Austin. I believe there are studies that show that expanding roadways don't actually decrease traffic and lead to lower community connectivity. This expansion will also cause increased traffic problems in both cherrywood and Hyde park and that will greatly disrupt my life as well as the lives of both the cherrywood and Hyde park communities. This plan is plain dumb and lacks forward thinking. Richardson Irvine	See Comment #5				
				Do not widen/ho build	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	C	N	Day	R	id	S	Team		A	g
2756	Rick Humes	3/7/2023		Email	Do not widen/ho build	Multi35 Program Manager Tommy Klings. I do not support the current plans for 135 expansions, 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 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 bottlenecked roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate 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	Multi35 Program Manager Tommy Klings. Ten years of construction is NOT WORTH MORE TRAFFIC!!! In ten years I will have finished all my schooling and want to have kids—driving against traffic to take my kids to and from school will actually be my last 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 austinians left? Because I'll keep prioritizing "the economy" over the people and the culture. This will be my main reason for moving out.	See Comment #5			
2759	Riley Hamilton	3/7/2023		Email	Do not widen/ho build	Multi35 Program Manager Tommy Klings. I am a lifelong resident of Austin willing 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 never will be, solved by either bike lanes related to traffic. 135 should be removed away 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. I'm 10 years, when construction is finished, the city will have no desire or need for this horrible highway. We will emerge victorious in prioritizing a shrinkable, walkable, accessible city, and 135 will not be a part of this. I am deeply, unashamedly opposed to the expansion of 135.	See Comment #5			
					I am all for a commuter rail system. Expanding 135 ultimately will not solve the traffic issue.	See Comment #1				
2760	Riley Rudis			McCuEx Website Comment Form	Regional connectivity	A public transportation option that is efficient and affordable will.	See Comment #13			
2761	Rita Tustin	1/18/2023		McCuEx 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 #9			
2762	Rita Alvaraz Paez n	3/6/2023		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 bottlenecked roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate 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 factor 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 new 135 service roads that run from Clear Channel through 8th Street. These service roads will become practically unmanageable. Clear Channel Street will also be overwhelmed, particularly during the 6 years of 135 construction starting late 2025. During that time frame, TxDOT will routinely close or partly impede traffic at the intersection of 135 and Clear Channel, as they split this road there while the highway still operates, build an east-west bridge, and a flyover bridge. In new service road traffic from the eastern side of 135 at Holly Street to the western side of 135 at Clear Channel. At the very same time, the many thousands of new residents arriving in the multitude of new 40-70 story shiny 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 Channel lanes for construction staging. Project Connect, which can no longer afford tolling through downtown, will be building rail lines on or above Clear Channel Street west of Trinity which will likewise take Clear Channel lanes out of service. As with the service roads of 135 north of Clear Channel, Clear Channel will come to a standstill. For years WHAT IS TO BE DONE? A TxDOT must add a second northbound 135 access point in downtown, south of Clear Channel. The practical plan for this is to provide access to the 135 main lanes via the flyover bridge that is already in the plan, to be built between Holly and Clear Channel Streets. 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 its project on surrounding areas and from growth in surrounding areas on its project. TxDOT considers traffic and all built conditions only before its project starts, then after it's done. TxDOT must consider then decide 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 minimizing harm to the community during the construction process? None of this has yet to be seriously addressed. (2) The multi-billion Project Connect and Convention Center expansion projects are to be built along Clear Channel right when TxDOT rebuilds Clear Channel's 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 #5			
					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 bankrupted 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 else, this is ridiculous. Quit spending tax money on signs and other junk, just do something that makes sense. Expand SH 130 NOW!!!	See Comment #3				
2764	Rita Snyder			Do not widen/ho build	Reroute to 130	SH 130 should be expanded, all trucks should be required to use SH 130 to keep them off I35. Expand 135, there's plenty of room, add access roads that are free and easy to use.	See Comment #3			
				Public transit/Multimodal transportation	Please add a mass transit system like a gondola type or elevated type as in Florida or 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 Blum			Do not widen/ho build	Multi35 Program Manager Tommy Klings. I live in Plano, and I regularly visit family in San Antonio, taking I-35 to visit. I firmly believe that expanding I-35 is the wrong move, and other ways of reducing traffic are necessary.	See Comment #5				
				Interst/Inbound demand	Continuously adding more lanes has never worked to reduce congestion or improve commute times.	See Comment #18				
2766	Rob Gandy	2/6/2023	McCuEx Website Comment Form	General Support	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			
					This project needs to be funded and done to remove I-35 congestion.	See Comment #8				



2785	Robert Law	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 Regards,</p> <p>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 of the contents of this information is strictly prohibited and may be unlawful. This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast, a leader in email security and cyber resilience. Mimecast integrates email defenses with brand protection, security awareness training, web security, compliance and other essential capabilities. Mimecast helps protect large and small organizations from malicious activity, human error and technology failure, and to build the movement forward building a more resilient world. To find out more, visit our website.</p>	See Comment #8				
2786	Robert Martin	2/24/2023	VOH	Caps/lock phases	<p>While anything is better than what we have today, the preferred alternative does not do enough to blunt the impact of I-35 in downtown Austin. The state, not city, should cover the entire freeway through downtown and UT. We have this one opportunity to do this right, so it is my right to opposing the entire freeway through downtown.</p>	See Comment #42				
2787	Robert Andrews	3/1/2023	McCaule Website Comment Form	Bury/tunnel	<p>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 reorganize the space that will also be needed for people. There are many examples around the country and the world where highways have been removed from downtowns and the improvements are dramatic. I was recently in Boston and the downtown space redeveloped from burying the old highway has transformed downtown and created people-focused spaces for business, entertainment, and recreation. Please follow other successful examples, bury I-35 and recreate a downtown for people.</p>	See Comment #25				
2788	Robert Messer	1/20/2023	McCaule Website Comment Form	Regional connectivity	<p>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 allow the only way to solve traffic is to reduce the number of cars, which can only be done by providing reliable alternatives like high speed rail. I-35 is a nightmare to drive and will only ever get worse. I dream of the day I can hop on a train in San Antonio and arrive in Austin without having to deal with traffic.</p>	See comment #1				
2789	Robert Nussbaum	3/6/2023	Email	General Support	<p>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.</p>	See Comment #8				
2790	Robert Olanoff	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. We greatly need this to support Robert Olanoff [REDACTED] One of the 2022 World's Most Ethical Companies Award Long Life Achievement 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 in 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				
2791	Robert Weston	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. Robert Weston Sent from my iPhone</p>	See Comment #8				
2792	Roberto Wright		McCaule Website Comment Form	Do not widen/ho build East/west connectivity Business/residential displacement	<p>First, I-35 runs through the heart of the city and we need less traffic and fewer roadways there, not more. I oppose the To Do plan</p> <p>Second, our city is finally coming together, west to east, and the expansion of the interstate would destroy this unity.</p> <p>Third, my grandchildren attend Escuelas Del Alma, a unique and valuable bilingual preschool which could not afford to relocate.</p>	See Comment #9 See Comment #20 See Comment #21				
2793	Roberto Flores			Do not widen/ho build Multimodal transportation	<p>Mobilize35 Program Manager Tommy Kling. Hello my name is Roberto Flores I am a resident of Round Rock Texas and a personal injury lawyer. Expanding 35 will not cause more traffic, destroy the community, and cause MORE CAR WRECKS.</p> <p>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 Bulverde. If we want Austin to grow we need to plan for it now not stop gaps like more streets.</p>	See Comment #5 See Comment #20				
2794	Robin Chapman	2/12/2023	McCaule Website Comment Form	Business/residential displacement	<p>You can't let this happen and close down my family's business and potentially our apartment too.</p>	See Comment #21				
2795	Robyn Hendrix			Do not widen/ho build Bike/ped safety Latent/induced demand Public transit/Multimodal transportation	<p>Mobilize35 Program Manager Tommy Kling. I am a resident of Travis County and I am adamantly opposed to the planned expansion.</p> <p>Instead, I would prefer if TxDOT listened to the people and looked towards implementing pedestrian, cyclist,</p> <p>Expanding highways and adding additional lanes does nothing for decreasing traffic and it is dangerous for TxDOT to continue with this project insisting that it does. Additional lanes simply add additional congestion to the pre-existing congestion you claim to be trying to remedy.</p> <p>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 other people and our 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 well-being to be able to have access to their city without being stranded if they find themselves without a vehicle. TxDOT should focus more on finding other ways for people to be able to get around the city, such as putting more resources into expanding the heavily underfunded public transportation system instead of wasting millions of taxpayer dollars on non-solutions.</p>	See Comment #9 See Comment #30 See Comment #18 See Comment #42 See Comment #13				
2796	Robyn Ross			Do not widen/ho build Air Quality/Climate Change Caps/lock phases	<p>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 glides up a chunk of my neighborhood and Cherrywood on the west side.</p> <p>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.</p> <p>I support a reduction of I-35 that frees the safety issues without expanding its footprint. I also support capping the freeway in downtown, near UT, and in the north-central section, between MacCorkle 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 Kyle Warren Park and the in-progress Southern Gateway Park in Dallas, I imagine the potential for this type of cap and park for I-35. This would be a dramatic improvement in Central-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.</p>	See Comment #9 See Comment #18 See Comment #42				
ID	C	N	Da	R	d	S	Topic	C	R	P
							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 uncomfortable going through a tunnel of any length in that location. Please provide an at-grade crossing or, if absolutely necessary, an elevated pedestrian crossing.			See Comment #30
							Thank you, Robyn Ross			
							she/her			
2797	Rochelle Robinson	2/21/2023	VOH	General Support	<p>I support the I-35 redesign. It is important that we figure out a plan. I commute from San Marcos to Austin three days a week. It always takes me an hour or more to get to work (300 W. 6th St) due to the congestion into Austin. The hours and hours that people have to sit in traffic is just one of the reasons why I believe I-35 should be reconfigured. Yes, it will take time and probably many many debates, but in the long run it will be beneficial. It most likely will not be finished in my time, but to know that I will have future generations is why I say YES</p>	See Comment #8				
2798	Robin Sigler			Do not widen/ho build Latent/induced demand Air Quality/Climate Change Public transit/Multimodal transportation	<p>Please, do not move forward with the expansion.</p> <p>Not only would the expansion of I-35 have severe environmental impacts, but it would compound traffic issues in the future.</p> <p>This change has not only significantly decreased local air pollution, but also the concentration of CO2 and other green house gases emitted by the transportation sector. Instead of expanding a major highway and making way for even more vehicles, I think the city should seriously consider funding a better rail system as well as making public transportation free (personally spent ~\$600/mo for car insurance and payments, in an environment where inflation has created an extremely high cost of living, not having to worry about a car payment or insurance would have a significant impact on my quality of life. Please, consider the examples of Luxembourg, Olympia, and many other cities that have shifted to free public transportation. This would also stimulate the workforce and create more jobs for the citizens of Austin. Expanding I-35 will cause irreparable environmental effects. Our city is already experiencing the effects of temperature inversions due to the increasing amount of concrete.</p> <p>Mobilize35 Program Manager Tommy Kling. 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.</p>	See Comment #9 See Comment #18 See Comment #18 See Comment #13				



2799	Rod French	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 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. Rod French, Commercial Examiner, Heritage Title Company of Austin, Inc. 2800 Via Futura   Suite 500 Austin, TX 78704-1000   512.476.1000   <a href="mailto:rod@heritagetitle.com">rod@heritagetitle.com</a> <b>WARNING:</b> Due to increased risk of theft by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing 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 it 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. <b>CONFIDENTIALITY NOTICE:</b> 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.</p>	See Comment #8	
2800	Rodolfo Yanez	1/31/2023	McCuEx 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 Matia	2/15/2023	VOH	Do not widen/no build	Please provide extensive caps over the highway through downtown. I don't bird to airport.	See Comment #5	
2802	Rodrigo Sanchez	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 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. Best, Rodrigo Sanchez</p>	See Comment #8	
2803	Rod Dahn	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 to confirm the following project details: Re: I-35 Capital Express South Address/Site: I-35 between SH 71 & Ben White Boulevard and SH 45 Southwest. Project URL: <a href="https://my55dodge.com/projects/overview/south-project-plans/">https://my55dodge.com/projects/overview/south-project-plans/</a>	Unrelated comment	
2804	Roger Burgett	1/27/2023	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 nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. This is a public transportation project that is MUCH MUCH overdue. Thank you for your dedication to serving the citizens of Texas. Roger Burgett	See Comment #8	
2805	Roger Burgett	2/6/2023	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 nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas. Roger Burgett	See Comment #8	
2806	Roger Burgett	3/6/2023	McCuEx 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 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.</p>	See Comment #8	
2807	Roger Caven			Do not widen/no build	Multi355 Program Manager Tommy Hargis. Please choose the "no build" option and do not expand I-35 through Central Austin.	See Comment #5	
				Air quality	Expanding I-35 would only increase vehicle miles traveled and carbon emissions.	See Comment #558	
				Latent/Induced demand	and it would fail to address mobility challenges due to Induced Demand. Roger Caven	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 rerouting through traffic to SH-130.	See Comment #3	
2808	Rohan Jasania	3/6/2023	Email	Do not widen/no build	Multi355 Program Manager Tommy Hargis.	See Comment #5	
2809	Rohan Jasania	3/6/2023	McCuEx Website-Comment Form	Do not widen/no build	Expansion of I-35 is fudging dising	See Comment #5	
2810	Rohan Thapar	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 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. Thanks, Rohan Thapar</p>	See Comment #8	
2811	Rohit Upadhye	1/24/2023	McCuEx 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 intra-city light rail. Let us stop being lazy and apathetic, and actually have some ambition and foresight in how we plan our transportation infrastructure for the coming century, for once.	See comment #1	
2812	Roland Pera	1/16/2023	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 call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Pera</p>	See Comment #8	
2813	Roland Pera	1/16/2023	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 call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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 Pera</p>	See Comment #8	
2814	Ronda Corfas			Do not widen/no build	Multi355 Program Manager Tommy Hargis. 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, Ronda Ronda Corfas	See Comment #4	
2815	Romeo Vernal Gutierrez		McCuEx Website-Comment Form	Latent/Induced Demand	I-35 expansion plans need to be reconsidered as they will create more demands for roads. Traffic will return to previous levels and pollution will increase. Current plans for pedestrian walkways and bike lanes are inefficient and overreliance on driving as the main method of transport is harmful not only on an environmental scale but on socioeconomic one as well, not to mention the detrimental effects to the mental and physical wellbeing of the general public as opposed to commuting on a valuable method of public transport that is not subject to peak traffic (and long bus times).	See Comment #18	
				Regional connectivity	We need rail connections between major cities like the proposed Lone Star rail district. We should be investing in commuter rail during peak hours to help curb pressure roads. We are over-reliant on roads as a state.	See Comment #1	
2816	Ron Baker			Do not widen/no build	It feels like the leadership still has its head buried in the sand, not learning from years of poor traffic planning. I see it on simple projects along 620 and this is appears to be another example of old thinking. Ron Baker	See Comment #5	
				Community Alternatives	Re-evaluate the Reconnect Austin or other plans that remove this city blight	See comment #4	
				Regional connectivity	and plan for a future light rail system between Austin and San Antonio.	See Comment #1	
2817	Ron Bear			Do not widen/no build	Multi355 Program Manager Tommy Hargis. Data shows that expanding a highway is not going to make traffic move more quickly, nor will it be safer! We don't want to use an interstate highway to travel through our town. This is terrible for the environment!! I respect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5	
				Rebuild to I-35	Widening I-35?	See Comment #3	
				Community alternatives	I support the ReLink35 proposal Ron Bear	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	<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 immense growth we are experiencing in our great State. Accordingly, I am writing today to 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, SPHR, SPHR SOP Chief Human Resources Officer   Karley Lane Cafe   [REDACTED] Sent from Mail for Windows</p>	See Comment #8	
ID	C	N	Do	R	S	Team	
2819	Rosemarie Thornhill				Do not widen/no build	I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I don't want to use an interstate highway for my local trips. I respect TxDOT, Austin City Council, and other representatives to stand up for me. Rosemarie Thornhill	See Comment #5
					Air quality/noise	Multi355 Program Manager Tommy Hargis. I am a resident and owner in Charwood 380 neighborhood & going to be adversely impacted more than any other area with more traffic, pollution, noise. Expanding a highway brings more cars. Traffic needs to be 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

					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
					Reverts to I-35	I am FOR redesigning another highway such as SH-130 as an interstate, a boulevard going through town, a public transit first project.	See Comment #3
2820	Reemery Delacruz				Do not widen/rev build	Modis/IS Program Manager Tommy Klinge. I am a resident of Cedar Park, Texas. I enjoy traveling to Austin but object to using US as an interstate. The interstate 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
					Reverts to I-35	To alleviate the unhealthy effects of pollution, please add metro alternatives like mass transit trains and buses and parcel I-35 to be an interstate that will circumvent the city of Austin. I-35 needs to be a successful and inviting boulevard for its citizens to use to travel by foot, bike, bus or to walk to an intercity train station.	See comment #3
2821	Reagan Chavira	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	Ross 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. Ross Ross Lybrand	See Comment #8
2823	Ross Seletch	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	Ross 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. Ross Wilson Sent from Mail for Windows This e-mail may contain information that is confidential, privileged, or subject to copyright. If you are not the intended recipient, please advise the sender by return e-mail. Do not use or disclose the contents, and delete the message and any attachments. Unless stated otherwise, this e-mail does not constitute advice or commitment by the sender or any entity that the sender represents.	See Comment #8
2825	Rosen Young				Do not widen/rev build	Modis/IS Program Manager Tommy Klinge. I OPOSE TxDOT's plans for I-35 expansion.	See Comment #5
					Bike/ped safety	I have lived in our beautiful city for 20 years, and I know countless expansion is not the answer. We should instead invest our money into better public transportation, more walkable neighborhoods, and stronger communities.	See Comment #30
					Community alternatives	I am FOR The Return to I-35 proposal and believe we should invest our time and money into large-scale, transformative solutions. Thank you! Rosen Young	See Comment #4
2826	Rubin Pagan				Do not widen/rev build	Please put this project on hold and consider the Return to I-35 plan.	See Comment #5
					Community alternatives	Modis/IS Program Manager Tommy Klinge. 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 negatively shares. I was disappointed to learn that TxDOT is pushing through a highway expansion instead of working to find a better solution that reduces car dependency instead of increasing it. I hope to continue waiting Austin for a massive highway expansion project makes the city much less appealing.	See Comment #4
2827	Russ	1/11/2023		MyCauEx Website-Comment Form	Regional connectivity	Rail is needed between Austin and San Antonio. Please add a railroad. Thanks	See comment #1
2828	Russell Coleman				Do not widen/rev build	Hello TxDOT, Please, do not go through with this plan for the I-35 expansion. I have lived in Austin all my life. I-35 is the worst part about the city. It is a scar throughout it that separates the east and west, and the historical and racial conditions of the highway must be dealt with. Widening the highway will not get us where we need to be. I-35 should be demolished and torn up, and replaced with a surface-level park, and the city should be reconstructed. No taxpayer money should go to adding a single lane on that road. We need fewer lanes, not more.	See Comment #5
					Reverts to I-35	Any traffic passing through the city should be redirected to SR 130. Traffic within the city can proceed on the surface streets. What we need is a way to redirect this taxpayer money toward an expansion of Project Connect; there should be a new train line, bike paths, and walking paths along the present alignment of I-35. We can't let 35 turn into another 405 freeway, and we can't let Austin become another traffic-choked city of highways. The TxDOT has turned much of the state into.	See comment #3
					Community alternatives	The only way to solve traffic for real is through providing genuinely viable alternatives to driving. I know the state already has a plan for what it wants, and all these metrics that incentivize highways and more driving, and I hope that you will pause and genuinely consider the debate your constituents have for this plan as opposed to just losing the concerns aside and continuing as usual. Best, Russell Coleman	See Comment #4
2829	Russell Zier	1/11/2023		MyCauEx Website-Comment Form	Regional connectivity	I want to make it known that myself and my family fully support a rail network between San Antonio and Austin. The traffic between the two and especially in the cities have gotten much worse to the point that it went from 45 min to get to Austin to over an hour now. To help combat that, and make it easy for commuters, I would suggest we make this rail a reality. It would be nice to 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 QMS. S.A. :)	See comment #1
2830	Rusty Edgar	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. Sent from my iPad	See Comment #8
2831	Ruth Burack			VOH	Do not widen/rev build	Since trucks are the main traffic slowdowns, we should not do the expansion.	See Comment #5
					Reverts to I-35	and should instead give trucks a pass on the toll roads to keep them off HSH.	See Comment #3
2832	Ruth Casauer	2/18/2023		VOH	Do not widen/rev build	I listened to Virtual presentation on 2/9/23 & learned that AB3 is being forward. That alternative will close Woodland St & expand Riverade Dr. I oppose that option. One reason given for that option is to generate jobs between East & West Austin. Businesses in 20 yrs have the opportunity to use the public plan. Recently I have been forced out. Many middle class folks who live in central city depend on Woodland St for easy access to schools, parks, hospitals, shopping, etc. This do not shut off that access. It also provides imp for law & police services to areas east of I-35 that will be diminished or delayed if forced to take busier arteries, e.g. O'Neil. The proposed bike & ped park suggested for Woodland is a luxury we cannot afford: the services that would be eliminated are too important to ignore.	See Comment #5
2833	Ruth Fischer	3/7/2023		VOH	Business/residential displacement	No to removing neighborhoods for I-35. Thank again	See Comment #21
2834	Ruth Smith			MyCauEx Website-Comment Form	General information request	Where will the construction workers park. Properly not our neighborhood streets. Will District St, Red River etc. become major bypasses during construction? Where will all the construction material from 2nd street be put to landfill? What landfill. The noise and pollution from more cars on I-35?	General information request - information will be provided to stakeholders as these details are worked on the project
2835	Ryan Brooks				Water Quality	Various forums that need to draw at Lady Bird Lake and Below Longhorn to Colorado need to make sure water is "clean". Need more pedestrian and bike bridges once I-35 ex. Mueller area	See Comment #125
					Do not widen/rev 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 radiating 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 total immunity without to get from Airport Blvd. to I-35, and the difficulty and unpleasantness of traveling on foot or bike as I do at least five days per week to get to my job. TxDOT's proposed plan for rebuilding I-35 would make all of those problems, and therefore life itself, that much worse for the people living in direct proximity to the highway.	See Comment #5
					Bike/ped safety	I urge you to rethink and consider alternatives that encourage and facilitate walking, bicycling, and transit use.	See Comment #30
					Community alternatives	But I strongly urge TxDOT to consider and undertake the proposed alternative that will not only evade 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
2836	Ryan Brooks				Business/residential displacement	As a resident of 38th 1/2 Street who lives a half mile away from I-35 in the Cherrywood neighborhood that will be enormously impacted by loss of homes and businesses from TxDOT's proposed I-35 expansion, as I told you in a presentation last year, I told you the opportunity to use the I-35 plan to improve lives for the citizens. It is expected to be a win-win and a win-win. 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 38 of my 43 years, and I know firsthand that I-35 as currently built is not working for anyone.	See Comment #21
					Do not widen/rev build	Modis/IS Program Manager Tommy Klinge. I'm writing to say that I OPOSE the TxDOT plan to expand the I-35 highway system through Austin. This plan goes against the latest understanding on how cities can become strong with community and be strong in revenue.	See Comment #5
2836	Ryan Brooks				Community alternatives	I support routing traffic intended to travel past Austin to go AROUND Austin and not THRU Austin. I support return to I-35's recommendations on what that alternative, human-centric transportation can be realized. Ryan Brooks	See Comment #4

					Latent/induced demand	This highway would further divide austin, generate more health risks, and increase the amount of maintenance liability the city. It would also generate more traffic given the known phenomenon of Induced Demand.	See Comment #18	
					Public transit/Multimodal transportation	I support alternative transportation options that focus on moving humans, not moving cars.	See Comment #13	
2837	Ryan Colver	1/31/2023	McCombs Website Comment Form		Regional connectivity	I would love that Transit from San Antonio to Austin.	See comment #1	
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2838	Ryan Holcomb				Do not widen/no build	<p>Hi,</p> <p>I am a member of the Defensed 2 Neighborhood Association and a City of Austin resident that lives within 2000' of I-35 at the intersection at Airport Blvd. I wanted to make my opinion known and part of the official record.</p> <p>I do support the removal of the upper decks and the capping of many sections of the highway, but the current proposal is flawed and harmful for many reasons. Live most highway expansions, it will worsen long term congestion and air, water, and noise pollution. It takes 20 years of construction requests and billions of dollars for just a few years of congestion relief. There are other highway options for non-local traffic to go around Austin, and live many Austin residents, I don't want to use an interstate highway for my local trips. The Katy Freeway is an environmental and quality of life disaster that does not need to be replicated in Austin.</p> <p>Additionally, at Airport Blvd., I hope that TxDOT will continue to improve the design by:</p> <ul style="list-style-type: none"><li>•</li><li>• Keeping the Ferriwood Rd. connection</li><li>• to the Defensed 2 neighborhood.</li><li>•</li><li>•</li><li>• Improving the usability of the mixed</li><li>• use path by keeping the paths above ground, at grade, and direct.</li><li>•</li><li>•</li><li>• Increasing the number of connections</li><li>• across the highway in line with the proposals from the City of Austin and NDNAC (North Central I-35 Neighborhood Coalition).</li><li>•</li><li>•</li></ul>	See Comment #5	
					Community alternatives	Instead of I-35 expansion, I support proposals like those from Redbird35 and Reconnect Austin. Let's designate a highway that doesn't go through the heart of Austin, such as SH-120, as an interstate. Let's replace I-35 with a transit and pedestrian friendly Great Streets boulevard, similar to the original East Avenue that it replaced. Or if I-35 cannot be removed, let's bypass it, some through the entire Capital Central corridor, so it can be capped and abandoned. The current I-35 is a concrete embodiment of the racial and economic divides of 1930s Austin, and nearly 100 years later, this is a long overdue opportunity to reduce rather than expand those divides.	See Comment #4	
2839	Ryan Jacobson	2/7/2023	Email		General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this 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 #8	
2840	Ryan Johnson				Do not widen/no build	<p>Re TxDOT TxDOT,</p> <p>I oppose the proposed expansion of I-35 through Austin, and urge TxDOT to opt for the "No-build" alternative.</p> <p>Because the City of Austin's base by expanding an already-too-wide ROW, increase VMT in direct conflict with local mode-shift goals, support economically and environmentally unsustainable sprawl developments on the fringes of the metro area, fail to improve connectivity along and across the I-35 corridor, undermine the viability of the voter-approved Project Connect transit improvements, and most shockingly will WORSEN traffic on I-35 in the near and long term.</p>	See Comment #5	
					Business/residential displacement	The other proposed alternatives, including the "bypass" alternative, unnecessarily destroy homes and businesses.	See Comment #21	
					Community alternatives	As a lifelong Austinite and Texan, I beg you to do the right thing: stop parking a backward-looking plan modeled upon failed practices from the past, and instead think about how to address the needs of the future while protecting the people and places we love so dearly. This relatively modest begin by planning for a project which reduces the impacts of I-35 on the surrounding area by reducing the ROW, eliminating elevated sections, and creating a surface-level urban boulevard appropriate for the center of a city, whether in favor of the highway entirely (Redbird35) or above a tolled/4-lane highway (Reconnect Austin). Thank you.	See Comment #4	
2841	Ryan Kim	3/6/2023	McCombs 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	
2842	Ryan Kompans	3/7/2023	Email		Do not widen/no build	<p>Mobility35 Program Manager Tommy Koenig,</p> <p>As an engineer living in San Antonio who frequently uses the I-35 for work and pleasure, I OPPOSE TxDOT's planned expansion of I-35. Highway expansions do NOT work to relieve congestion in the long term. It is common knowledge among engineering academics that expanding highways only serve to relieve congestion in the short term, and worsen problems in the later. Alternative methods of reducing congestion on I-35 must be explored rather than a lengthy and expensive expansion. I expect my local representatives to stick up for me and lobby to my concerns of future highway expansion projects. Do not turn the South-Central Texas region into one that is hostile to pedestrians and motorists.</p>	See Comment #5	
2843	Ryan Lang	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 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 #8	
2844	Ryan Lester				Latent/Induced Demand	<p>Mobility35 Program Manager Tommy Koenig,</p> <p>If you build more lanes, you will create more traffic. It's called Induced Demand.</p>	See Comment #18	
					Business/residential displacement	You will also destroy homes and businesses on both sides, but mostly destroy those on the east side, which is already underserved as it is. Inactive highways aren't supposed to go THROUGH cities, they're supposed to go AROUND them. Let's rebuild I-35 through Austin as a safe, walkable, bikeable route.	See Comment #21	
					Do not widen/no build	<p>Mobility35 Program Manager Tommy Koenig,</p> <p>It's actually pretty embarrassing to receive this much hate and disapproval for a policy from your constituents and still go through with it. If you go through with the expansion plan, it will be very obvious where your priorities lie, which of course, doesn't be in pleasing your citizenry.</p>	See Comment #5	
2845	Ryan McCormick	3/7/2023	Email		Do not widen/no build	<p>Mobility35 Program Manager Tommy Koenig,</p> <p>If you plan for this highway expansion and flawed and will negatively impact the surrounding areas and community. The community was not in consideration for this growth and what will be lost is far more valuable than what will be gained. END this at once.</p>	See Comment #5	
2846	Ryan McLaughlin	2/8/2023	McCombs 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	
2847	Ryan Noll	3/7/2023	McCombs Website Comment Form		Reverts to I-30	Interstate traffic does not belong in downtown Austin. We should allow the current I-35 to reach its useful end of life and remove it and reroute traffic to highway I-30.	See comment #3	
2848	Ryan O'Connor				Do not widen/no build	<p>Mobility35 Program Manager Tommy Koenig,</p> <p>I am a resident of the city of Austin and I am fundamentally opposed to TxDOT's plans for I-35 expansion. Moreover, there is no solid evidence to support that such an expansion would reduce traffic. By many accounts, highway expansions often lead to a worsening traffic situation down the line. TxDOT should be focusing on long term solutions to traffic, such as increasing access to public transportation and designing our communities to be less dependent on cars.</p>	See Comment #5	
					Community alternatives	The Redbird35 Proposal is an excellent example of policy that puts the needs of the people first, and it is much more likely to address road congestion in our city. I expect TxDOT, Austin City Council, and other representatives to stand up for me and others like me.	See Comment #4	
					Business/residential displacement	These plans would ravage a number of vibrant community centers, restaurants, and neighborhoods.	See Comment #21	
2849	Ryan Paul				Do not widen/no build	<p>Re TxDOT TxDOT,</p> <p>I oppose expanding I-35.</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. I don't want to travel around Austin on an interstate highway, whether as a car or by walking or bicycling.	See Comment #34	
					Bike/ped safety	I want safe, pleasant, and walkable and bikeable streets. We need SAFE, RELIABLE, AFFORDABLE and WIDESPREAD Public Transportation NOW! Ryan Paul	See Comment #30	

2850	Ryan Puckett	1/11/2023	MCQ&E Website-Comment Form	Do not widen/no build	The expansion of I-35 represents a generational opportunity to correct a historical injustice, to repair the fabric of downtown Austin, and to invest in the future growth and safety of our capital. Instead, TxDOT appears hell-bent on doing the exact opposite. The expansion of I-35 doubles down on the historical injustice. I-35 is literally a highway to segregation and economic oppression. It was built on land stolen from homeowners and commercial property owners, an act that destroyed businesses and generational wealth, with funds confiscated from taxpayers. Its expansion will be made possible by further destruction of wealth-generating businesses and homes, and it will permanently destroy valuable property in one of the nation's fastest growing cities, with only further expediting increased crime. Instead of making our capital a more livable city and an attractive destination for visitors and businesses, this is not merely shortsightedness. It is willful blindness on the part of TxDOT to the destruction it is choosing to inflict upon the capital and the people who live, work, and visit here. Expanding I-35 will inevitably make traffic worse. The simplest solution to congestion at Texas's highway is not to spend untold billions on more asphalt but to make the most congested sections of the highway toll roads--and to price them properly. The only thing standing in the way of this simple, low-cost solution is ingratulation at the disbursement. The expansion of I-35 represents a road to the past. While there is a low-cost, less destructive alternative to TxDOT's plans, the billions of dollars that have been allocated toward this project could be repurposed for a generational investment in Austin's future. TxDOT should instead invest these funds in buying I-35 through downtown, capping the downtown lanes, removing the surface roads, building an urban boulevard (East Austin), and adding tolls to the unchanged road. This plan would restore the link between downtown and East Austin that I-35 destroyed. It would create a huge amount of displacement, livable land in the city 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 Connectivity	It will instead deprive downtown of valuable real estate to build much-needed housing. It will widen and deepen the scar that severs and segregates downtown from East Austin, and it will further tear apart an urban fabric that was always starting to heal.	See Comment #20			
				Bury/tunnel	And instead of being a dead-end center, a new underground tolled I-35 would generate income and reduce congestion through the beauty of market pricing.	See Comment #26			
				Lateral/Induced Demand	The expansion of I-35 is irrelevant. TxDOT knows from its previous highway expansion projects--initially the so-called Katy "Expressway"--that adding more lanes will only induce further demand.	See Comment #18;			
2851	Ryan Sonnenberg			Do not widen/no build	Ministry35 Program Manager Tommy Riegels. I am a resident of Austin, TX. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion.	See Comment #5			
				Community alternatives	I am FOR... The Nelson35 proposal... redesignating another highway such as SH 130 as an interstate, a boulevard going through town, or a public transit first project.	See Comment #4			
				Lateral/Induced demand	I 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).	See Comment #18			
ID	C	N	Do	R	P	S	Team	C	
					Air quality/noise	Air noise and water pollution, safety, and transportation options beyond driving. Your plan of 10 years of construction for just a few years of congestion relief is NOT worth it. I support TxDOT, Austin City Council, and other representatives to stand up for me. DO NOT EXPAND I-35. No tolls. No wider. Ryan Sonnenberg	See Comment #34		
2852	Ryan English	2/14/2023	VOH	Business/residential displacement	Please depave the road as much as possible and cap and leave room for future caps to be added. Minimize right of way takings through the central area. Consider using daylighting on onramps to improve charging that have been successful in other highways.	See Comment #21			
2853	Ryan Therrell	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 obstructed roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Control design as proposed by TxDOT. Thank you for your consideration of this request. This e-mail may be privileged and confidential. If you are not the intended recipient, please delete from all computers.	See Comment #6			
2854	Ryan Watson	1/26/2023	MCQ&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 notoriously ranked as the I-35 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 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.	See Comment #6			
2855	Ryann Pula			Do not widen/no build	Hi TxDOT TxDOT, The proposed project to expand I-35 will not make traffic flow better or quicker.	See Comment #9			
				Lateral/Induced demand	The theory of induced demand states states that for every increase in supply, there is an increase in demand. In transportation, we call this induced traffic. This means that for any given increase in supply, the capacity use increased at the same rate. If a city increases its road capacity by 10%, the amount of driving will also increase 10%.	See Comment #18			
				Blue (ped safety)	Highway expansion does not improve congestion. Additionally, the move towards a walkable city takes a backward as bikers and walkers will no longer feel safe to use existing designated lanes/boulevards. Ryann Pula	See Comment #30			
2856	S. Rogers	1/11/2023		Do not widen/no build	Your proposed plan of adding additional lanes to the already overly congested I-35 corridor in Austin is merely a "band-aid" fix at best. On your homework, stop making excuses after the fact, and fix the problem. I have lived in Austin since early 2000 and have only seen traffic worsen as the excuses continue.	See Comment #5			
				Lateral/Induced Demand	Numerous studies have shown such an ill-conceived idea will only lead to Induced Demand.	See Comment #18			
				Remedy to I-30	Consider other more feasible options including mandating 18-wheeler trucks take alternate routes when traveling north or south (e.g., using I-30) and encourage other drivers to do likewise while waiting toll charges. You have delayed action too long and now are attempting an uncharacteristic effort at playing catch up. Air Force & Desert Shield/Desert Storm veterans	See Comment #3			
2857	Sabrina Fuller	1/11/2023		Do not widen/no build	TxDOT, I am a concerned Austinite who is deeply worried about the proposed expansion of I-35. As a someone new resident of Austin, I am committed to doing my part to protect the environment and promote sustainable living. Unfortunately, I do not drive due to a disability and have to rely on public transit. As you can imagine, not driving is a real uphill climb. I make me particularly vulnerable to the negative effects of this expansion. I implore you to listen to the voices of the community and take immediate action to protect the environment and the well being of all residents, particularly those who are vulnerable due to disability. It is time to work together to create a better future for all of us. Thank you!	See Comment #9			
				Air quality/noise	The proposed expansion of I-35 would cause untold damage to the environment and worsen air and noise pollution. As a pedestrian, I am particularly vulnerable to these harmful effects, and I am worried that my health will be further compromised as a result of this expansion.	See Comment #34			
				Public transit/Multimodal transportation	Moreover, the proposed expansion will make it even harder for me and other disabled people to get around the city. Austin has worked hard to create a walkable environment that is accessible to all residents, and the expansion of I-35 will undermine all of these efforts. It is already difficult for me to get around the city due to my disability, and this expansion will make it even harder. As a responsible leader, it is your duty to protect the environment and create a city that is accessible to all residents. I urge you to reconsider the proposed expansion of I-35 and instead focus on creating a sustainable and accessible transportation system for all.	See Comment #13			
2858	Sabrina Fuller	1/11/2023	VOH	Do not widen/no build	As a concerned resident of Austin, Texas, who cannot drive due to a disability, I am writing to strongly oppose the proposed expansion of I-35 and to urge you to consider sustainable and equitable transportation solutions that work for all residents. Expanding highway I-35 is 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 choose the most sustainable and effective solution that works for all residents. Therefore, I urge you to reconsider the proposed expansion of I-35 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			
				Public transit/Multimodal transportation	I request I urge you to invest in public transit and other sustainable forms of transportation that will benefit all residents, including those who cannot drive due to a disability. Expanding public transit will help reduce traffic congestion, improve air quality, and make transportation more accessible and affordable for all residents. By prioritizing sustainable transportation solutions, we can create a more equitable and inclusive city that works for everyone.	See Comment #13			
2859	Sabrina Heath	1/11/2023	MCQ&E 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 rail system connecting San Antonio and Austin to make transportation between the two cities easier for getting together without having to drive, especially with how difficult it can be with the perpetual construction on I-35.	See comment #1			
2860	Sabrina Raza			Do not widen/no build	Ministry35 Program Manager Tommy Riegels. It is EXTENSIVELY 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 I-35 highway with another lane you will be adding the environmental destruction of a significant number of acres to the highway. As we all will only create more damage, less productivity, additional as people are later to work, get home later and spend less time with families or working on passion projects such a business plan that could increase average income and net worth if successful for many constituents and negatively influence the health of so many by costing them sleep, important family time, and increasing time sitting in traffic which has over and over been studied and peer reviewed as more time than proven to cause physiological and mental harm to us any and every human subjected to it. People will lose their jobs for a few minutes/ hours more every day tonight for the next ten years of construction and for the increased long term traffic from the additional lane. I personally do not want the irritation for my personal loan commitments to work and taking my children to and from school nor to travel to restaurants bars and businesses I frequent. I personally will spend less money at local businesses because I will wish to avoid the stress of increased traffic and congestion. As we all thousands of other constituents. This planned expansion will only cause physical, financial, social and mental harm to everyone and anyone in our community who has to utilize the highway in their day to day life.	See Comment #9			
				Community alternatives	Please consider the Nelson35 Plan, I and so on so many other Texans wish for an alternative to the dreadful I-35 we already deal with. More lanes is more traffic. Please I beg, oppose this expansion as we all want and pursue a plan like Nelson35 or at least some similar plan that would allocate other roads to cause more ease of access and give more opportunity safety and enjoy quality of our local area to all of us constituents	See Comment #4			
				Do not widen/no 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	Stacie Evans			Do not widen/no 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			
				Public transit/Multimodal transportation	Because of this, I believe public transportation should be reevaluated.	See Comment #13			

					Blue/paid safety	Furthermore, I believe there are more community-centric, eco-friendly alternatives to address the influx of travelers and transients to the city. Bike lane should be enhanced, and side walks should be safer and more accessible. All of these 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	Suffien Brown	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	salwa khateib	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 Bensi	3/7/2023	Email		Do not widen/no 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 the tail. When will we ever learn that interstate highway expansion is not the solution to traffic congestion?	See Comment #5
2866	Sam Caswell	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	2/6/2023	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 phone	See Comment #8
2868	Sam Law				Do not widen/no build	Hi My name is Sam Law and I am a resident of E 38th St less than a block away from I-35 currently. And I want to start my comment by noting that the draft environmental impact statement talks about how the Texas Department of Transportation has been considering this project since the 1980s as Austin has grown and the current I-35 becomes more untenable. However, it seems that in the almost 40 years that this has been considered Texas Department of Transportation has not continued to stay up to date on transportation research. I want to cite an article from 2021 it is 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 designs. I have some other problems. I think that the effects should remain for further north than they are right now including about to the 38th S street bridge. There is no reason that an interstate highway should not through the center of a major metropolitan area. Overall, I think that given the two proposed build options, I mean the proposed alternative is clearly better than the second one, but I personally think that there should be either a no build option or a more serious expansion of retaining I-35 traffic and turning the current I-35 into a boulevard.	See Comment #5
2869	Sam Mayer				Do not widen/no build	MultiModal Program Manager Tommy Kling. I am an Austin resident that opposes expansion of I-35 because it takes up a flawed process that has demonstrated that time and again in major highway expansion projects. As a local, I do not want to experience construction delays associated with a highway overhaul while I conduct local trips that are only a few miles in length. I expect local representatives and the members of TxDOT to stand up for long-term solutions to traffic problems that do not simply kick the can down the road while making residents suffer through a needless long construction period.	See Comment #5
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 Seabank	3/6/2023	MyCause 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. I-35 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. The plan is good, and it is time to move forward. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
2872	Samantha	1/24/2023	MyCause Website Comment Form		Regional connectivity	Very interested in rail that ran down I-380 I have one child in college in Ft Worth and the other in Austin. I would be so nice to have them use rail instead of driving home if only it could go to Lubbock, as well	See comment #1
2873	Samantha Isak		MyCause Website Comment Form		Reclaim 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, whitells, and flows.	See Comment #3
2874	Samantha Prosser				Do not widen/no build	This is the kind of poor investment in our city that will destroy it. Studies also show that more highway does not equal traffic alleviation, it only makes MORE traffic.	See Comment #5
2875	Samantha Reyes		MyCause Website Comment Form		Capex/lock phase	Please provide CDM funding to pursue cap and ditch 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 CDM is the least that can be done to help offset the negative impacts of an I-35 expansion.	See Comment #42
2876	Samantha Rooper				Do not widen/no build	MultiModal Program Manager Tommy Kling. My name is Sam Rooper 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 provide safe access and mobility options with multimodal networks across 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
2877	Samantha Meyer				Do not widen/no build	MultiModal Program Manager Tommy Kling. 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 do support the Retain/35 proposal and I support another highway such as SH-130 as an interstate. Please consider the rigorous analysis found throughout thousands of pages of EIS on the Retain/35 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
					Latent/Induced Demand	TxDOT's plan for this project has ignored factors such as Induced Demand.	See Comment #18

					Air Quality/Noise	construction impacts, particulate matter pollution from 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 make congestion worse (e.g. Arroyo Freeway), and increase air noise and water pollution. They also increase safety concerns, and they center driving as the only mode of transportation rather than promoting other transportation options (public transit, biking, walking, etc.).	See Comment #34			
					Racial justice	This project will worsen conditions during construction and worsen conditions AFTER construction as well. It will more deeply isolate divisions in Austin and will displace an untold number of people and local businesses (note historically racist divisions and displacements). I expect TxDOT, Austin City Council, and other representatives to stand up their constituents and listen to what their constituents want.	See Comment #3			
2878	Samantha Smith	2/6/2023	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 Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Samantha Smith	See Comment #8				
2879	Samantha Smith	3/6/2023	Email	General Support	Hi TxDOT TxDOT, I support the expansion of I35 in Austin in the strongest terms. I value my ability to walk and bike throughout the city. I already feel as though certain areas of the city are difficult to access as a pedestrian or biker and the expansion of I35 would worsen this situation severely. I regularly have to switch from bike lanes to the side of a busy road to the sidewalk when I am biking. Biking is one of my favorite pastimes here and it is also the only form of transportation for many of our lower income and house less community members. It is essential for kids to be able to bike and walk safely. Expanding I35 would also contribute to polluting our natural spaces and decrease quality of life for the Austin community. Expanding I35 would also worsen traffic for the many drivers in our city who are already sitting in traffic. I would like alternatives such as reconnect Austin to be seriously considered. Thank you for your time. Sam	See Comment #8				
2880	Samuel Bauer				Do not widen/no build	Mobile325 Program Manager Tommy Hengen: Through its current proposal, the Texas Highway Department (now known as TxDOT), seeks to force yet another expensive highway project on a Texas city. We have seen this before with the Katy Freeway, the famously massive portion of I-25 outside of Houston, and I don't doubt that Austin's I-35 will see a similar fate of gridlock. As a resident of Texas, I demand that TxDOT draw bigger, instead of asking to a project that will cost billions of dollars, lower the quality of life for Austin residents, and fail at its stated objective of reducing congestion! Given the sheer size of this proposed project, it seems that TxDOT has taken the saying "everything is bigger in Texas" far too literally. To what, then, should be bigger in Texas? Firstly, our hearts. This project opposes the notion because it is heartless to relegate generations of Texans to a life of constant commuting from away, stuck in traffic. This is not inevitable yet, TxDOT's proposal encourages this exact outcome to grow a giant pit for California-style urban sprawl! The latest status report of urban sprawl has been regarding the quality of life for urban Texas and destroying the practices, revenue, and communities that make rural Texas special! Secondly, Texas should have the biggest and best quality of life on the planet! Why does TxDOT, through this proposal, want to continue the suburban experiment which leaves people empty, separated from a basic sense of community, unable to walk or bike anywhere, and forced to drive expensive machines for the basic necessities of life? Through this proposal, TxDOT is making a grave mistake which will hurt the city of Austin for decades to come.	See Comment #5			
					Community alternatives	I implore TxDOT to reconsider this proposal, and, instead, consider the Rethink I35 proposal or the proposal to redesignate highway 130 as I35. In the long run, these projects would cost far less and do the most for making Austin the greatest city in the world and making Texas the best state in the country! If TxDOT wants to truly earn its name as a Department of "Transportation", rather than simply a Highway Department, then I implore it to do better!	See Comment #4			
2881	Samuel Corner				Do not widen/no 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, bus, 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 uses, not a polluted desolate.	See Comment #5			
					Community alternatives	I ask that the alternatives to the expansion of this highway through forward by Rethink I35 and Reconnect Austin be fully studied and implemented as an alternative to this backwards expansion of I35.	See Comment #4			
2882	Samuel Fenech	2/23/2023	Email	Caps/tech issues	Hi TxDOT TxDOT, Please stop and ditch like Kyle Warren in Dallas!	See Comment #42				
2883	Samuel Fenech	3/3/2023	Email	Caps/tech issues	Hi TxDOT TxDOT, Please stop I-35!	See Comment #42				
2884	Samuel Hawk	1/20/2023	MyCueX Website-Comment Form	Regional connectivity	Highway expansion is only effective when paired with alternative forms of transportation. This is a well researched and documented topic going back nearly a century now. Please stop repeating the mistakes of our parents and grandparents. Commuter rail needs to be implemented between Austin and San Antonio. There once was a proposal for the Lone Star Rail project, please revive these plans and give us Texans options.	See Comment #1				
2885	Samuel Hartz	1/31/2023	MyCueX Website-Comment Form	Regional connectivity	I would like TxDOT to create a high speed rail link between San Antonio and Austin. I would also like TxDOT to implement highway noise mitigation barriers for residential areas next to highways. Noise pollution is damaging and should be considered in all highway designs.	See comment #1				
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2886	Samuel Lynagh	3/1/2023	Email	Community Alternatives	Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the RethinkI35 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 "benefits" of not doing 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 RethinkI35 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 analyzing RethinkI35 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 RethinkI35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #4				
2887	Berry Riser				Do not widen/no build	Hi TxDOT TxDOT, Expanding and widening I35 is not going to make this city better. I hate that freeway with every fiber of my being and it terrifies me. People are dying there every day. Making this freeway bigger will only further the destruction of Austin. Save lives.	See Comment #5			
					Bike/ped safety	The people don't want bigger freeways! We want bike lanes. We want safety.	See Comment #30			
					Public transit/Multimodal transportation	We want public transportation.	See Comment #13			
					Air quality/noise	Save the environment. Expanding freeways have NEVER made a city more efficient or traffic better. It has only increased pollution and death. STOP RUNNING OUR LIVES WITH YOUR TERRIBLE DECISIONS.	See Comment #34			
					Community alternatives	Consider other options like rethink I35 and reconnect Austin.	See Comment #42			
2888		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 Corridor design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8				
2889	Servino Blackwood				Do not widen/no build	A number of other far better, less disruptive solutions have been put forth. The one I've been waiting for is an area-wide walkable rapid transit system (like San Francisco or even NYC so I never have to drive to get downtown to support the merchants and entertainment venues there. The current Red Line is a great start but doesn't run late enough for weekend use, go to UT, or conveniently link up enough of the greater Austin area.	See Comment #5			
					Latent/Induced Demand	Expanding I35 would take Austin the wrong direction. As Dallas, Houston, and L.A. prove, highway expansions only invite more traffic, destroy the livability of cities, increase health, safety, and environmental threats, and ultimately don't work!	See Comment #18			
					Reroute to I-30	I'm already afraid to drive on I-35 due to the number of semi trucks that use it for interstate traffic since highway SH-130 is too expensive to draw them away. Additional lanes will just attract more through traffic and big trucks, making it even more dangerous for local use. In Austin, it would split the city even more than it already is.	See Comment #3			
					Community alternatives	I also completely support the RETHINKI35 vision for Austin. A boulevard through town and a rerouted interstate highway is perfect for Austin! And as interstate highway "I-120" becomes congested, another more distant eastern loop could be added. EXPANDING I-35 is the wrong direction for Austin. The RETHINKI35 plan would unite and beautify it. With improved rapid transit, the RETHINKI35 plan is clearly the right direction for the city and for the greater Austin area.	See Comment #42			

				Air quality/noise	Multi335 Program Manager Tommy Alving. Hi Tommy Alving Multi35 Program Manager I'm a resident of Williamson county. My family moved from The Dallas area to Austin in 2000 to get away from traffic congestion and the air, noise, and other environmental pollution it creates. We would never choose to live in Houston or L.A. for those same reasons. My family wants a TxDOT solution that will make Austin more livable, not less.	See Comment #34
2890	Sandra McCallum	3/3/2023	Email	Bury/turnout	I wish someone would look back at the last decade of plans to formal in this area.....we have already paid hundreds of thousands of dollars on these past studies..... anyone that suggested formalizing 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 Doshen	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 on 35 improvements through Austin. Projects of this intensity will of course be controversial, and we can understand why on 35 was put through a neighborhood in the first place, but we can't change it, and our active state needs these improvements and upgrades. Appreciate TxDOT for working with local interests on capping and abating, 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 Hergan Gorman	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 Hergan Gorman	See Comment #8
2893	Savita Shifford	3/6/2023	McCauley 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 185 Central Expressway Central design as proposed by TxDOT. Thank you for your consideration of this request. Thank you for your dedication to serving the citizens of Texas.	See Comment #8
2894	Savitus Cruz	3/7/2023	Email	Do not widen/rev build	Multi335 Program Manager Tommy Alving. Write I'm not a resident of, I either make drives to Austin to visit family but I can say I oppose the TxDOT's plans for 135 and expansion. My reasonings being that every time I go, I witness see road constructions that are not close to being done and have just worsened traffic, which is exactly what this project will just add and I think it would be a better investment to put this time and resources towards bettering public transportation.	See Comment #5
2895	Sara Burge	3/7/2023	VOH	Do not widen/rev build	I want to be able to not only 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 this does not include the expansion of highways and displacing businesses and homes.	See Comment #5
2896	Sara E Orsico	1/31/2023	McCauley 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 Isamu	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 clogged roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate 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 Expressway Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
2898	Sara Marshall	1/4/2023	Email	Do not widen/rev build	I feel extremely strongly that eliminating their widening 135 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 issue. 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 vastness number of semi-trucks on the highway. This will not effectively decongest 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. I'm flat, it's a cool idea in the face to the people of Austin and any politician who supports this will be seen for what they are - working against the people of Austin. You will not get out support. The best solution is to put the highway underground, as previously proposed, or to just leave it alone. Since you need a good idea, then I can only support option 3 - no change at all. Again, widening a 6-lane highway is a very idea that will only hurt people with too little gain to justify the massive expense it will obviously have. Please, please, don't waste money!	See Comment #5
2899	Sara Roman	1/31/2023	McCauley Website-Comment Form	Regional connectivity	Adding high speed rail will cut travel times out of and into the state and class the San Antonio may have more opportunities for tourists and business travel.	See comment #1
2900	Berndt Lewis			Do not widen/rev build	Multi335 Program Manager Tommy Alving. Hi I'm name is Berndt Lewis, a resident of the Westwood neighborhood of Southwest Austin. I am writing to say I OPPOSE TxDOT's plans for 135 and I don't support expansion. I don't want us to become Houston. (have y'all been there? Solid concrete.) TxDOT's promise in this project is flawed. It ignores Increased Demand, construction impacts, particulate matter pollution from the work, the failure of almost all highway expansions, the actions 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 Redbird35 proposal	See Comment #4
				Reverts to I-35	re-designating 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/rev build	Please choose not to build the 135 expansion. I live right next to the highway, and this would destroy my neighborhood. The construction would also make living here a living nightmare while it was happening. The traffic would be better tolerated by a bypass highway around the city, like most major cities do. Any expansion will only temporarily fix the problem because I don't address the root cause, which is that the highway is serving two purposes right now: a local thoroughfare and a way to bypass the city.	See Comment #5
2902	Sarah Arvey	2/9/2023	My idea I do	Do not widen/rev build	I do not want this project to happen. We do not need to invest in more lanes on 135. We need better future forward solutions. I cannot believe we are having this consultation. Please do not let this happen.	See Comment #5
2903	Sarah Beck			Do not widen/rev build	Multi335 Program Manager Tommy Alving. Hi, I am a resident in Travis County. Please don't support TxDOT's plans for 135 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
				Latent/Induced Demand	It encourages more driving and worsens congestion.	See Comment #18
				Public transit/Multimodal	Public transit systems are a much more worthwhile investment. My social circles and I do not use 135 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
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2904	Sarah Beck		McCauley Website-Comment Form	Do not widen/rev build	Hi, I am a resident in Travis County. Please don't proceed with the proposed 135 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
				Latent/Induced Demand	This proposal is not inclusive and not future thinking. It is a temporary quick fix that is going to lead to more and larger problems.	See Comment #18
				Air Quality/Noise	It encourages more driving and worsens congestion, as well as causes significant air, water, and noise pollution.	See Comment #34
				Public transit/Multimodal	Public transit systems are a much more worthwhile investment. My social circles and I do not use 135 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
				Transportation	Sarah Beck	
2905	Sarah Berclay			Do not widen/rev build	I oppose expanding 135.	See Comment #5
				Latent/Induced Demand	Hi 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	This project will discourage walking and bicycling and transit use. Wide polluting highways through town are not what I want for Austin. I want safe, pleasant, and walkable and bikeable streets.	See Comment #13
2906	Sarah Brooks		McCauley Website-Comment Form	Air Quality/Climate Change	Please consider carefully the incredible opportunity to improve transportation and lessen the negatives of 135 in Austin and Texas by doing the following: (1) more environmental studies of air quality (2) increased overall control (3) improving traffic flow for buses (4) getting out of your ridiculous bad toll road contracts (5) taking feedback from the public and doing something about it Now you may think I'm some snob 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 135 all too well. It's designed to drive us, and I actively avoid taking it because of all the crazy drivers, short entrance ramps and ridiculous amount of 18-wheelers. The years I had to commute on 135 took years off of my life from stress. One idea to improve traffic flow is to allow 18-wheelers to take tollroads for a reduced fee, and clear them off the main highway.	See Comment #18

					Multimodal transportation	Until Austin has more public transportation options, many people have to drive their own cars and it is just means how many people are on the roads. Please think about how before you could make the transportation in our city. There you have to expand? 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 Carre	1/18/2023	MyCofx Website-Comment Form		Regional connectivity	We need high speed rail, not more lanes of traffic. Expanding I-35 without better infrastructure for non-car modes of transit will only delay the inevitable cluster of traffic. At the very least, the Lone Star Rail between San Antonio and Austin should have regular service throughout the day and all week.	See comment #1				
2908	Sarah Chambliss	3/7/2023	Email	Air Quality/Climate Change	Multi35 Program Manager Tommy Krogan, Hello, I have been a resident of Austin for 8 years and I feel strongly that plans to expand I-35 are taking Austin in the wrong direction. This is a rapidly growing city with an economically thriving downtown area and it is totally backwards to have an interstate highway cutting the heart of the city. I spent \$5 Billion to expand that highway is a poor investment that will do no good for most Austin residents. It is well established that expanding highway capacity does not ease congestion. It would be better to incentivize long-distance drivers to take alternate routes, like 183, that avoid the downtown area. In particular, I was disappointed to see the very limited evaluation of air pollution impacts of the I-35 expansion plan. Although Austin meets federal regulations for fine particulate matter air pollution (PM2.5) measured at the two monitoring sites located distant from the highway, concentrations along I-35 are likely much higher. And, importantly, there is no safe level of PM2.5. Any increase will have detrimental health effects for those living near the highway, and increasing the number of lanes could result in even higher volumes of traffic that would otherwise avoid I-35 via through-dispersed transportation. I've lived in the area for many years and I've seen many schools and daycare facilities, expanding highways is 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 only air pollutant evaluation in the environmental impact assessment was carbon monoxide. The evaluation did not consider exposure of vulnerable or marginalized communities. That is simply insufficient. I echo the request of the city council to include ongoing monitoring of air pollutants, including PM2.5, near I-35 and around construction activity, as a necessary (but not sufficient) step to protect the health of Austin residents. I hope my concerns are taken seriously in the next planning stage.	See Comment #18					
					East/West Connectivity	Multi35 Program Manager Tommy Krogan, Hello, thank you for your time regarding this issue. I live less than a mile from 35. My home and neighborhood will be greatly impacted by this expansion. 35 has notoriously divide the east side and the west side. I would love for it to be isolated down (completely) and we could join west Austin and become part of central. It 35 offers more growth, and more traffic entering around the city instead of barreling through. If the toll were lifted, we would already see less traffic. Adding lanes will only make more congestion and more big trucks. So when I take my son to school, go to work or the grocery... I will need to cross a 20 lane hwy. This project kill our downtown scene and destroy our neighborhood.	See Comment #20				
2909	Sarah Cheatham			Community alternatives	Please consider lifting the toll on SR 35, making 35 a boulevard and connecting back to 35 south of town. Thank you for your consideration	See Comment #4					
				Do not widen/no build	Multi35 Program Manager Tommy Krogan, I am a resident of the Austin area and work in south Austin. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5					
2910	Sarah Dieringer			Community Alternatives	I am FOR: The Bellville35 proposal.	See Comment #4					
				Reroute to I-30	reintegrating another highway such as SR 130 as an interstate, a boulevard going through town	See Comment #3					
				Lateral/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 make it a public road. TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18					
				Public transit/Multimodal transportation	a public transit first project.	See Comment #13					
2911	Sarah E. Campbell	3/7/2023	Email	Reroute to I-30	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? Yes, the tolls would have to be expanded to and by TxDOT or others. But, such a deal might show that I-35 doesn't need all the expansion currently planned for it. If SR 130 were to become the SR 135 bypass or main corridor, leaving the current I-35 through Austin as the Business Route. All the money that TxDOT has for its very unpopular and totally traditional, boring and proven ineffective plans for this project could go toward retiring the debt on SR 130. It seems like impossible planning is not do this. Can you explain? Thank you. P.S. Please close Woodland Ave!	See comment #3					
2912	Sarah Esswein	1/18/2023	MyCofx Website-Comment Form	Regional connectivity	Highway expansion can only accommodate so much. TxDOT should consider rail options connecting 70 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 Co mm ent	Do not widen/no build	I am a Helong, Australia who lives less than a block from the SR 58 bridge between 532 and airport. I have never driven a car (I used to have a motorcycle and I mostly walk and ride the bus to get around. I have been impacted by traffic forever. I have seen it get worse and worse and worse... more dangerous, less sustainable. I live less than 2-3 mi from many stores and amenities at the Mueller shopping center but it takes 20+ minutes to walk there b/c of the monotony that is 35. I appreciate that this project is adding some pedestrian improvements but I worry that it is just bringing more traffic to a corridor that has too many people keep moving here, and without any reasonable alternatives that don't involve driving. I don't see how any additional lanes... even HOV lanes... will improve travel times let alone the experience of those who don't want to drive. Please don't spend \$5 B to make traffic worse.	See Comment #5					
2914	Sarah Gateway			Do not widen/no build	Multi35 Program Manager Tommy Krogan, The expansion of I-35 would not benefit our community in any way. I am very opposed to the expansion of I-35.	See Comment #5					
				Public transit/Multimodal transportation	There is a large need for improvement in our public transit system and that would be the best way to improve transportation in our city.	See Comment #13					
				Air quality/noise	and would make pollution (chemical, sound, and light) far worse in Austin.	See Comment #34					
2915	Sarah Gerson			Do not widen/no build	This project will directly contribute to Austin losing its charm and magic. Please do NOT expand 35	See Comment #5					
				Blue/ped safety	No TxDOT TxDOT. This project will discourage walking and bicycling and transit use.	See Comment #30					
2916	Sarah Harbert			Do not widen/no build	Multi35 Program Manager Tommy Krogan, Please work to make a safer and more equitable Austin by not expanding 35.	See Comment #5					
				Blue/ped safety	I am a resident of Austin, 35 runs less than a mile from my home. There are people, there are businesses, there are schools, all closer to the freeway than my home. Expanding 35 will only encourage reckless driving that has been more and more common in Austin, putting people at risk.	See Comment #30					
2917	Sarah Joss			Lateral/Induced Demand	Multi35 Program Manager Tommy Krogan, Hello, My name is Sarah and I am an Austin resident. I am so proud to call this city my home, but disappointed my representatives are considering an expansion that ignores the facts. It ignores Induced Demand, construction impacts. To ignore the failure of almost all other highway expansions is to say "f---" you to Austin residents. We need better transportation solutions, like more resources to the bus system, high speed trains, etc. Please make me proud to live here, not disappointed in the leadership.	See Comment #18					
				Air Quality/Noise	pollution from tire wear, and the failure of almost all highway expansions.	See Comment #34					
2918	Sarah Jo Wagner	1/20/2023	MyCofx Website-Comment Form	Regional connectivity	I'm writing to ask that TxDOT not expand I-35 and instead reroute the Lone Star Rail proposal. Evidence shows that expansion of highways does not decrease traffic and congestion, and is a highly expensive venture with no reward. Improving transit via a railway will decrease traffic and pollution and can act as a means to increase funds available for future transit projects through ticket sales. Thank you for your time and support.	See Comment #1					
2919	Sarah K Hartline	1/27/2023	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 Corridor design as proposed by TxDOT. Thank you for your consideration of this request. ...	See Comment #6					
2920	Sarah Larracca			East/West Connectivity	No TxDOT TxDOT. You all already are doing so much damage on Oak Hill. I oppose expanding I-35. East-west crossings should be at least every 1/4 mile.	See Comment #20					
				Lower Speed Limits	All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users.	See Comment #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 #34					
				Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rebuild35, 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/no build	Multi35 Program Manager Tommy Krogan, Highway expansions DON'T work. Plenty of cities have tried and every highway expansion is a case study for why not to do them. I am certain those deciding to expand have seen the research! There is only one reason such a flawed plan would ever come to fruition. 10 years of construction is a LOT of TAXPAYER MONEY for government contractors and builders. This is only about money-not logic, or common sense because all research says it's not logical or helpful. I don't want to use an interstate highway for my local trips. I lived it as is, and even today I know class as well! Expanding it is 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. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5					
ID	C	N	On	R	d	S	Topic	C		R	P



2922	Sarah Luck				Do not widen/ho build	<p> Mobility35 Program Manager Tommy Arango.  I am a resident of Champenot 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 outside. 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	<p> bringing with it all kinds of pollution, unsafe conditions, unsightly eyesores, and worst of all, dividing our city. </p>	See Comment #34
					Reroute to I-30	<p> This traffic should be diverted around this great city instead of cutting through it. </p>	See Comment #3
					Community Alternatives	<p> Let Austin reconnect itself and heal the scar of I-35. I'm in favor of a local boulevard in place of I-35. </p>	See Comment #4
					Public transit/Multimodal transportation	<p> 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. </p>	See Comment #13
2923	Sarah Mui	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. Regards </p>	See Comment #8
2924	Sarah Miracle	3/7/2023	McCook Website Comment Form		Woodland	<p> 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 roadway 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. I worry about the connection to Travis Heights now leading to us joining in the future. In the process, 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. </p>	See Comment #228
2925	Sarah Houston				Do not widen/ho build	<p> Mobility35 Program Manager Tommy Arango.  I live in east Austin and I oppose a 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 closing the city and adding more congestion is clearly not the answer. Let's find another way! </p>	See Comment #5
					Reroute to I-30	<p> I recommend lifting the tolls on an I-30 so through traffic can go around, in fact requiring this traffic and trucks to go around would solve most of the problems we have today. </p>	See Comment #3
2926	Sarah Raley	3/6/2023		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. </p>	See Comment #8
2927	Sarah Simmons	1/6/2023	McCookWebsite Comment Form		Public transit/Multimodal transportation	<p> What is the plan for mitigating traffic issues during construction? Those of us that live off of 35 are worried about nonstop congestion, especially south since the area has been built up significantly but the roadways (albeit not) have not caught up. I would prefer to see a significant investment in public transportation. Further, I-8 wheelers should no longer be allowed on 35 through Austin. They should be forced to exit to the tollway if they are driving through and not stopping in Austin. There have been 2 truck accidents in the last couple months that completely shut down 35. The congestion would be a lot better if they weren't allowed to travel through. </p>	See Comment #13
2928	Sarah Simpson				Do not widen/ho build	<p> Mobility35 Program Manager Tommy Arango.  The I-35 expansion plan is based in failed, erroneous traffic design and should be discarded. This is a fraudulent use of taxpayer dollars. </p>	See Comment #5
					Labor/Induced Demand	<p> New / more lanes will only generate more traffic. </p>	See Comment #18
					Public transit/Multimodal transportation	<p> Texans want freedom of choice and these funds need to be reinvested in actual transportation choice such as public transit and active transit. </p>	See Comment #13
2929	Sarah Spitz	3/6/2023		Email	Slow just safety	<p> Mobility35 Program Manager Tommy Arango.  Our city is growing and changing. That means now is the time to set it up for future generations. Please make austin a city people walk about, not drive through, by considering pedestrians in the I35 plan. This will have an impact on our economy and the health and happiness of our current and future citizens. </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 interstate highway to get around the city is horrible for the city. </p>	See Comment #5
					Community alternatives	<p> I want community alternatives to be fully studied (including north35). At the very least, don't make it worse by expanding. I know that these emails don't mean anything and TxDOT will do what it wants, but making my voice heard is the least I can do. Stop ruining our city with highways, give us a nice place to live instead. </p>	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	<p>  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. </p>	See Comment #34
					Public transit/Multimodal transportation	<p> 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 risk 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. </p>	See Comment #13
2932	Sarah Sweeney				Do not widen/ho build	<p> Mobility35 Program Manager Tommy Arango.  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 lot of good dead or green space in the neighborhoods around I-35 and expanding it will be bad for the air and water in those areas. </p>	See Comment #5
					Public transit/Multimodal transportation	<p> There's traffic in Austin, but there are so many other ways of solving the issue, and the city is already on its way to addressing these other ways by expanding public transportation. </p>	See Comment #13
					Labor/Induced Demand	<p> 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. </p>	See Comment #18
					Business/residential displacement	<p> 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, </p>	See Comment #21
2933	Sarah Weaver	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, </p>	See Comment #8
2934	Savannah Eggenbaum				Do not widen/ho build	<p> Mobility35 Program Manager Tommy Arango.  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 I35 expansion plan.  And 10 years of construction for a "troubled" relief for few drivers is not worth the hassle. </p>	See Comment #5
					Reroute to I-30	<p> And may be some of this money can be used to reduce some of the traffic congestion, by making I-30 toll free for I-8 wheelers to bypass Austin without extra cost. We are late and need to instead focus on expediting a complete public transit solution for Austin. </p>	See Comment #3
					Public transit/Multimodal transportation	<p> We should be focusing on policy changes that would help folks to not have to commute so far - dependable public transit, allow multi-family homes, </p>	See Comment #13
2935	Serena Burgess				Do not widen/ho build	<p> Mobility35 Program Manager Tommy Arango.  I am a born and raised Austinite. I do not support expanding I-35 and contributing to additional highway use. The widening of I-35 in downtown was flawed to begin with, ended in premature, as it led the city right to build originally dividing the downtown population from the East Austin population. Now as East Austin is expanding, a highway right down the middle of the city is a burden on those living and visiting the area, creating more vehicle traffic in pedestrian heavy areas and limiting people's ability to seamlessly travel between downtown and east. Individually, this plan has more in politics and lobbying efforts, while the big planning efforts were flawed from the decision makers to waste capacity. I will be interested to see who wrote the work of this project since it is so bad 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 correct. Please don't do this. </p>	See Comment #5
					Public transit/Multimodal transportation	<p> Money would be better spent supporting public transit, trails, fixing current streets, </p>	See Comment #13

2938	Sasha West		VOH	Do not widen/no build	Remove to 130	renruting current streets, etc.	See Comment #3
				Air quality/noise	I am against the current plan for 135.		See Comment #5
				Business/residential displacement	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 to be part of climate change effects in coming years.		See Comment #34
							See Comment #21
2937	Saurabh Agrawal	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 #8
2938		3/7/2023	McCaule Website-Comment Form	Do not widen/no build	I'm begging you, do not add lanes to 135. It will NOT improve traffic and we know this for a fact: <a href="https://www.researchgate.net/publication/333348229_Changing_the_Intended_Vehicle_Travel_Day_Between_Research_and_Practice">https://www.researchgate.net/publication/333348229_Changing_the_Intended_Vehicle_Travel_Day_Between_Research_and_Practice</a> <a href="https://www.researchgate.net/publication/353123271_car-105-6-2616">https://www.researchgate.net/publication/353123271_car-105-6-2616</a> . Please, we have to reduce car dependence. Choose evidence-based methods, not this.		See Comment #5
2939	Sayon Kamali	1/31/2023	McCaule 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 fear Austin is beautiful so I would love to go there next.		See Comment #8
2940	Schuyler Castaldi	3/7/2023	Email	Do not widen/no 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
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2941	Schuyler Castaldi			Do not widen/no 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/Induced Demand	More lanes will only encourage additional traffic that will once again be just as congested within a few years.		See Comment #18
				Community alternatives	Alternatives that modernize I-35 without expanding the ROW, such as Reconnect Austin, are a far better solution, and Reconnect Austin has identified a smart way to help cover the cost of the project by repurposing some of the existing ROW for residential and commercial development.		See Comment #4
				Bike/ped safety	I want to travel through Austin on safe, pleasant, walkable and bikeable streets.		See Comment #30
2942	Schuyler Castaldi		VOH	Do not widen/no build	I oppose the expansion of I-35 and the widening of the I-35 right of way through central Austin. Expanding highways that cut through cities is a costly and short sighted way to address congestion in urban areas. This is a waste of resources. I do not want to travel through Austin on noisy, congested, polluting highways. Expanding I-35 through our city is a terrible legacy to leave our kids.		See Comment #5
				Latent/Induced Demand	More lanes will only encourage additional traffic that will once again be just as congested within a few years.		See Comment #18
				Community alternatives	Alternatives that modernize I-35 without expanding the ROW, such as Reconnect Austin, are a far better solution, and Reconnect Austin has identified a smart way to help cover the cost of the project by repurposing some of the existing ROW for residential and commercial development.		See Comment #4
				Bike/ped safety	I want to travel through Austin on safe, pleasant, walkable and bikeable streets.		See Comment #30
2943	Scott Friedman	3/7/2023	McCaule Website-Comment Form	Wishare	Please sink I-35 in Central Austin, making it below grade. And please do NOT join E. 42nd St. to Wilshire Blvd. That would ruin our neighborhood. Thank you.		See Comment #9
2944	Scott Kringer	3/6/2023	McCaule 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 135 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.		See Comment #6
2945	Scott	1/20/2023	McCaule 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	McCaule Website-Comment Form	Do not widen/no build	Please "do not" expand I-35 past 45th ... Austin is already overcrowded, and the demolition of small businesses along the highway would devastate the city's culture!		See Comment #5
2948	Scott 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 135 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 135 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 135 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/no build	Mobility35 Program Manager Tommy Hingray. I oppose expanding I-35 using TxDOT's current plan. Since it seems the TxDOT has already made up it's mind in the plan they want, we need to delay this expansion until we can find a better way. We need to get more input from city residents on what they really want. Let residents vote on this, the don't want the State just assuaging us with this proposal that I doubt many residents want. Eviction downtown and East Austin back together again. Like a beautiful European walking city. Public transport walking its way along boulevards and parks. People not cycling and walking. Enjoying their entire city for a change. We don't need another Katy freeway in TX. It is an embarrassment. The world laughs at us. You're going to spend ten years of pain and construction delays not to mention the money for what? It's not going to help at all. Especially in ten years with the population much higher. Let's rethink this whole thing.		See Comment #5
				Community Alternatives	I like Reconnect Austin's idea of a boulevard.		See Comment #4
				Public transit/Multimodal transportation	Add much needed public transit on top with affordable housing which Austin sorely needs. We need to reconnect the vibrant East side to downtown. We should sink I-35 underground and/or cut and cap.		See Comment #13
				Route to 130	Rerouting I-35 along 130 is also a pretty good idea and something to think about. Austin would be such a gem if we could rid downtown of I-35. It doesn't belong there and never did.		See Comment #3
2952	Scott Gray	1/6/2023	McCaule Website-Comment Form	Do not widen/no build	I am against TxDOT's plans to expand I-35, and displace hundreds of businesses for stupid and ineffective ROW 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	1/11/2023	McCaule Website-Comment Form	General Support	This project would be a step forward in connecting the 2 major cities as increasing population grows in the "twin cities" area.		See Comment #8
2954	Scott Hendrix	2/24/2023	VOH	General Support	Top priority for redesign of I-35 should be better accommodation of north-south vehicular traffic through and within Austin. This is the primary purpose of the highway and should remain its principal role. It provides the essential connection of Austin to the national interstate highway system. All other considerations such as those for crossing traffic, pedestrian routes, and those such as "loop and exit" should be secondary to the redesign.		See Comment #8

2955	Scott Martin	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. As this seriously bottlenecked roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.  Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8					
2956	Scott McSwain		VOH	Do not widen/ho build	We need to make sure we get the central business district and core downtown area done right. The density and congestion in this area creates a need for a more walkable and bike-friendly environment. In order to do this, we need to cap the highway from Hwy 59 to MCK Blvd to reconnect downtown with the East side. We need to build out trails and bike lanes. Areas for pedestrians and bike traffic need to be better covered and separated from vehicle lanes as much as possible.	See Comment #5					
				Reverts to I-30	We need to incentivize walk and travelers not shopping in Austin to take SH-130 to relieve the congestion - adding a couple lanes is going to do little to help and it will cause even more congestion. The goal should be to reduce the number of heavy trucks traveling through Austin, and incentivize the people that live in Central Austin to take alternative forms of transportation. The failure to do this will make Austin a less desirable place to live.	See Comment #3					
2957	Scott Meneses			Do not widen/ho build	Please do the right thing for our city.	See Comment #5					
				Multimodal transportation	Hi TxDOT TxDOT,  We need alternate transportation infrastructure in Austin. Better bike lanes, actual train transport and commuter lines, and less density on the car. Science has proven that adding lanes does not help relieve traffic congestion.	See Comment #20					
					Dear I-35 Capital Express Central,  Re: I-35 Capital Express Central, Draft Environmental Impact Statement  As a resident of Charropeast who lives less than a mile from I-35, I am writing to voice my opposition to the Capital Express Central project as currently proposed. Specifically, I would like to reinforce the following concerns about the analysis of air quality that has been done so far: <ul style="list-style-type: none"><li>- 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.</li><li>- Austin is located in non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level.</li><li>- 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.</li><li>- TxDOT needs to do a quantitative analysis and health impact assessment for all pollutants.</li><li>- 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 models must be able to analyze the cumulative impacts emissions of multiple alternative investment scenarios, travel behavior assumptions, and regional growth alternatives, or it is somewhat meaningless.</li></ul> I have two young children in the area at Downing Town Preschool, just one block from the highway. I am well aware of the poor air quality they live with every day due to the existing conditions, and regardless I must voice my support for the No Build alternative until a plan can be developed that appropriately meets the needs of my children's city of tomorrow and of the next 50 years. We have one chance to get this right, and the current proposal falls well short.	See Comment #18					
2958	Scott Morrison	3/1/2023	Email	Air quality/climate change	See Comment #18						
ID	C	N	Da	R	e	S	Topic	C	A	-	p
2959	Scott O'Flaherty			VOH							
					Do not widen/ho build						
					Public transit/Multimodal transportation						
					Business/residential displacement						
2960	Scott Paxon										
					East/West Connectivity						
					Community alternatives						
2961	Scott Ryder	3/1/2023	McCauley Website Comment Form	Reverts to I-30							
2962	Scott Schneider	2/7/2023	Email	General Support							
2963	Scott Senewe	2/6/2023	Email	General Support							
2964	Scott Shady	2/1/2023	Email	General Support							

						<p>Near 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.</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 finalizing the Final Environmental Impact Statement:</p> <ul style="list-style-type: none"><li>- Air Quality analysis must look at PM 2.5, PM 10, and NO<sub>x</sub>. TxDOT only analyzed CO which is easy to study and they know they would clear.</li><li>- Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level.</li><li>- 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).</li><li>- TxDOT needs to do a quantitative analysis and health impact assessment for all pollutants.</li><li>- Greenhouse gas emissions analysis is incomplete. It only looks at construction, not long term. Also, the models are based on the CAMPO regional growth scenarios, 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.</li><li>- Real Air quality monitoring - modeling is based on basic (as in regional) data. The demonstrate the real impacts of the project we need meaningful air quality monitoring all along the I-35 corridor in Austin to collect data beginning now, during construction, and after. And if at any point the air quality exceeds harmful standards, TxDOT must work to mitigate the harm immediately. We know transportation heavily impacts our air quality, it's time we actually record and study the data to either prove the accuracy of the modeling, or to demonstrate why the modeling does not work.</li></ul> <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 #5
2065	C	Scott Wilson	On A B C D S		Do Not Withdraw Your Comment		A, 9
						<p>Near I-35 Capital Express Corridor, Draft Environmental Impact Statement</p> <p>Re: I-35 Capital Express Corridor, 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. Deaths are measurably more important than congestion and cost the people of the Austin region more - using National Safety Council's risk of crashes methodology to compare to Texas A&amp;M Transportation Institute congestion methodology.</p> <p>The Texas Transportation Commission Minutes Order 115485 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 this project is so target to meet the 2035 goal to cut deaths in half is completely obsolete and within TxDOT's grasp, based upon the design of the facility and various choices that would result from uneventfully 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 and within 2035. Please add this goal to the Purpose and Needs of the project to ensure safety is considered more than just an amenity, but a project priority.</p> <p>Thank you for all that TxDOT is doing and will do in the further development of this project to and traffic deaths.</p>	See Comment #5
2066	Sean	1/11/2023	MyCWA's Website-Comment Form	Public transit/Multimodal transportation	I support public mass transit. Any railroad would reduce the number of cars on the road and save many millions by reducing the need for road expansion projects, especially along 35E.	See Comment #13	
2067	Sean Clark	2/12/2023	VOH	Do not widen/ho build	Do not expand the freeway. We don't need more roads. We need more public transportation and bike lanes.	See Comment #5	
2068	Sean Hucharek			Lateral/Reduced Demand	Modest35 Program Manager Tommy Henge. 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. I'm sure TxDOT knows of this phenomenon of induced demand, and yet is still barreling ahead with a project that will not provide any of the suggested solutions, but will add years of construction delays and inconveniences.	See Comment #18	
				Air quality/climate change	add more pollution and car traffic through downtown Austin, and encourage more car-centric urban sprawl. The one effective means of reducing traffic congestion is an urban setting as those of other modes of transit. The billions spent on this ill advised highway expansion would be much better spent on expanding transit access, specifically Project Connect that is now in the planning stages. I hope TxDOT will reconsider their position and NOT expand I-35 through downtown Austin, since it will not solve traffic and will increase noise and pollution.	See Comment #18	
2069	Sean Griffin	3/7/2023	VOH	East/west connectivity	The preferred design and its draft environmental impact statement are woefully deficient and poorly executed. Specifically, the impact to the north central region is profoundly negative, while the preferred alternative would not improve traffic and mobility for those of us who live and work here. East-west mobility is severely hindered, with pedestrian, bicycle, and vehicular crosswalks rendered mobility for apath. What's more, the overall width of the project roadways gutlines up valuable property for far better uses and displaces thousands of residents and businesses in ways that are not fully accounted for in the DEIS. As just one example, Escudete de Arriba, a Spanish language day care and preschool, will be demolished. The DEIS information indicates there is a substitute business less than a mile away, but this is inaccurate not only because the "substitute" day care cannot accommodate all of the families and children who will lose child care, but also because there are no equivalent options for Spanish immersion at this age level in the vicinity. It's a missed opportunity and disservice to the impacted community to not design the highway expansion such that more of it can be entirely capped in the future. Because TxDOT has made provisions for future decks in two other sections of this project, and because of the consistent and broad community support for a deck option between I-290 and Williams Blvd/424 St, the expression of a structural design allowing for a future deck option in this section is arbitrary and prevents the City of Austin and other interested parties from estimating cost and value of this option.	See Comment #20	
				Do not widen/ho build	Modest35 Program Manager Tommy Henge. I am writing to OPPOSE the current plans forwarded by TxDOT to expand I-35 in Austin. I am FOR a revamp of I-35 that prioritizes the following: 1. Removal of most exits on I-35 in Austin. 2. Increasing the number of gaps, or removal of road surface along the current I-35 right-of-way. The first and foremost priority should be to divert through-traffic outside of Central Austin and Downtown. Trips from North and South of Austin should be routed to SR-130, and trips from North Austin to South Austin should be routed to 283. The current footprint of I-35 should prioritize local trips - not just by car, but also by bus, bike, walking, and possibly train. This should involve a surface boulevard (whether removing the highway altogether, or burying the highway underneath) with intersections with cross streets containing roundabouts that encourage the speed 15-20 MPH or lower. If the interstate highway lanes MUST be present in their current footprint, then the biggest priority should be to move interstate through-traffic 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 exits from the interstate in Central Austin. Keep the exits at Riverside Drive, Cesar Chavez St, MLK Jr Blvd, and Airport Boulevard, and remove every other exit/entrance to the interstate main lanes. The "managed lanes" should either be removed, OR have no exits between Ben White Blvd. and US290 (so that they can be used as true express lanes). By removing the number of exit/entrance ramps, AND not expanding the number of lanes, this would have several benefits: 1. Smoother signalized way through, allowing the State to sell off very valuable parcels for development. 2. The reduced number of ramps would require fewer turnpikes 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 MLK, and another running from Manor Road to 38th 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 "bottle points" that lead to congestions, collisions, and deaths. This would make the road operate much better. Conclusion: Don't add more lanes, remove the exits, and prioritize alternate modes of transportation other than car travel.	See Comment #5	
2070	Sean Harvey						
					Re-route to 130	1. A study to make SR-130 toll-free so that through-traffic can be rerouted along that route.	See Comment #3
					Business/residential displacement	1. Smaller project footprint, reducing the need to use eminent domain & to displace homes and businesses	See Comment #21
					Public transit/Multimodal transportation	4. An increased emphasis on public transit and alternate transit modes along the I-35 right-of-way, including light rail, rapid bus lanes, and bike lanes. The current plan to expand I-35 does not address the highway's current issues that render it obsolete. The congestion and accidents on the current highway are due to too many lanes. 1. Areas where lanes increase/decrease, forcing cars to merge. 2. Too many exits and ramps, which cause merging, weaving, and change points. The proposed expansion plan introduces MORE areas where lanes increase/decrease in merges, as well as keep the same number of exits/obstacles, if you count the new duplicate entry/entrance ramps from the new managed lanes. Studies have proven that adding more lanes does NOT fix traffic or reduce collisions.	See Comment #13
2071	Sean Holcomb	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 bottlenecked roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense 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 #6	
2072	Sean Hucharek	1/11/2023	MyCWA's Website-Comment Form	Regional connectivity	The plan spend a billion billion dollar dollars on I-35 and it is still going to be HOV-3, messy, slow, a headache. Or we could commit to a future with rail (like the Lone Star Rail plan). Rail is the only thing that would make me care about anything TxDOT is doing, updating a highway? "yawn"	See comment #1	
2073	Sean Jimenez	1/11/2023	MyCWA's Website-Comment Form	Regional connectivity	This transit opportunity is long over due	See comment #1	

2974	Sean McIlmains	1/19/2023	McCluEx Website-Comment Form	Regional connectivity	Please review 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 take the bus from San Marcos to Austin for years until Texas State and CMTS shut down the service, and would still love to see some viable commuter option between San Antonio where I now live and the state's capital. Thank you for your attention and consideration.	See comment #1
2975	Smith Shinnas werry	3/1/2023	McCluEx Website-Comment Form	Do not widen/no build	Please Do NOT mitigate traffic for the proposed 41st Street extension to Whitest Bldg. That would likely increase traffic significantly as a cut-through to Airport in a 100% residential neighborhood.	See Comment #5
2976	Sergio Vargas	3/1/2023	Email	Do not widen/no build	Mobile35 Program Manager Tommy Hengen. 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. 100 years of construction is not even amounts of paid work if 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	McCluEx Website-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 Mass-river District. Make it a transit park and connect to Austin's existing greenbelt. This will lower traffic costs and set up CDD. Or develop housing on parts of it. We need to give folks a reason to come to Austin 15 years from now, when Austin will be just like every other city in America with tall buildings. Thank you.	See Comment #25
2978	Seth Lake	2/9/2023	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	3/1/2023	Email	Do Not Widen/No Build	Mobile35 Program Manager Tommy Hengen. 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 seriously the scientific method and rational thinking then it would be obvious how this project is guaranteed to have negative impacts that far, far outweighs a short term improvement in congestion. It's as easy as reading about highway expansion? It's as easy as checking your models against the last 20 years of growth? It's as easy as walking along the frontage road? Reading the IPCC report? The only thing you know how to build is a highway you're not a good engineer. Showing what you all are doing, other knowledge corrupt or ignorantly incompetent. I just want someone to know that they can be better by putting a veto to this. Don't. Don't have a comment. Just Texas is an idiot who doesn't care what is ruined.	See Comment #9
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2980	Seth Smith			Do not widen/no build	Mobile35 Program Manager Tommy Hengen. 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 complete internationally, we should model our city off of those cities we wish to compete with. In all these cities -- Paris, Taipei, New York, London, Boston, Miami, etc -- none of them have a highway running straight through the heart of the city. The failure of 20th century American planners has wrecked havoc on our cities, and while we cannot change the past, I urge the city council and the planners to not continue the harmful legacy of these planners. Rather than expansion, let us use this time to build a far more sustainable, flexible, and dynamic transit corridor. Reconnect35 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 their commutes to serve the needs of those simply driving through the city. I urge the city council, state representatives, and city planners to reject the current proposal and rethink how Austin can build a better city for the future.	See Comment #9 See Comment #4
2981	Seth Stewley			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, 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 remove 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 Streets and Equity Plan. In order to expand the highway, the project would displace land from businesses and residents near the right of way, disproportionately impacting small businesses and minority communities. Widening the highway with the limited connectivity, currently in Modified Build Alternative 3, would perpetuate, expand, and worsen the demographic divide that began with the city 1928 master plan. It, 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 include 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, Redgate, and Windsor Park neighborhood associations to evaluate • adding another full crossing (underpass, bridge, and pedestrian tunnel) 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	3/1/2023	Email	Public transit/Multimodal transportation	Mobile35 Program Manager Tommy Hengen. Less highway. More trains, and better use of funds.	See Comment #13
2983	Steven Davis			Lane(s)/Induced Demand	Mobile35 Program Manager Tommy Hengen. 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 cars over people at the cost of road to highway expansion has done and the lasting effects of this. What we are doing is reducing demand, the exact opposite of TxDOT's goal, which is to alleviate traffic congestion.	See comment #18
				Air quality/climate change	I share this goal. What I don't share is the approach, which should be data, people and environment driven. If we use this approach, the most efficient, eco-friendly and people-first approach is to invest in public transit to get cars OFF the road. We can look to other cities around the globe as a model for the kind of city that is suited for climate change and will result in less unnecessary death, one that everyone can use with ease. I understand that Texas is a car and truck state and our culture and desire for freedom and independence will necessitate this being an option. But it should not be the ONLY option.	See Comment #18
				Reverts to I-35	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 its 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	Re TxDOT TxDOT. I oppose expanding I-35 without also including biking, walking, and other options to connect the people of Austin. I've lived here 25 years and live close to I-35. I believe firmly in the Vision Zero policies that would make our city better and safer.	See Comment #5
				Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Reconnect35, 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
2986	Shane		McCluEx Website-Comment Form	Roadside justice	Several of the proposals from TxDOT shows a complete lack of understanding history and taking lessons on how destructive interstate expansion is to the urban fabric of a city, its surrounding communities, the environment, and an understanding of modern urban design. Most of these proposals are concerning ROBERT MOORE! You are leaving an open wound that was built to displace and disorient the historically majority minority neighborhoods of Austin and you are only widening that scar, further disconnecting the city and its people. The only proposal I could seriously consider as not deepening bedevils would be the cap and buring of I-35. Ideally,	See Comment #3
				Reverts to I-30	I would reroute I-30 outside of the city center, perhaps along Tx-130 for instance, and then take the current route of I-30 and fill it in, bringing back the city blocks that were destroyed to build the original freeway. You could then fill this newfound land with housing and mixed-use projects that can address the housing crisis in the Austin area. Also, you can turn the existing frontage roads into true first boulevards with light rail and or rapid bus transit. Look at the freeway removal being done in Rochester, NY as a prime example of WHAT to do with a freeway.	See comment #3
2987	Shane Attorney	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 Attorney	See Comment #8
2988	Shane Boudberg	3/1/2023	McCluEx Website-Comment Form	Do Not Widen/No Build	Against I-35 expansion.	See Comment #5
2989	Shannon Dalton	3/7/2023	McCluEx Website-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 go forward with the current I-35 plan.	See Comment #5
				Do not widen/no build	Re 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
2990	Shannon Doyle			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. Companies you intend to 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 Reconnect35, to be fully studied and invested in.	See Comment #4

					<p>To the Staff of the Texas Department of Transportation:</p> <p>In writing to strongly support that TxDOT pursue the No Build option for the I-35 expansion for the following reasons.</p> <ul style="list-style-type: none"><li>• TxDOT's projected traffic growth and commuting times are exaggerated because commuters will change their driving patterns as alternatives become more available or favorable.</li><li>• Expanding the highway will not eliminate congestion due to increased demand.</li><li>• TxDOT can improve highway safety immediately by reducing the speed limits on the highway and access roads.</li><li>• The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect.</li><li>• The project would encourage the use of single-occupancy vehicles, promote other sprawl, and hinder progress toward needed goals of the Austin Climate and Equity Plan.</li><li>• 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.</li><li>• Widening the highway with the limited connectivity, currently in Modified Build Alternative 1, would perpetuate, expand, and worsen the demographic divide that began with the city's 1920s 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 temporarily undo the geographic division that began with the 1920s master plan. However, the downtown effort alone does not adequately address the wide spread east-west barriers that I-35 represents today. In fact, the planned expansion erects new barriers outside the downtown core. For example, State Street currently the only crossing in our area between Airport Blvd. and US-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.</li><li>• These neighborhoods and communities--North Loop, Regatta, Stokes, Highland, Mueller, Windsor Park, St. John's, and so many others--are precisely where lower and middle income residents have congregated in search of affordable housing in the new central city. We depend on adequate east-west corridors 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 with respect to I-35 will not come at the cost of these in our city and are the most vulnerable. Those who have been pushed out and forgotten. This would be an unfortunate repeat of mistakes of the past that make the highway as today.</li><li>• 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 authority 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 planning, speed limits, and scale to function seamlessly with our neighborhood grid. The addition of these overpasses will also address the multiple fatalities which have happened along our stretch of I-35, furthering the goal of Vision Zero -- the City of Austin's program to eliminate pedestrian fatalities on our roadways.</li><li>• 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 disabilities most personally and directly impacted by this project, we are willing to work with TxDOT on a more aspirational vision for this roadway. One that emphasizes the health and safety of the residents who live along its borders, one that makes space for an expanding new public transportation system, one that does not cement into the earth the fossil-fueled 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.</li><li>• 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.</li></ul>	See Comment #5
2991	Shannon May	3/7/2023	Email	Do not widen/no build		
2992	Shannon Peterson	1/13/2023	Email	General Support		
2993	Shannon Vaughan	2/7/2023	Email	General Support		
2994	Sharia Tyne	1/30/2023	McQuay Website Comment Form	Regional connectivity		
ID	C	R	De	R	d	o
2995	Sharon Baker	3/7/2023	Email	Do not widen/no build		
2996	Sharon Lynch			Do not widen/no build		
2997	Sharon Mackenzie	2/6/2023	Email	General Support		
2998	Sharon Tan	3/7/2023	Email	Do not widen/no build		
2999	Shawntel Brown			Do not widen/no build		
3000	Sheila Morris	2/6/2023	Phy sics I Co	Business/residential displacement		
3001	Sheila Morris	2/6/2023	Verbal Comment	Business/residential displacement		
3002	Sheila Pharis			Do not widen/no build		
3003	Shelby A. Shockey	2/6/2023	Email	General Support		
3004	Shelby Faye			Do not widen/no build		
3005	Shelley Garcia	1/31/2023	McQuay Website Comment Form	General Support		

3006	Shelly M					Do not widen/no 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 #5	
						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 (or an already hot enough city), and has adverse health impacts in the community.	See Comment #126	
						Community alternatives	PLEASE invest in a reimagined future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and Metro335, 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/no build	Hi, I'm Shelly 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 Orme					Do not widen/no build	Hello, Thank you for your consideration preserving the uniqueness that these businesses, such as West China Tea, bring our city.	See Comment #5	
						Business/residential displacement	I am opposed to the proposed expansion of I-35 due to the displacement of over 100 local businesses and the negative effects that would have on our communities here.	See Comment #21	
3009	Shelly Orme				Physician	Mitigation	As a continuum this plan needs more nature mitigation. To make up for the lack of climate smart proposals no more roadways could help mitigate the impact on our migratory monarch. Sand barriers can be dense vegetation.	See Comment #2358	
						Do not widen/no build	Overall I think this project is at best a band aid to our extreme transit issues and at worst a giant waste of taxpayer dollars that we will have to turn around and repeat in 10 years due to unprecedented population growth. Austin has several climate commitments to meet by 2030 and 2050 to be in compliance with the outdated culture of single passenger vehicle. A plan to improve mass transit and decrease sprawl would offer a climate smart solution to achieve our climate goals and avoid a waste of tax dollars.	See Comment #5	
						Air Quality/Noise	Please provide databoards. Environmental justice concerns should weigh more heavily in this decision. Displacing families and misallocating 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 comparing the GHG to prevent 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 unethical 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 in afterthought.	See Comment #34	
3010	Shelton J Sandakshwaj	1/25/2023		MyCupe Website-Comment Form		Do not widen/no build	I oppose I-35 expansion. More lanes will just cause more traffic and separate downtown from east austin.	See Comment #5	
3011	Shelly Dick	1/12/2023		Email		General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense 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	
3012	Sheryl Mackey			MyCupe Website-Comment Form		East/west connectivity	This is regarding the planned changes for I-35 between 290E and Hwy 71. I am very happy to hear the upper decks will be removed and the roadway will be lowered. However I think we are missing an amazing opportunity for better linkage between east and west.	See Comment #20	
						Bike/ped safety	If even a small portion of the below ground level could be a tunnel, then additional green space could be added above and it would be more inviting to pedestrians and bicyclists. Additional green space would also improve air quality.	See Comment #30	
3013	Sheryl Scott	3/6/2023		Email		General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense 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 38	
3014	Shikhar Shah					Do not widen/no build	Mobility35 Program Manager Tommy Kington. Hi I'm a resident of Central Austin, near UT Campus. I do NOT want I35 to be expanded in my city. Expansion of interstate highways NEVER solves anything. Stop making the same mistakes over and over again. Adding lanes DOES NOT help traffic congestion. There are countless studies and experiments and lessons from history that prove this. Expansion is a WASTE of money. Spend that money in a better way.	See Comment #5	
						Public transit/Multimodal transportation	Focus on public transportation. THREATEN solve traffic. We need to get people OFF the road, not give them more space ON it. Build a network of public transport so people don't need to use the road. We can use trains. We can use buses. We don't need more lanes. I hope my representatives do their damn job and REPRESENT ME as I wish to be represented. That's why they were voted in. The people don't want this. We want public transport. DONT EXPAND I35.	See Comment #13	
3015	Shon Shaban	3/1/2023		Email		Do not widen/no build	Mobility35 Program Manager Tommy Kington. We've seen what happens of cities that just allow the path of more lanes and more highways. We should not sacrifice what makes Austin great just to end up like these other cities that are disastrous for livability. We should be discussing forward thinking solutions to 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 local car roads an already stressed order. For being 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 all already deal with burdensome traffic. Expanding highways will secure our future to be sitting in traffic for decades to come. Do we really want to go down that road?	See Comment #5	
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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 Corridor design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8	
3017	Sabey Smith (San Austin Group)	1/4/2023		Email		Rebuttal to I-35	I will be going to reduce road during and after construction by redesignating SH 45 SE to SH 120 as I-35 for through traffic. The existing I-35 through Austin should be redesignated as I-295 for local traffic. Redesignation of I-29 was done during the rebuilding of I-35 through central San Antonio in the 1980s. Back then I-35 was not concurrent with I-20 but I-37 to reduce through traffic in construction lane. Sincerely, Sai 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	Serna Miranda					Do not widen/no build	Mobility35 Program Manager Tommy Kington. 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	Sime Carrillanes	1/29/2023		MyCupe 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 as set in on adding lanes to 35 when it is a known fact that adding lanes does not alleviate congestion when it actually worsens congestion over time? Why are we funding projects that only make the problem worse? We should be finding light rail, trains, and other forms of public transportation.	See Comment #18	
3020	Simon Hammarick	3/1/2023		VOH		Build/Formal	Widening I35 seems to be a solution from a playbook that's decades old at this point. It's disappointing to see a lack of creativity and outside the box thinking when it comes to solving I35's congestion. If this is indeed where things are heading though, it's interesting that the more lanes of traffic, Capacity 135 and allowing pedestrians to cross easily both help with the city and potentially offer space for further development. See the Capital Crossing/Third Street Tunnel project in Washington, D.C., for an example of how decking over highway lanes could work. (https://www.fhwa.dot.gov/pd/project_profiles/dc_naylor3_crossing.aspx)	See Comment #25	
3021	Steven Valencia			VOH		Do not widen/no build	Make I35 lowered highway or that section altogether and turn it into a boulevard, or a walkable space or a park. Anything except more lanes and wasting our taxpayers money in outdated solutions.	See Comment #5	
						Community alternatives	I believe the only options that really benefit the community and have proven benefits for quality of life around the world are those proposed by Metro335 and reconnected Austin, expanding the traffic capacity of I35 will provide no reprieve to traffic congestion in the long term. This has been proven over and over again Texas cities.	See Comment #4	
						Do not widen/no 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 property values alongside highways. People don't want highways as neighbors because living with a highway is awful. We all know it, yet TxDOT decides on harming the people of this city with its highway. The expansion plan is also perplexing because the traffic situation on I-35 is manageable as it is. I have lived and spent time all over the US, and I can confirm from experience what the data show traffic in Austin is just not that bad. See, e.g., https://enr.com/story/2022/04/traffic-ranking-list.	See Comment #5	

3022	Simon Wasmann		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 year thanks to the increased driving facilitated by phone use in cars, even hands-free, which has no protective impact, more pedestrians and cyclists run over by trucks as left-of-center lanes and more taxpayer-funded corporate giveaways to the fossil fuel and automobile industries. Please just consider doing the right thing for Texas and for Austin. You know as well as I do that the highway expansion is a purely political project. Will no one at TxDOT stand up for what is obviously in the public interest? In fact, listen.	See Comment #34
			Latent/Induced Demand	And the benefits of urban highways? None. Traffic worsens. We have 70 years of data now, consistently showing that urban highways and highway expansions do not reduce congestion. Put the highway away from the dense urban core. Duh. This is obvious.	See Comment #18
			Business/residential displacement	But there are better ways to move people around it that do not involve cutting a huge and 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. I35 should be rerouted around the roads, and	See Comment #21
			Public transit/Multimodal transportation	TxDOT should invest in mass transit and micro-mobility, to get people as many as possible off of roads. That is how you reduce traffic as population increases. We need density and automobile alternatives, and we need them ASAP. Yes, the region continues to grow, and it is important to plan for the local transit needs. I support that strongly.	See Comment #13
3023	Shirine Sadoun	MyCueX Website Comment Form	Do not widen/raise build	I live in Cherrywood, a neighborhood that is just east of I35 and my child attends Escuela del Arte on the I35 access road. This is just one of the reasons I oppose the expansion without a cap through downtown and past the university to Airport.	See Comment #5
			Business/residential displacement	The proposed plan will force Escuelita to close or relocate. Escuelita has been an institution in Austin for years and is a special part of Austin's community. Daycare centers have been hit hard by covid and now a worldwide crisis. Escuelita has had high teacher turnover for the past several years as many daycare have and the school is just now getting back on its feet after the incredible stress of the pandemic. Potentially closing down a daycare in Austin will have an enormous negative impact on hundreds of families. Daycare spots are hard to come by in central Austin and I remember the stress of not being sure if we'd have a spot when it was time to go back to work. Governor Abbott claims to want to support families with children in Texas but fails to support affordable daycare. Real estate in Austin is not cheap and Escuelita may have to shut its doors permanently.	See Comment #21
			Caps/Cut/Plazes	Failure to have a cap up through the Airport act will also serve to cut off Cherrywood and the neighborhoods further east from downtown and UT. A cap make it easier for many people to commute to work and reduce traffic. I know personally that a cap would allow my family to take to most 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.	See Comment #42
3024	Brian Duganetti		Do not widen/raise build	Mobility35 Program Manager Tommy Klingen. Please, for the love of god and logic and all that is good, do not expand the highway, do not increase the car demand and the car traffic.	See Comment #5
			Air quality/climate change	do not contribute to the destruction of the planet and the degradation of our city.	See Comment #18
			Community Alternatives	Please listen to the proposal from the Nefflinc organization.	See Comment #4
			Do not widen/raise build	A Real First Step The first step for a huge project as required by federal law is a purpose and need statement to justify what they already intend to do. The published "purpose and need" statement by TxDOT has one metric: seconds saved over long distances. When in reality, metrics of a community should be based on enhancing the quality of life. For instance, metrics could consider lives NOT lost in the I-35 corridor, property values NOT diminished by the noise pollution, intellectual development NOT compromised by pollution from I-35, housing and other economy NOT lost to widening and local highways, and most importantly, our environment a lifetime chance to do our part for global climate change in NOT lost. Land Use Compact, Connected, and Refined The segment of I-35 from the river to Airport Boulevard MUST be capped. The cap allows the reimagining 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 controlling 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 tax increment bond. That bond would be easily paid off in less than 20 years, and the investments would flow from the taxes forever. The tax base could provide for all forms of community enhancement: parks, playgrounds, schools, and Great Streets. Urban Design First All large-scale high impact projects should originate as urban design visions. Urban design visions require consideration of hundreds if not thousands of often competing issues. Traffic engineering on the other hand considers very few issues beyond saving time for a few drivers at the expense of many in the community. Traffic engineering is an integral part of urban design, but only one issue for consideration and only in the context of the universe of other issues.	See Comment #5
			Community alternatives	Missing The Point #1: THE US Report contained a number of great ideas, already recommended by RECONNECT AUSTIN. First, is the tax increment financing mechanism (TIF). - Second, is to expand the zone beyond the existing ROW where values range from \$0 dollars currently to billions in the future. - Third, use the expanded TIF zone over the existing Walker Creek TIF to pay off the original bond used to create the Walker Creek tunnel. However, there are a number of issues missing with the TxDOT/USL proposal. There is NO information at all regarding the structural systems 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. Missing The Point #2 TxDOT/USL's proposals make no mention at all for solutions to the enormous traffic disruption that will inevitably result from a decade of construction. There is NO plan for handling the problems that inevitably result in chaos. RECONNECT AUSTIN has a simple straight forward solution to mitigate the traffic problems resulting from the rebuild process. RECONNECT AUSTIN recommends following an earlier TxDOT proposal which was to switch designations between I-35 and SH130 and make SH130 free for the decade of construction. Among other issues not even mentioned by the TxDOT "alternatives", are air and noise pollution, climate change, safer speeds, vision zero, and flood mitigation. RECONNECT AUSTIN addresses all these issues and more. TxDOT only pays for service to pedestrians and bicycles 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 selection is	See Comment #4
			Parks	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, and then tell you that! Second, the cap or the so-called parks would be cut off from the city by TxDOT's "access roads" and associated wings. One of the most important threat parks in the U.S. 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".	See Comment #150
3025	Boydler Blank				
3025					



3026	Sincier Black			Reroute to I-30	There was a previous proposal by TxDOT itself to switch the designation between I-35 and SH 130. This would "leave it open to trucks 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 \$154 million dollars on a solution. Unfortunately, recent changes in climate indicate that the problems are much greater than assumed when that decision was made. The R econnected Austin concept includes keeping the floodwaters generated by I-35 within the freeway corridor in 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. TRANST Reconnected Austin offers the one and only opportunity to connect three counties by bus transit, right now and by rail transit in the future. If we fail to solve the greatest problem of congestion in this region, which is I-35, we will have clearly failed the future. The solution to our major congestion problem, I-35 is remarkably simple. As I-35 gets completely rebuilt, provide a clear path/right of way for buses which could easily be converted to a more efficient rail system in the future. That path through the central city from Airport Blvd to Ladybird Lake could be underground on the corridor of the current freeway using stations previously created for commuter buses.	See Comment #4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
				Do not widen/no build	Seven Steps to a Prosperous Future for Austin & Central Texas Proposed by Sincier Black Feb Following is a list of the elements that would improve the overall design of a reinvented I-35 corridor. These seven steps are a response to TxDOT's stated request "What would you recommend to improve the design?" 1. Sink the main lanes from south of Mally St. to the north of Airport Blvd. in a narrower ROW of 204 ft. 2. Combine the frontage roads into one 2-way, two-lane boulevard and place it directly above the main lanes below. Remove all truck traffic from the urban core to SH130. NOTE: This was recommended by a previous TxDOT study. 3. Provide two "collector-distributor lanes" below grade to replace high-speed ramps and the frontage roads that do more to divide the city than anything else. The inside lane becomes a "typical" lane as needed. The outside lane leads directly to "portal ramps". 4. Provide portal ramps to and from all major east/west existing streets. The ramps are in two segments. First, a short ramp that rises +/- halfway to the surface to a right-hand turn to another ramp that rises to the street level. The second ramp sets to the existing east/west street about one-half a block away from the boulevard much like typical entrance/exit movements in an underground parking garage. 5. "Future proof" the corridor by providing a 70 ft. median at grade as a linear park and an "urban forest" to fight global warming. Below grade is a 70 ft. median to be used for parking, emergency vehicles, and north and south rail corridors in the future. The ever-growing problem of congestion in the 3 counties of Central Texas can only be solved by a total commitment to	See Comment #5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
3027	Sincier Black			Do not widen/no 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 way to present-day big data modeling projections. The failures continue in the complete absence of any attempt to meaningfully address environmental concerns, including air pollution, noise pollution, and climate change. Even "safety concerns" are used as an excuse to widen all roads, but there is never any evidence of achieved safety, only wider roads with cars traveling at increased speeds, and continued unacceptably high rates of deaths and serious injuries on highways. This is outdated geometry required by federal policy and engineers that prioritize speed over human life. This outdated geometry includes total isolation of the highway in order to maintain high speeds, super long high-speed ramps, and frontage roads. This is clearly the formula DOT uses, which works ONLY for car traffic with total disregard for the city and its citizens. Imagine a different geometry that buries the main lanes and the frontage roads and transforms the land consumed by the frontage roads to create a boulevard directly on the cap in the same footprint. By doing this, two kinds of truly safe access are created: 1. The boulevard used for short, local trips, creates a typical city experience. 2. The portal ramps are used to enter and exit below ground. The shorter ramps reduce speeds overall by using lower speed collector-distributor (CD) lanes and create a safe entry/exit experience. To fully understand "THE BARREN STREET" one only needs to look at the existing highway system and notice the number of layers of barriers: 1. The long high-speed ramps that cut the city off from any east/west connections. 2. The frontage roads are also a significant barrier, even where there are no ramps.	See Comment #5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
3028	Sincier 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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
				Community Engagement	After much anticipation, citizens of Austin were looking for an opportunity to have questions and comments answered at what is said to be one of the last public engagement sessions with TxDOT. Yet, we were presented with a pre-recorded propaganda piece simply stating the obvious was supposed to be a public engagement where TxDOT communicated with the community and was available to answer questions. Yet, no one was present to do any of this. Where is the community involvement at this crucial point in the process?	See comment #320																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
				General information request	My comment is regarding the consulting firm that was hired by the City of Austin to collaborate with TxDOT on the I-35 corridor. We have heard nothing from this world-class consulting firm. What is their input on the alternatives proposed? Why hasn't the community heard from them?	General information request																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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3031	Sincilar Black			Do not widen/no build	<p>How Much of Your Tax Money Can TxDOT Waste with Their Bad Ideas? Written by Sincilar Black F&amp;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 good things came out of this effort, including a recommendation by ULI to implement a TP zone over the R09 and adjacent land.</p> <p>In 2021, The Texas Transportation Institute (TTI) studied other caps in Texas to calculate the actual cost of constructing a cap, finding that current caps in Texas cost \$375.00/eq. ft.</p> <p>In 2022, TxDOT created Modified Alternative 3, their version of a "boulder" by combining the East/West frontage roads. In that Alternative, they have located a two-way frontage road on the west side of the ROW, raising numerous serious questions:</p> <ol style="list-style-type: none"><li>1. Where are flyovers placed, and how will one move from the boulevard on the west side to East Austin?</li><li>2. Why is the "boulder" not placed on top of the cap, directly over the main lanes? This configuration would not require any additional ROW. By placing the frontage road "boulder" on land, rather than on the cap, TxDOT is removing the City's ability to maximize development potential on land that is worth as much as \$1,000/eq. ft. (the value of recent land transactions nearby).</li><li>3. Why would any entity choose to turn developed land at a value of \$1,000/eq. ft. into a frontage road "boulder", when it has been clearly shown that any "boulder" could be placed on a cap, created for a fraction of the cost at \$375/eq. ft.?</li></ol>	See Comment #5			
					<p>Traffic During I-35 Construction: Seven Steps Proposed By Sincilar Black F&amp;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> <p>6. Demolish the temporary feeder/access roads and return that land to the city of Austin.</p>	See Comment #5			
					Community alternatives	<p>Reconnect Austin, the community-generated alternative on the other hand has an interim solution for the inevitable disruption as follows: 2. Widen the frontage roads to 4 or 5 lanes with no connection to the elevated, only a few turnarounds to access the other side.</p> <p>3. Demolish the elevated highway and rebuild all utility systems and flood tunnels to the lake.</p>	See Comment #4		
					Bike/ped safety	<p>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".</p>	See Comment #30		
					Caps/loop phases	<p>5. Construct the at-grade cap, the "boulder" with connections to the existing East/West city streets that serve as the regional access/distribution system.</p>	See Comment #42		
					East/West Connectivity	<p>4. Rebuild the main lanes below grade quickly with direct connect portals to the East/West exit.</p>	See Comment #20		
				Rebuild to I-30	<p>2. Follow through on TxDOT's proposal made years ago to switch the designation on I-35 and SH130 requiring trucks to use SH130 toll-free.</p>	See Comment #3			
3032	Sincilar Black	3/1/2023	Enval	Do not widen/no build	<p>As the community has previously expressed on many occasions, the I-35 rebuild needs to be "No Wider, No Higher."</p> <p>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.</p> <p>Hogarth, Sincilar</p>	See Comment #5			
3033	Sincilar Black			Community alternatives	<p>DEFENDING A COMMUNITY-CREATED ALTERNATIVE</p> <p>Short paragraphs to describe the problem &amp; opportunity to reinvent I-35 Proposed by Sincilar Black</p> <p>Failed Public Policy</p> <p>Purpose: In need is a formal statement taken into the federal policy of the Department of Transportation (DOT). The statement is used to justify every highway project placed into the project list. This statement always says the same thing, "this highway has problems, and we need to fix them." The answer then is obvious, at least to them. I.e., just spend billions of taxpayer dollars to cure problems their agency created in the past by rebuilding the highway and widening it. The world's best example of the failure of this concept is the Katy Freeway in Houston. Now TxDOT Austin wants to repeat that disaster in the I-35 corridor. The project will have become a project treatment.... rebuild and widen again and again. Remember the famous truism, "there is no problem any city in the world has that is not the direct result of failed public policy."</p> <p>Citizens Purpose and Need</p> <p>PURPOSE: remove the physical, social, economic, and racial barrier that has been the tragic legacy of I-35 since its construction.</p> <p>NEED: to integrate the I-35 corridor into the city fabric, reconnect Austin and create billions in lost land.</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/no build	<p>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.</p> <p>Hogarth, Sincilar Black F&amp;A</p>	See Comment #5;			
				Do not widen/no build	<p>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.</p>	See Comment #5;			
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3034	Sincilar Black	3/6/2023	Enval	Community alternatives	<p>Reconnect Austin hopes to create a turn-around 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.</p> <p>Hogarth, Sincilar</p>	See Comment #4			
				Do not widen/no build	<p>TxDOT relies even today on 50-year-old diagrams, lack of information and misinformation.</p> <p>Hogarth,</p>	See Comment #5;			
				Air quality/climate change	<p>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.</p> <p>Hogarth,</p>	See Comment #28			
				Do not widen/no build	<p>Since TxDOT is determined to ruin 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:</p> <ul style="list-style-type: none"><li>* A blue ribbon citizen group be appointed with no involvement whatsoever by TxDOT or the City's corridor office.</li><li>* The world class consultant team hired to advise the council on the best possible solution to the reinvention of the I-35 corridor that to date has been bottled up by city bureaucrats, needs to be heard. It would be a crime to proceed without their full attention and expertise.</li></ul>	See Comment #5;			
				Community alternatives	<ul style="list-style-type: none"><li>* The citizen group made up of technical, knowledgeable professionals collaborates with the world class consulting team (ARUP) until an acceptable community alternative is defined.</li></ul> <p>Hogarth, Sincilar Black F&amp;A</p>	See Comment #4			

3035	Sincier Black			Do not widen/ no build	<p>TxDOT uses our very own taxes to pay for their very own unnecessary project to double down and widen on their very own mistakes from the past. Who's shoulders are they placing it on now? Are the taxpayers expected to sit back and accept the wrongness of this failure/state agency? Have you ever heard the phrase, "adding insult to injury"? Regards, Sincier Black F&amp;A</p>	See Comment #5;
				Public transit/Multimodal transportation	<p>Email Casey Meyer and Council. As you are well aware, TxDOT refuses to consider paying for a full cap, or any cap for that matter. This raises the central question: if the city has to pay for it, where does the money come from? The obvious answer is tax increment finance. This form of public finance is referred to as "tax for financing." With that for financing, the city is allowed to invest in the infrastructure for economic development. Austin has been limited in the amount of projects like the TIF/TFR in the past. It has been used for several infrastructure projects such as: Mueller Airport Redevelopment, Walker Creek, and Seaholm Power Plant. However, cities like Houston and Chicago, and even our neighboring city San Antonio are interested in pursuing utilizing a TIF zone to enhance their city's tax base.</p>	See Comment #5;
				Community alternatives	<p>I've attached several interesting and informational resources (The POPs is located in the public hearing summary, appendix F) that could be helpful in learning more about these zones and how to utilize them properly. Not only could a TIF/TIF zone be a great source of economic development for the city but also the capping of the I-35 corridor would enhance the quality of life for Austinites for years to come. Regards, Sincier Black F&amp;A</p>	See Comment #4
				Do not widen/no build	<p>To whom it may concern, The location of the urban boulevard directly above and in the same ROW as the surface lanes prior the incorporation of CD lanes with the underground highway creates 4 low-speed access roads as opposed to the 2 high-speed dangerous access roads present. Regards, Sincier</p>	See Comment #5
				Public transit/Multimodal transportation	<p>Only building on the land presently needed by the current access roads has been suggested.</p>	See Comment #13
				Community alternatives	<p>There are no community alternative suggestions for building on top of the underground highway, just for clarification.</p>	See Comment #4
3036	Sio			Bike/ped safety	<p>TxDOT Commissioners, Staff, and Consultants: I am an El Paso resident who travels frequently to Austin for business. I have spent 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. Sio Nigron El Paso, Texas</p>	See Comment #30
				Multimodal transportation	<p>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 coordinate a network of roads and streets that can accommodate motorized and human powered wheels, walking, and fixed transit. Thus far, I-35 planning has followed the previous century's roadbuilding model instead of creating a new model.</p>	See Comment #20
3037	Sky Costello			Do not widen/no build	<p>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 arrive again be just as congested within a few years. This is a waste of resources. Expanding I-35 through our city is a terrible legacy to leave our kids.</p>	See Comment #5
				Community Alternatives	<p>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 encouraging some of the existing ROW for residential and commercial development.</p>	See Comment #4
				Air Quality/Toxic	<p>I do not want to travel through Austin on noisy, congested, polluting highways.</p>	See Comment #34
				Bike/ped safety	<p>I want to travel through Austin on safe, pleasant, walkable and bikeable streets.</p>	See Comment #30
3038	Steen McLean	3/1/2023	Email	Widening	<p>I respectfully request that TxDOT must mitigate traffic for the proposed 4-lane State Street extension to Whitestone Blvd, which will increase traffic through the neighborhood significantly, being used as a cut-through to Airport Blvd in a 200% residential area. I request a signal at that intersection that would require a left hand turn and route people directly to Airport Blvd, within seconds. Thank you, Steen McLean Susan Abigail Steen McLean "Always into your colors." Grammy</p>	See Comment #9
3039	Sula Shaper	3/7/2023	Email	Multimodal transportation	<p>Mobility35 Program Manager Tommy Aragon. The I-35 expansion would be devastating for the future of our city. It will hurt the environment and it won't actually reduce traffic. Please help us create a plan that actually would help increase public transportation, walkability, and livability of our city and don't make the mistake of other highway expansion projects.</p>	See Comment #20
3040	Sophia Benner			Do not widen/no build	<p>Mobility35 Program Manager Tommy Aragon. 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 in ReThink35. 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.</p>	See Comment #5;
				Public transit/Multimodal transportation	<p>As my state department of transportation, I imagine that you start thinking in sterility transit, whether it is a state of the art bus rapid transit on existing asphalt roads or high speed rail.</p>	See Comment #13
3041	Sophia Benner		McClure Website Comment Form	Do not widen/no build	<p>Please do not expand the highway. We've known for decades widening roads induces demand. With the amount of money the HDS proposal will cost you could invest in transportation for a better future.</p>	See Comment #9
				Public transit/Multimodal transportation	<p>State of the art bus rapid transit. High speed rail. This is what our state leaders should propose.</p>	See Comment #13
3042	Sophia Newell	2/6/2023	Email	General Support	<p>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 annually 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, I am writing today to 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
3043	Soreya Stronauan		McClure Website Comment Form	General support	<p>This is my comment about Proposed Alternative 3 to the I-35 capital area expansion. I live 500 feet west of the current double deck 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.</p>	See Comment #6
				Carpool/bike plazas	<p>In order to further provide support towards a less car-dependent metro, it is essential that TxDOT provide for car/bike decks in the North Central region, from Mueller Road to Airport Blvd. There are so many vibrant neighborhood businesses, residents who rely on all grade crossings, and community life to be shared in these areas. Providing a deck with crossings is much safer, both from a traffic safety and a public safety standpoint, than a tunnel for pedestrian crossings.</p>	See Comment #42
3044	Benner Doran			Do not widen/no build	<p>Mobility35 Program Manager Tommy Aragon. I am a resident of Austin and oppose any expansion of I-35 and all expansion plans run counter to the City of Austin's many goals and strategies to protect people and the environment.</p>	See Comment #9
				Community Alternatives	<p>The ReThink35 plan is the most logical of all alternatives aside from TxDOT taking no action.</p>	See Comment #4
3045	St. George's Church	3/7/2023	Email	Do not widen/no build	<p>Mobility35 Program Manager Tommy Aragon. Please do not expand I-35. The I-35 expansion through an urban setting 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 valuable retail and commercial space. Once again, please consider not expanding the I-35 corridor.</p>	See Comment #5
3046	St. George's Church	2/9/2023	Phisica I.Ds	Advertisement	<p>Impact - closing Ardenwood removing traffic through neighborhood North bound traffic from church will go south to 38 1/2 or turn left on airport (no traffic light). There are 171 students plus staff coming to St George each morning and evening. Sunday services will be affected in similar ways.</p>	<p>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.</p>

3047	Stacey Dunn	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 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. Stacey Dunn, Stacey Dunn Senior Vice President, Residential Operations Manager Heritage The Company of Austin, Inc.</p> <p><b>4th Street - South Austin</b> 2023.12.18.7102 - HeritageTheCompany.com - I have been told that I-35 is a congested road &amp; that by vote TxDOT, Heritage The Company must send W&amp;E instructions by email and email only. We understand TxDOT cannot consider any communication to change them as fraudulent. Please call your cloning team to confirm the W&amp;E instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage 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 or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend cloning, please contact your account manager to arrange a remote cloning option. Cloning associated with a remote cloning 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 clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you or email. 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] Please delete this email, and destroy all copies and any attachments. Thank you for your consideration.</p>	See Comment #6		
3048	Stacy Shanley	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 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.</p>	See Comment #6		
3049	Stacy Amijo	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 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. Stacy Amijo, #60 Leander Avenue, #6 Austin, Texas 78711.</p> <p>This email is intended only for the person or entity to which it is addressed and may contain information that is confidential or otherwise protected from disclosure. Dissemination, distribution or copying of this communication (or the information herein) by anyone other than the intended recipient, or an employee or agent responsible for delivering the message to the intended recipient, is prohibited.</p>	See Comment #6		
3050	Boley Evans			Do not widen/no build	<p>Multi355 Program Manager Tommy Alving.</p> <p>I've lived in Austin for over 20 years and I've grown up in Houston. I chose to leave back here in this city because I realized there to give us a place with less crime and more art, more diversity. When we go down roads here we did so believing that Austin would grow smarter, grow better. Everything we value in this city is at risk right now because it's clear we are at capacity in regard to roads.</p> <p>Let me be clear -- I'm not against it. I love the energy, culture, food and diversity of our urban environment. After college I lived in Boston briefly, and I can honestly say that expansion changed my life. The 7 months I lived without a car and did not own a car led, I never having a car in Boston would be cost prohibitive and inconvenient. If the state of Massachusetts built out modern buildings in Boston to build a 200 lane highway, we'd think we were insane. Yet someone thinking about doing it Austin makes sense? This would be a step backward for a city that has garnered a reputation the world over as a progressive, educated city. Ask the people of Houston if widening their highways alleviated their traffic problems. Expanding I-35 would send a message to potential investors the world over that Austin is stuck in the past and does not care about the environment. Nothing could be further from the truth. I know the relationship between the state and its capital city can be contentious at times, but Austin is your MVP--don't cut off your nose despite your face. Let's redirect business traffic to I-30, we need to be figuring out how to keep pedestrians on the streets in Austin safe--not catering to the whims of people who are passing through in their cars. Reduce parking spaces. December 2020 I know what I'd do if that happened? I'd let a park employee near where I'd take the bus or the train--especially if I'd be dropped off there than I can ever park. Let's not screw this up--I do not know anyone who wants this expansion to happen.</p> <p>Thank you.</p>	See Comment #5		
3051	Stefan Jakimowski	2/11/2023	VOH	General Support	<p>I support that I-35 Capital express central project. The congestion I-35 will put some work at all the people moving to Austin. Please move forward with this project as it would significantly improve commute times.</p>	See Comment #6		
3052	Stefan Roth	3/7/2023	Email	Do not widen/no build	<p>Re TxDOT TxDOT.</p> <p>Bigger roads doesn't solve infrastructure problem we need a highway or loop like Houston San Antonio or Dallas. And NOT make one road wider in hopes it will fix the traffic scenario a experience in this city!</p>	See Comment #5		
3053	Stefan Smider	2/8/2023	Hey she I do not see	Do not widen/no build	<p>Thank you for organizing the feedback session at Millennium Complex. I do appreciate the addition of pedestrian crossing between 51st and 222nd, as despite a number of people have died attempting to cross I-35 on foot in that area. 2. The proposed traffic crossing on express under I-35 looks similar to what I saw in Denver, where cars cross in front of oncoming traffic. This is always scary as we as a driver, not a fan of this. 3. The tunnels under airport that for pedestrian crossing are very troubling. This entire area is dangerous already because of homeless camp / meth / illegal drug use (disposed needles are a common sight). This would become another such area, making the area even more dangerous. 4. Traffic volume on I-35 has not increased over 2.2% in the last 20 years. Therefore, I seems hard to justify the expansion of I-35 to this degree.</p>	See Comment #5		
3054	Stefania	2/5/2023	McClure Website Comment Form	Capt's Check Phase	<p>There needs to be Days in the area from 6th street to Riverside. There is so much current walking traffic from east to west going to Ranney street, Lady Bird lake, 6th street, etc. The park space would make it more enjoyable and accessible and similar to a other park on the west side of town.</p>	See Comment #42		
3055	Stefania Buland	3/1/2023	Email	Do not widen/no build	<p>Multi355 Program Manager Tommy Alving.</p> <p>Please listen to the people of your city of Austin and everyone taking the time and concern to write to you. I oppose I-35 expansion, please help increase transit ridership instead of more traffic and other problems!</p>	See Comment #5		
3056	Stefania Taylor	2/14/2023	McClure Website Comment Form	Business/residential displacement	<p>Do not expand I-35 north of 45th street! It is detrimental to several small businesses that are vital to the community.</p>	See Comment #21		
3057	Stephanie Baeon	3/7/2023	Email	Do not widen/No Build	<p>Dear I-35 Capital Express Central.</p> <p>Re I-35 Capital Express Central. Draft Environmental Impact Statement</p> <p>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 inextricably 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 ADAM Transportation Institute congestion methodology.</p> <p>The Texas Transportation Commission Minutes Draft L15462 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 this project is set target to zero deaths to half a completely deadly and within TxDOT's grasp, based upon the design of the facility and various changes that would result from comprehensive having the goal as the top purpose and need of this project.</p> <p>No project should result in moving 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. Then 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		
3058	Stephanie Belt	3/7/2023	Email	Do not widen/no build	<p>Multi355 Program Manager Tommy Alving.</p> <p>Re: to Whomver this may concern.</p> <p>I've been in Austin, Texas and I STRONGLY oppose TxDOT's plans for I-35. I do NOT support it's expansion. What I am in favor of is the Multi355 proposal, a boulevard that goes through Austin, and of course a PUBLIC TRANSIT FIRST project. TxDOT is making so many mistakes when it comes to this issue, it doesn't consider induced demand, the impacts of construction, ALL HIGHWAY EXPANSIONS END FAILING, and the model of traffic is completely flawed. I used to live in Katy and all the expansion did was worsen the traffic and others' safety. I DO NOT want to see an interstate highway to travel within Austin limits. This will cut off the access to Austin. I pay PLTNTY of taxes and expect the people at TxDOT, Austin City Council and others to stand up for what I believe is right.</p>	See Comment #5		
3059	Stephanie Borel			Do not widen/no build	<p>Multi355 Program Manager Tommy Alving.</p> <p>Re: to Whomver this may concern.</p> <p>I've been in Austin, Texas and I STRONGLY oppose TxDOT's plans for I-35. I do NOT support it's expansion. What I am in favor of is the Multi355 proposal, a boulevard that goes through Austin, and of course a PUBLIC TRANSIT FIRST project. TxDOT is making so many mistakes when it comes to this issue, it doesn't consider induced demand, the impacts of construction, ALL HIGHWAY EXPANSIONS END FAILING, and the model of traffic is completely flawed. I used to live in Katy and all the expansion did was worsen the traffic and others' safety. I DO NOT want to see an interstate highway to travel within Austin limits. This will cut off the access to Austin. I pay PLTNTY of taxes and expect the people at TxDOT, Austin City Council and others to stand up for what I believe is right.</p>	See Comment #5		
3060	Stephanie Charan			Public transit/Multimodal transportation	<p>In conclusion, I urge you to reconsider the proposal for expanding I-35 highway in Austin. We need to prioritize the well-being of our communities, invest in sustainable transportation solutions, and find ways to reduce our reliance on cars. I hope that you will take my concerns seriously and make the right decision for the people of Austin.</p>	See Comment #13		
3060	Stephanie Charan			Do not widen/no build	<p>Multi355 Program Manager Tommy Alving.</p> <p>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 road, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions DON'T work.</p>	See Comment #5		
3061	Stephanie Charan			Air quality	<p>The worst congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.</p>	See Comment #508		
3061	Stephanie Charan			Reserve to I-35	<p>I get as annoyed by 35 already bc of the construction don't add more and ruin Austin! I expect TxDOT, Austin City Council, and other representatives to stand up for me.</p>	See Comment #3		
3061	Stephanie Charan	2/11/2023	McClure Website Comment Form	Public transit/Multimodal transportation	<p>We need better public transportation in Texas.</p>	See Comment #13		
3062	Stephanie Hall	3/7/2023	Email	Multimodal transportation	<p>Multi355 Program Manager Tommy Alving.</p> <p>While traffic is bad, that's only make it worse. With construction already causing delays between San Marcos and SA I can only imagine what further expansion will do. The I-35 corridor will never be wide enough for the populations of SA and Austin and Dallas area. We need to bring long term public transportation and reliable metros between these city hubs.</p>	See Comment #20		
3063	Stephanie Johnson			Do not widen/no build	<p>Re TxDOT TxDOT.</p> <p>Re: to Whomver this may concern.</p> <p>I strongly oppose expanding 35. This proposed project will worsen pollution, not make travel around Austin any safer, and it will serve to discourage the use of mass transit, which is what Austin REALLY needs. Stop contributing to climate change. The massive amount of hard surfaces will create hot spots where what we actually need are more green spots.</p>	See Comment #5		
3064	Stephanie L Russell	2/8/2023	Email	General Support	<p>You need to consider alternatives to this plan, like Reconnected Austin. Interstate Highways should never go through a town, especially bisecting it.</p>	See Comment #4		
3064	Stephanie L Russell	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 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.</p>	See Comment #6		
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3065	Stephanie Mademore				Do not widen/no build	<p>Neighborhoods Program Manager Tommy Alving.</p> <p>My name is Stephanie Mademore and I am a resident of City Council District 1 in Austin, TX. I'm writing because I deeply oppose the current plan for the TxDOT expansion of I-35 through downtown Austin. Addressing the congestion issue first, I do not think that expanding the highway to support more individual vehicles is helpful to any part of the city other than the highway itself. Sure, you might reduce some congestion from those 20 lanes once they are constructed but let's not ignore the extreme congestion that a construction project will create in the existing conditions for the entire time that the expansion is under way—multiple years! but it will be 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
					Racial justice	<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 REDUCES to not agree that it is in any way a solution to the road problems caused by the highway in this city. Next, and what I find to be the more offensive aspect of this expansion's proposal, the suggestion that this expansion will in any way have a positive impact on minority communities who were segregated from the rest of the city when I-35 was initially constructed is absolutely laughable. The City of Austin's web page goes into this topic in an entire paragraph about how terrible this construction was to non-white communities and how highway infrastructure is a physical barrier of segregation today. Texas, immediately after stating this, it is proposed that this barrier is to become far larger and more visibly present in our city! And this is meant to be a solution to this shameful part of our city's history? Absolutely abhorrent. This is not a solution, and it is an active continuation of issues that are knowingly being addressed even in the proposals stating that it is supposed to be helpful.</p> <p>Please do not move forward with this expansion, I 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.</p> <p>Thank you for your time and your consideration.</p>	See Comment #3
					Community alternatives	<p>A better solution would be to pour more of these funds into redirecting non-local and passively traffic out of the heart of the city (similar to what is proposed in the Return 35 proposal)</p>	See Comment #4
					Public transit/Multimodal transportation	<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 incorporate 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		4/22/2023	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.</p> <p>Central Texas Regions Bar   Commercial Building   100 Congress Avenue, Suite 1700 Austin, Texas 78701</p> <p>These reply with "unreadable" in the subject line. The information presented is not an offer or contract, is subject to agreement, the terms of which govern and control. Please refer, as applicable, to the pertinent pricing schedule, customer agreement, and/or disclosure for additional details or pricing. All products/services are subject to terms and conditions and may be subject to qualification requirements, credit approval, fees, and change. Internal Use</p>	See Comment #6
3068	Stephanie Bauman		My Day in My Neighborhood	Multimodal transportation		<p>This plan is harmful to a lot of Austin. The city needs to build a solution that encourages car use, encourages public transportation, and doesn't take away homes and businesses.</p>	See Comment #20
				East/West Connectivity		<p>Bring together the east and west parts of town:</p>	See Comment #20
3069	Stephanie Thomas	2/11/2023	MyCity's Website - Comment Form	Do not widen/no build		<p>Please do not expand north of 45th street.</p>	See Comment #5
3070	Stephen Badell	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>Stephen Badell</p>	See Comment #6
3071	Stephen Badell	3/7/2023	MyCity's 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.</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
3072	Stephen Brich	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 Central design as proposed by TxDOT. Thank you for your consideration of this request.</p>	See Comment #6
3073	Stephen Duke				Do not widen/no build	<p>Neighborhoods Program Manager Tommy Alving.</p> <p>I am a resident and homeowner in Austin, and I live right off I-35 at E 51st street. As someone who wakes up every morning to the sound of cars 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've seen firsthand how the expansion of I-10 in Houston led to even longer commutes, more lane changes, and/or without alleviating traffic in any meaningful way. The process by which TxDOT has approached this project for I-35 has been flawed from the start, and it has ignored very significant concerns from the community. I'm deeply concerned about construction and traffic noise (which will directly affect me and my family for YEARS to come). I'm concerned that TxDOT has ignored the business of Katy, and the principles of Induced Demand by using flawed analysis of the traffic impacts of this project. I'm concerned about the destruction of businesses that are integral job-creators in my community. And I'm concerned about the connectivity and safety of alternative modes of transportation across the I-35 corridor.</p> <p>Texas has the opportunity to lead the nation, not just the world in building a community that provides transportation options for everyone from long-haul truckers, to commuters, to families riding bicycles or walking in their own neighborhoods, but I-35 expansion is not the best solution.</p> <p>I don't want to merge onto a massive interstate highway to make long 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, Texas residents who take the highway to make more risky merges at high speeds, more traffic on 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 repaved 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, 10 years of construction for almost nothing is a waste of my life today, 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 ways, 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 backwards by trying the same playbook that's failed time and time again.</p>	See Comment #5
					Re-route to I-30	<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 the I-35 freeway is a very risky move proposed by the city and is not considerate of the well-being of the city's integral business owners and residents alike. I plan you to refrain from expanding the freeway and risking businesses like West China Tea from being forced to relocate.</p> <p>If I-35 expansion is essential we must provide complete suitable relocation of those affected by the expansion. West China Tea house is a sanctuary and a place of solace for our community. It is quite essential.</p>	See Comment #21
3075	Stephen Gonzalez		VOH	Do not widen/no build		<p>This contemplated expansion is BEYOND REDICULOUS! There's a perfectly good highway that sits well below capacity. At the very least re-route ramps over three.</p> <p>I will be contacting the Department of Transportation and Public Buildings office with these concerns as well.</p>	See Comment #5
				Racial justice		<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
				Re-route to I-30		<p>The highway should be REDIRECTED outside of Austin to take the place of I-30.</p>	See Comment
3076	Stephen Graham			Do not widen/no build		<p>Hi TxDOT TxDOT,</p> <p>Hi, our family has lived in Austin since 1970 and we've seen the degrading impact of encouraging too many cars and jammed SUVs to take over our streets.</p> <p>These are our tax dollars being spent, and we would like them spent on things that improve Austin not damage it.</p>	See Comment #9
				Latent/Induced Demand		<p>It seems well established that widening highways in the fight against congestion does not work well. It just encourages more use of cars for every little errand, and those cars end up clogging not only the trucks on I-35 but our residential streets even more.</p>	See Comment #18
				Community Alternatives		<p>Please abandon plans to widen I-35 and review the community proposed alternatives instead, such as Reconnect Austin and Return35.</p>	See Comment #4
				Speed Limit/Limit		<p>The kids can't even ride their bikes any more for all the speeding heavy vehicles. We also need citywide 25 mph speed limits on surface streets.</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.</p> <p>Stephen Jeffrey</p> <p>Sent from my iPhone, please excuse any typos</p>	See Comment #6
3078	Stephen Pylor	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.</p> <p>Sent from Mail for Windows</p>	See Comment #6
3079	Stephen Rusa			Do not widen/no build		<p>Neighborhoods Program Manager Tommy Alving.</p> <p>Our family strongly opposes 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
				Business/residential displacement		<p>All evidence shows that the current plans for expansion will only increase crime, transient population, pollution, displacement of long time residents, and cause more congestion and traffic.</p> <p>Furrowing 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

3080	Stephen Truiano				Do not widen/ho build	To whom it may concern, I'm a passionate citizen of this city and I deeply care about its well-being. If this goes through, you'll all not in hell.	See Comment #5
					Racer justice	Expanding a historically racist interstate that cuts directly through our city has no benefits whatsoever, will waste taxpayer dollars and cause more harm than good.	See Comment #5
					Lanes/Induced Demand	It's been proven for decades now that expanding highways does not alleviate traffic and only makes it worse. It entices people to drive instead of taking public transit, taking out walking and you're just going to end up keeping adding lanes to stimulate more traffic. To an endless cycle that you can explain to a child and to a concept that they are easily understood. What does that say about your intellect?	See Comment #18
					Air quality/noise	I'm clearly wasting my time here... TxDOT is going to do this anyways and we're going to be the ones who suffer. You won't listen. You never listen. You're the ones who will be responsible for more deaths on the road, more pollution in our city and more tax dollars wasted.	See Comment #34
3081	Stephanie Martin	3/7/2023	Email		Do Not Widen/No Build	Modis35 Program Manager Tommy Krogan, bad idea	See Comment #5
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3082	Steve Antkowiak	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
						Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8
3083	Steve Burt				Do Not Widen/No Build	Modis35 Program Manager Tommy Krogan, THE PROBLEM Interstate 35 was needed to pass through the Heart of Austin, rather than around it, in a great mistake of 1950s-era federal planning. This it chosen route took homes and businesses, splitting the urban fabric with far-reaching and long-lasting negative impacts. This bad decision reinforced and amplified segregation, separating the white west side from impoverished minority neighborhoods of East Austin. Then the State Highway department TxDOT further compounded this mistake with a damaging design: The "Variable Deceleration" portion of I-35 is not merely an expense. For the driver, "high-speed through lanes" become mere merging lanes at the ends of the elevated bridge sections. This slows traffic, risks collisions, and endangers lives. Induced and uninduced property loss along with the elevated portion of I-35 is a reimagined stretch of its original design, which a rebuilt I-35 can correct. Fringe roads make use of valuable space that otherwise could become freeway lanes, transit space, or housing, higher education, and businesses. Fringe roads are not the only way to supply freeway access—49 states make a much more sparing use of them than Texas. SR230 and Major Road 1 are local examples showing how highways can be built without continuous fringe roads. The downtown Heart of Austin—in the Heart of Texas—suffers from congestive failure. Stalled traffic stretches for miles most hours of the day, with the arteries feeding into the heart blocked up as well. The proposed TxDOT redesign of I-35 is expected to cure these problems. Not hearing from the past, TxDOT now proposes a cure that is worse than the disease—a 20-lane, multi-lane state boulevard. SOLUTIONS • The Heart of Texas Needs a Bypass. The first priority, offering greatest relief at least cost, is to divert inter-regional traffic around Austin. SR 130 should be rerouted and designated as the I-35 Austin Bypass. The corridor should be split into I-35 A, Austin and I-35 B Bypass. This can be achieved by through travel on the B position, with interchanges configured to be more convenient to go around the city. This can reduce up to 20 percent of current vehicle traffic in central Austin. Next, especially heavy truck traffic, because of disproportionate impacts, should be required to go around the city. To help ease barriers between east and west, and to repair the torn urban fabric, TxDOT needs to replace today's freeway with a ground level boulevard set in a new urban district. • Avoid Competitive Heart Failure—Reduce Traffic For Heart. While misleadingly touted as "reducing traffic," freeway expansions in fact do no such thing. New capacity begins new traffic. The freeway becomes as congested as it was before with "induced traffic." To counter this tendency, there must be meaningful transit, multimodal efforts at demand reduction paired with any increases in new capacity. It's not enough for TxDOT to build "express lanes" on I-35 without a dedicated funding stream to run transit lines and coordinate efforts to use the links. The pandemic proved that most commerce could occur without commuting. Office jobs, retail, retail, and entertainment were all shifted on-line massively. We need to utilize voluntary ways to do this now, without the trauma and forced isolation of covid. To be serious, such initiatives must be funded and planned deliberately for success, not meagerly mentioned in half-heartedness, by the Texas Department of Transportation (did anyone there get the memo that it's no longer called the "Highway Department"?)	See Comment #5
						Community Alternatives • Relocating the Heart of Austin. Adapting the proposal to Reconnect Austin, any new high-speed freeway lanes should be run-stop through downtown and UT areas, covered over with a concrete and steel cap, with the resulting ground level areas used for urban mixed development (housing, parks, jobs, pedestrian plazas).	See Comment #4
3084	Steve Brewster	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
3085	Steve Burch	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. Steven H. Burch, President, White Construction Company	See Comment #8
3086	Steve Dalbey	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
						To Whom It May Concern: I am very concerned about the alignment of I-35 northbound across Riverside Drive and 8th Street in TxDOT's preferred plan for I-35 in the downtown area, due to the impacts on residents in neighborhoods in the following areas: (a) East and West Riverside Drive, (b) East Austin below 8th Street, (c) the Rainey District, (d) Downtown south of 8th Street. According to the Plan, these populations (all of which are burgeoning due to new development) will only have our access to I-35 northbound via a common set of new I-35 service roads running from Cedar Chaves through 8th Street, creating a serious chokepoint. This concern is further exacerbated by impacts to drivers in these areas during 8+ years of I-35 reconstruction. During that interval, TxDOT will inevitably need to close or partly impede traffic at the intersection of I-35 and Cedar Chaves, in order to do the following: (a) sink the road there while the highway still operates, (b) build an east-west bridge, (c) build a flyover bridge to move service road traffic from the eastern side of I-35 at Holly Street to the western side of I-35 at Cedar Chaves. In particular, the traffic impact of the following three additional areas of lanes to planned northbound access should be considered: (a) the exponential growth in Rainey Street density that has already started, and will be greatly exacerbated by projects currently underway and on the drawing boards, (b) Converter Center doubling in size, undoubtedly involving the capture of Cedar Chaves lanes for construction staging, and (c) Project Converter (which can no longer afford traveling through downtown) will be building east lanes on or above Cedar Chaves Street south of Trinity which will likewise take Cedar Chaves lanes out of service. TxDOT should clearly articulate the impact of its project during construction in surrounding communities and other projects concurrently underway in Austin. The Austin community deserves to understand the TMDOT plan for minimizing harm to the community during the construction process. Traffic alternatives, including impacts to traveling traffic in surrounding areas as well as traffic growth in surrounding areas, appear set to have been addressed at all. Furthermore, TxDOT must make these assessments and refinements to the plan before the project starts, to avoid irreversible damage to quality-of-life. Finally, TxDOT should evaluate and disclose how ensuing traffic changes will be managed during the six years of construction, as how and where will construction gets staged, how often and for how long road blocks be closed, and how road closures be communicated, both with the local community and the City of Austin to ensure alignment with their Project Connect. But before impacts during the construction period can be considered, the Plan itself needs to be reconsidered to address the aforementioned "end-state" shortcomings. Three practical options should be considered: 1. 2. 3. Add an additional access point downtown (south of Cedar Chaves) to I-35 northbound 4. main lanes via the flyover bridge that is already in the plan, to be built between	See Comment #5
3087	Steve Emmert	3/7/2023	Email		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
						Dear Chairman Bugg and Commissioners, Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my 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
3088	Steve Gerson				Do not widen/ho build	Modis35 Program Manager Tommy Krogan, This project is a waste of a generation opportunity to look at our city and decide what we want to be and what we can be. My concern is that the people doing the planning for the I35 modifications are people and agencies who's main expertise is building freeways. The saying "If all you have is a hammer, every problem starts to look like a nail" seems appropriate. We need to expand our view of this project and our city and look at this project from a broader perspective. We know that the history of the interstate highway system and its building came from military concerns. For the defense and safety of our country, we built a system of controlled access freeways that is needed to move material, equipment, and personnel around the country at high speed. It is also true that the selection of the routes for the interstate highway system unintentionally and sometimes intentionally damaged and sometimes devastated communities, mostly minority communities. This was true in Austin both in the routing of I-35 and in the routing of Mopac (through Clarksville). We have an opportunity to return the major north-south spine of the city to be a grand boulevard. This can turn our city into a grand place in the European tradition. I was in a taxi traveling from the Bartonville airport to downtown, the freeway ended and we found ourselves on the Gran Via de Las Cortes Catalanes. This is a 30-lane roadway, expresslanes in the middle and sides, main traveling lanes in the middle, bus and taxi lanes on the sides, bicycle lanes also on the sides. The sidewalks on the outside of all that were alive with people and retail commerce. Traffic flowed slowly well in the center, as the lights were well synchronized. If you who are reading this submission are part of the TxDOT or the US Department of Transportation, you are probably rolling your eyes, and thinking that this is stupid and impractical. Please give this additional thought. TxDOT is in the business of funding highways, and it was decided to fund these roads needed to go through the worst of major urban areas. It wasn't how to be that way. Planning for this project should be in the hands of people and agencies who know how to build freeways, but it should also be in the hands of the greater community. We would still have Mopac to the east for north-south traffic. And an essential part of this plan is that 461/130 be acquired and expanded if necessary, and renamed to be Interstate 35. The necessity of this interstate highway system to be able to rapidly move equipment and personnel would remain intact. I hope you can initiate traffic studies to show how a grand boulevard can be designed in a way that is at least as fast as I35 currently is most days now. Thanks.	See Comment #5
						Reroute to 130 One possible route for the new Interstate 35 would be coming from south to north, the current freeway up to San White, taking over 71 going east past the airport, connecting to 130 going north, then connecting to 290 coming back west to 183, then taking over 183 going north to join the present I35.	See Comment #3
3088	Steve Gerson				Do not widen/ho build	Bury/Tunnel An alternative could be to have this grand boulevard on the surface and a tunnel underneath it with 8 lanes of high-speed traffic, with entry to the tunnel just north of Lady Bird Lake, an entry just at MCK and another entry just at Airport, with the end of the tunnel north of 290 at Highland Mall. But you tell me! I assume like a tunnel would be way more expensive than rerouting I35 to the east. Either way, the important idea is that on the surface, we have a grand boulevard that can move a fair amount of traffic but also be at a human scale, not at a superhighway scale.	See Comment #25

3089	Steve Hall	1/27/2023	Email	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 Harman	2/3/2023	Email	Rebutals to I-35	No, I do NOT favor the I-35 project as currently proposed. Find a way to convert I-35 to the 'new' 35. Convert the current I-35 to a business route. Regards, Steve Harman! Sent from my iPhone	See comment #3					
3091	Steve Harrington			Do not widen/ho build	Mobility35 Program Manager Tommy Klingen. Hey Y'all Please, stop the I-35 expansion.	See Comment #5					
				Rebutals to I-35	Far too many will be displaced and the city will be disfigured.	See Comment #3					
				Air quality	If you'd like a preview of how well it'll go, please visit the Katy Freeway any time between 4:30 and 8PM any day. As a Team of 30 years, I'm all but begging you to stop it.	See Comment #558					
3092	Steve Haskins			Do not widen/ho build	Mobility35 Program Manager Tommy Klingen. 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					
				Rebutals to I-35	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 turned into something like it was before the highway: a boulevard.	See Comment #3					
				Air quality	I-35 should not be expanded. I fully oppose the plans for I-35 and I oppose expansion. Everything about the way this has been conducted has had huge issues: no recognition of Induced Demand, no recognition of failures trying this sort of thing in other places (like the Katy Freeway), and the further deepening of a historic redline.	See Comment #558					
ID	C	N	Da	R	d	S	Topic	C		R	P
3093	Steve Lucas	2/23/2023	Email	Do not widen/ho 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/ho 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 profiting 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. Very much look forward to seeing this impressive project get accomplished.	See Comment #6					
3097	Steve T. Matthews	2/8/2023	McCuE's 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 convert these lanes.	See Comment #8					
3098	Steve W	3/3/2023	Email	Do not widen/ho 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 costs and impacts on the community. As noted by many well-informed members of our community: • TxDOT's projected traffic growth and commuting times are exaggerated because commuters will change their driving patterns as alternatives become more available or favorable. • Expanding the highway would not eliminate congestion due to Induced Demand. • TxDOT can improve highway safety 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 use of single-occupancy vehicles, progress toward reaching goals of the Austin Climate and Equity Plan. • In order to expand the highway, the project would confiscate land from businesses and residents near the right of way, disproportionately impacting small businesses and minority communities. • Widening the highway with the limited connectivity, currently in Modified Build Alternative 3, would perpetuate, and worsen the demographic divide that began with the city's 1950s 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: • Closure that all crossings between S 2nd 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 S 2nd and U.S. 290. Revising the project to more closely align with the needs of Austin and its communities who live along I-35 will result in better outcomes over the decades to come. Thank you for your consideration.	See Comment #5					
3099	Steven Apolonia			Racial Justice	Mobility35 Program Manager Tommy Klingen. 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 that period TxDOT warned we would hit 300,000 by 2020. That hasn't happened and we are still at around 200k vehicles per day in the downtown corridor area. One thing that most certainly will increase vehicle counts is expanding the highway. All we have to do is look to the Katy Freeway in Houston which is more congested than ever compared to before its expansion. Then we have the human component of the project. The historical context of I-35 is a significant one where this highway serves as a barrier between 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 reinforcing it, we are perpetuating these disparities and multiplying them when we should be mitigating them. While the impact is and will be felt by racial and ethnic groups the economic burden for those with businesses along the highway will also be difficult to ignore. There are more than 100 properties and businesses will likely be impacted and expended by this expansion.	See Comment #3					
				Air quality/climate change	Lastly, we also need to be concerned about the environmental ramifications of our actions. If we are promoting more single or limited occupancy transportation we are in turn adding significant emissions to our city, and not promoting environmental health.	See Comment #18					
				Community alternatives	Our city which is nestled in the heart of hill country, is a beautiful one with significant opportunity to utilize and ultimately be a city for all races, all colors, communities and nations alike. Let's not make it into another concrete jungle and instead rethink 35 in a way that optimizes transportation and walkability that serves all the locals of the city that we care about.	See Comment #4					
3100	Steven Bence	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, retransmit, 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	2/10/2023	Via the Internet	Do not widen/ho build	HELLO, my name is Steven Cox, I just wanted to leave a comment about the potential expansion. It's, it's 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	2/6/2023	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 Tea 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 our culture to make more money. And that's not really what Austin is about. So, I reached out to everyone who has any say on this and you know, my track record there and citizens to get on this. And don't build 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					

3103	Steven Eckhoff	3/4/2023	Email	General Support	<p><b>Mobility35 Program Manager Tommy Ahlgras.</b></p> <p>Dear T3DOT:</p> <p>I am writing to express my support for the proposed "tap and stitch" project for I-35 in downtown Austin. This project would create large decks over the lowered highway to connect the east and west sides of the city and improve mobility, safety, and livability for residents and visitors.</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 stitch" project would transform I-35 into an asset rather than a liability for Austin. By creating new public spaces over the highway, such as parks, plazas, trails, and cultural venues, 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 crossings, the project would also promote alternative modes of transportation that are safer, cleaner, and more efficient.</p> <p>The "tap and stitch" project is a once-in-a-generation opportunity to heal the wounds inflicted by I-35 on Austin's history and identity. It is also a visionary investment in Austin's future as a vibrant, inclusive, and innovative city. I urge you to approve this project as part of the I-35 Capital Express Central plan 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>(1) I-35 Gap and Stitch   Downtown Austin Alliance. <a href="https://downtownaustin.com/what-we-do/current-projects/i35/">https://downtownaustin.com/what-we-do/current-projects/i35/</a> Accessed 3/4/2023.</p> <p>(2) Austin wants feedback on I-35 tap and stitch proposal. <a href="https://www.kiqpamls.com/austin/news/2021/09/08/i35-gap-and-stitch-feedback-wanted.html">https://www.kiqpamls.com/austin/news/2021/09/08/i35-gap-and-stitch-feedback-wanted.html</a> Accessed 3/4/2023.</p> <p>(3) Our Future 35: Austin's Gap and Stitch Program. <a href="https://www.austintexas.gov/department/our-future-35-austin-gap-and-stitch-program">https://www.austintexas.gov/department/our-future-35-austin-gap-and-stitch-program</a> Accessed 3/4/2023.</p> <p>(4) Austin wants feedback on I-35 tap and stitch proposal. <a href="https://www.kiqpamls.com/austin/news/2021/09/08/i35-gap-and-stitch-feedback-wanted.html">https://www.kiqpamls.com/austin/news/2021/09/08/i35-gap-and-stitch-feedback-wanted.html</a> Accessed 3/4/2023.</p> <p>(5) Houston District - Texas Department of Transportation. <a href="https://www.tdot.gov/about/districts/houston-district.html">https://www.tdot.gov/about/districts/houston-district.html</a> Accessed 3/4/2023.</p> <p>(6) T3DOT Districts - Texas Department of Transportation. <a href="https://www.tdot.gov/about/districts.html">https://www.tdot.gov/about/districts.html</a> Accessed 3/4/2023.</p> <p>(7) Carvers - Texas Department of Transportation. <a href="https://www.tdot.gov/about/carvers.html">https://www.tdot.gov/about/carvers.html</a> Accessed 3/4/2023.</p> <p>(8) Texas Department of Transportation. <a href="https://www.tdot.gov/">https://www.tdot.gov/</a> Accessed 3/4/2023.</p> <p>(9) See live traffic camera. Texas Department of Transportation. <a href="https://www.tdot.gov/livecameras/live-traffic-cameras.html">https://www.tdot.gov/livecameras/live-traffic-cameras.html</a> Accessed 3/4/2023.</p> <p>DOT T3DOT - Vehicle Registration Renewal. <a href="https://www.tdot.gov/newsroom/registration-renewal/ign.html#_ga=2.181111111.181111111.181111111.181111111">https://www.tdot.gov/newsroom/registration-renewal/ign.html#_ga=2.181111111.181111111.181111111.181111111</a> Accessed 3/4/2023.</p>	See Comment #8		
3104	Steven Kriebel	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 T3DOT. Thank you for your consideration of this request.</p> <p>Cheney</p>	See Comment #8		
3105	Steven Kriebel	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 T3DOT. Thank you for your consideration of this request.</p> <p>Cheney</p>	See Comment #8		
3106	Steven Kriebel	3/7/2023	McCouff Website Comment Form	Do not widen/no build	Chito Valo is a disease to Austin.	See Comment #5		
3107	Steven Marie	3/7/2023	Email	Do not widen/no build	<p><b>Mobility35 Program Manager Tommy Ahlgras.</b></p> <p>OPPOSE T3DOT's plan for I-35 and OPPOSE expansion. The future involves public transport and less reliance on cars and this expansion will slow us in the further direction from that. To follow through with this plan would be to, initially, tear this country down even further.</p>	See Comment #5		
3108	Steven McKinnon	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 T3DOT. Thank you for your consideration of this request.</p> <p>Cheney</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 Central design as proposed by T3DOT. Thank you for your consideration of this request.</p> <p>Cheney</p>	See Comment #8		
3110	Steven Olak	1/19/2023	McCouff Website Comment Form	Regional connectivity	Please include a plan to remove and implement the Lane Star Bus project, or something similar, to enable multi-modal transit between San Antonio and Austin. Adding lanes is proven never to work. It induces demand and bus projects will be dead on even longer bus MIT to maintain and operate the added lanes, and buses and transit services required year to year. The real need of this effort is the operations and maintenance, not the initial build out. That, and how much of an expense it will be leads me to send this feedback and hope that as we, as Texans, get out of our own way with our car-first policy making.	See comment #1		
ID	C	N	Do	R	I	0	A	9
3111	Steven Schilling				<p><b>Re: Mobility35 Program Manager Tommy Ahlgras.</b></p> <p>I would rather drive in rush hour traffic every time I get in my car than see the environmental and societal impacts that expanding 35 would have on the city of Austin. I live in Montopolis and drive on I-35 constantly. Have you ever been to Montopolis? The place is one giant 8-lane highway that is literally one of the least pedestrian-friendly cities in the country. We should do everything we can to avoid having the traffic nightmare of a highway system. I want to see representatives to start up for my interests here. I want PMO's to represent 35's expansion.</p> <p>I would see this money go to fix many other public transportation systems.</p> <p>Especially Metro35, which would remove transit traffic around Austin, before it went to a disintegrating concrete morass through the heart of my favorite city that will not fix congestion and will literally displace Austin residents and long-standing businesses.</p>	See Comment #18		
					Multi-modal transportation	See Comment #20		
					Community alternatives	See Comment #4		
3112	Steven Self				<p><b>Re: Mobility35 Program Manager Tommy Ahlgras.</b></p> <p>Study after study shows that the expansion of highways is only a temporary and short-lived solution to congestion problems.</p>	See Comment #5		
					Rescue to I-35	See Comment #3		
					Air quality	See Comment #558		
3113	Steven T Lane	1/29/2023	McCouff Website Comment Form	Regional connectivity	My community and many others want commuter rail between Austin and San Antonio. T3DOT's plan to expand I-35 should include rail transit.	See Comment #1		
3114	Steven William Eckhoff	3/4/2023	McCouff Website Comment Form	General Support	<p><b>Re: T3DOT.</b></p> <p>I am writing to express my support for the proposed "tap and stitch" project for I-35 in downtown Austin. This project would create large decks over the lowered highway to connect the east and west sides of the city and improve mobility, safety, and livability for residents and visitors.</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 stitch" project would transform I-35 into an asset rather than a liability for Austin. By creating new public spaces over the highway, such as parks, plazas, trails, and cultural venues, 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 crossings, the project would also promote alternative modes of transportation that are safer, cleaner, and more efficient.</p> <p>The "tap and stitch" project is a once-in-a-generation opportunity to heal the wounds inflicted by I-35 on Austin's history and identity. It is also a visionary investment in Austin's future as a vibrant, inclusive, and innovative city. I urge you to approve this project as part of the I-35 Capital Express Central plan 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>(1) I-35 Gap and Stitch   Downtown Austin Alliance. <a href="https://downtownaustin.com/what-we-do/current-projects/i35/">https://downtownaustin.com/what-we-do/current-projects/i35/</a> Accessed 3/4/2023.</p> <p>(2) Austin wants feedback on I-35 tap and stitch proposal. <a href="https://www.kiqpamls.com/austin/news/2021/09/08/i35-gap-and-stitch-feedback-wanted.html">https://www.kiqpamls.com/austin/news/2021/09/08/i35-gap-and-stitch-feedback-wanted.html</a> Accessed 3/4/2023.</p> <p>(3) Our Future 35: Austin's Gap and Stitch Program. <a href="https://www.austintexas.gov/department/our-future-35-austin-gap-and-stitch-program">https://www.austintexas.gov/department/our-future-35-austin-gap-and-stitch-program</a> Accessed 3/4/2023.</p> <p>(4) Austin wants feedback on I-35 tap and stitch proposal. <a href="https://www.kiqpamls.com/austin/news/2021/09/08/i35-gap-and-stitch-feedback-wanted.html">https://www.kiqpamls.com/austin/news/2021/09/08/i35-gap-and-stitch-feedback-wanted.html</a> Accessed 3/4/2023.</p> <p>(5) Houston District - Texas Department of Transportation. <a href="https://www.tdot.gov/about/districts/houston-district.html">https://www.tdot.gov/about/districts/houston-district.html</a> Accessed 3/4/2023.</p> <p>(6) T3DOT Districts - Texas Department of Transportation. <a href="https://www.tdot.gov/about/districts.html">https://www.tdot.gov/about/districts.html</a> Accessed 3/4/2023.</p>	See Comment #8		
3115	Stuart Gould	3/7/2023	McCouff Website Comment Form	Business/residential displacement	I do not think that struggling homeowners and businesses should be displaced from any expansion. If any people are displaced, there should be a plan that makes them whole again. I think the city would be best served by turning I-35 underground to the extent possible, even though it would entail greater expense.	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 Central design as proposed by T3DOT. Thank you for your consideration of this request.</p> <p>Stuart B. Shaw</p> <p>Austin resident since 2010 Seen from my phone</p>	See Comment #6		
3117	St. Jones	2/8/2023	McCouff 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 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 T3DOT. Thank you for your dedication to serving the citizens of Texas. St. Jones</p>	See Comment #6		
3118	Stuart Gula				<p><b>Re: T3DOT.</b></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, 38 wheelers and other trucks. They cut into bike lanes where they even exist, turn recklessly and often cannot even see pedestrians and bikes that have right of way.</p> <p>Erecting 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	See Comment #34		
					Rescue to I-35	See Comment #3		
3119	Stuart J. Paul	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 T3DOT. Thank you for your consideration of this request.</p> <p>Stuart J. Paul</p>	See Comment #6		
3120	Stuart Khan	1/11/2023	McCouff Website Comment Form	Regional Connectivity	With the constant commuting people live in Houston and commuters do between Austin and San Antonio, it makes zero sense to let traffic polluting our drive and waiting time. A high speed train between these two cities is essential for our economic growth, both for business and tourism purposes.	See comment #1		
3121	Susan Barr	2/18/2023	VOH	Emergency Services	I have concerns about how the fire trucks and ambulances, that wake me up in the middle of the night, are going to get through to the other side of I-35 via Woodland Ave.	See Comment #463		



3122	Susan Barr		VOH		Do not widen/no build	The City has been struggling with the diverse nature of I-35 for decades. Closing the Woodland underpasses would only continue this struggle. I support the cap and stitch measures further north and look forward to them closing the gaps. However, please do not close the Woodland underpasses. My husband and I use everyday to get home from work in a timely manner from a western suburb and the southwest area of town. Our Emergency services also use this underpass to get to the east side of the highway to access the northbound frontage road in a more timely manner. If it were closed, more traffic would be put on surrounding interior neighborhood roads that are already becoming more congested. Thank you for this opportunity to voice my family's concern. In closing, please do not close the Woodland Ave underpasses.	See Comment #5
					Reverts to I-35	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 left 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/no build	Enial 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 completed PDF is located in the public hearing summary, appendix F. The time to incorporate this protected infrastructure for multimodality 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 multimodality—small electrical vehicles, bicycles, pedestrian-friendly—into the \$3 billion I-35 project. You can do this without adding to the cost of this project.	See Comment #30
3124	Susan Kieneman	3/7/2023	McCuik's Website-Comment Form		Multimodal transportation	Regarding future plans for US, I'd like you to consider having lanes and ramps for bus transportation, so it is efficient and encourages ridership.	See Comment #20
3125	Susan Moffat				Do not widen/no build	Re: TxDOT TxDOT, Over TxDOT, I'm writing to express my opposition to the expansion of I-35 as currently proposed. A few quick points: • The Austin community has been united behind a 'no higher, no wider' expansion, which it is still possible to do.	See Comment #5
					Community alternatives	• The proposed underground pedestrian tunnel at Airport Boulevard will be incredibly dangerous, especially for women walking alone, and should be scrapped. I strongly urge to you consider community alternatives to expansion, including those presented by Reconnect Austin and Rethink35. Thank you for your consideration.	See Comment #4
					East/West Connectivity	• Any change to I-35 should provide east-west crossings every 1/4 mile through a cap and stitch approach.	See Comment #20
3126	Susan Norvick	1/27/2023			General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete 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/no build	Mobility35 Program Manager Tommy Kling. 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 formalistic. 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 realize the project to better meet the needs of the community.	See Comment #13
					Do not widen/no build	Mobility35 Program Manager Tommy Kling. 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-35	Designating another highway the interstate so that central Austin is not exact for that.	See Comment #3
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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 looking at methods to reduce traffic, not increase it! We should look at projects in other cities as we do not want to be the worst. Other cities have removed their highways and produced lovely boulevards and parks. Austin needs to do the same. I expect TxDOT, Austin City Council, and other representatives to stand up for me. My representatives need to listen to their constituents.	See Comment #34
					Likely/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 wants.	See Comment #18
3129	Susan Richardson	1/22/2023	McCuik's Website-Comment Form		Regional connectivity	The widening of I-35 is premature both for traffic that exists now and in the future. Widening roads without improving transit is a waste of money, as it only induces more demand and results in the same traffic and more pollution. The love affair that most Texans have had with both the open road and their automobiles over the last fifty to sixty years is now drawing towards its natural end. Residents of San Antonio, Austin, and all residential areas in between have all given up on the I-35 corridor corridor 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 remove the Lone Star Rail proposal for linking Austin and San Antonio with regular commuter rail. I am a 40-year resident of San Antonio and have recently traveled attending 400+ events in Austin or visiting friends who live there over the last decade due to the painful decision of driving there as have my Austin friends with regard to coming here to San Antonio. Friends living even slightly north of downtown San Antonio also utilize alternative routes such as US 290 when they must travel to Austin. When I must travel north annually to visit family members in Kansas and Illinois, I do not and have not used I-35 since the completion of SH 130. All of my fellow San Antonians also utilize the rail route when heading to cities and states further north. Texans deserve a functional commuter and light rail system - construction of such is long overdue and even a greater need for it is on the horizon.	See Comment #1
						Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement. Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DEIS. However, I do not believe that the air quality and climate change analysis is sufficient. Specifically, I request that TxDOT address all the following before 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 headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level. - The fact that we are so close to non-attainment for PM 2.5 is likely why TxDOT did not do the analysis. And likely why they are pushing for an 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, is 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 #568
						Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement. Dear 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 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 "spillover" 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 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 run the rigorous analysis found throughout thousands of pages of ES on the Rethink35 and Reconnect Austin proposals. Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region.	See Comment #564

3130	Susan Somers			Air quality	<p>Dear L35 Capital Express Central, Re: L35 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other El Paso Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed L35 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposals. I wish I did not have to drive as much as I have to drive today. Driving is one of the most dangerous way to travel in Texas, with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.</p> <p>The travel demand models that only seek to optimize this project to slightly speed up long distance single-occupant vehicle travel do not represent my needs and desires or the vast majority of the reasons that I need safe, multimodal access in the Austin region. The regional growth forecasts that project a future with the vast majority of residents living in car-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the lifestyle that I 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 Resonant 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 AAM 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				
					<p>Dear L35 Capital Express Central, Re: L35 Capital Express Central, Draft Environmental Impact Statement Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a 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 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 AAM Transportation Institute congestion methodology.</p> <p>The Texas Transportation Commission Minutes 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 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 is not that difficult, 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 #564				
3131	Susan Somers	3/7/2023	Email	Multimodal transportation	<p>Mobility35 Program Manager Tommy Aragon, I have written several letters tonight but this one is in my own words. I have sent several other letters both on my own behalf and that of Austin's Urban Transportation Commission over the last few years. Bottom line, the TxDOT plan does not meet the goals of Austin. We need a plan that is truly no higher and lower. We need options other than highways. We don't need years and years of construction for a project that minimally improves congestion for a couple years. Highway expansions don't work. I'm willing to accept an L35 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	Suzanne Corns			Do not widen/no build	<p>Mobility35 Program Manager Tommy Aragon, For local traffic, we should prioritize public transit and alternate means, such as walking, biking, etc. L35 already drives our city. What we need is more ways to reconnect, but 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 on a high rise on L35 in the 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 routes (including for emergency vehicles) throughout construction. The plans to use areas near the trail as construction staging and later permanent storage facilities will impact the large number of users, including Austinites and the growing number of visitors.</p>	See Comment #5				
				Laterals/Induced 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 go 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 expanding.</p>	See Comment #13				
				Reverts to L30	<p>Indeed, 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	Suzanne Corns			Do not widen/no build	<p>I live in a high rise on L35, downtown Austin in the Rainey Street neighborhood. I see firsthand how L35 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 voices of our communities and not make our tax dollars or pointless expansion.</p>	See Comment #5				
				Laterals/Induced 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				
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				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 L35 construction.</p>	See Comment #13			
				Reverts to L30	<p>We need diversion of long haul traffic to existing highways, such as SH130 which will substantially reduce local traffic.</p>	See Comment 53				
3134	Suzanne Pines	3/7/2023	VOH	Ease/Wide Connectivity	<p>I would like to see these lanes on L35, more signage and restoration, and emphasis on East / West connection.</p>	See Comment #20				
3135	Suzanne Madue	2/2/2023	McCombs Website Comment Form	General information request	<p>Who will be attending the hearing? Is it staff only or will the TxDOT Commissioners be present?</p>	General information request				
3136	Suzanne Madue	2/9/2023	VOH	Do not widen/no build	<p>Thank you for your work to solve traffic problems! I am not in favor of the current plan. I've driven in cities with HOV lanes, Houston, for example, and am always amazed at how few cars there are on these lanes! I am often the only car on HOV lanes. Pedestrian and bike lanes and the "bikeway" 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	Susan Garcia			Do not widen/no build	<p>Mobility35 Program Manager Tommy Aragon, I am a resident of District 3 in Austin and I OPPOSE TxDOT's plans for L35 and OPPOSE expansion.</p>	See Comment #5				
				Reverts to L30	<p>I am for redesigning 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 (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 #13				
				Laterals/Induced Demand	<p>TxDOT's process in this project is flawed. It ignores Induced Demand.</p>	See Comment #18				
3138	Suzanne Phillips	1/30/2023	Email	General Support	<p>I loved this Interstate when traveling through Texas. I once lived in Austin but I will never come back because of the traffic congestion. I support plans to improve this. Sent from my iPad</p>	See Comment #8				
3139	Suzanne Valentine	2/9/2023	McCombs Website Comment Form	General Support	<p>I support the L35 project because I've been an Austinite since 1992 and I remember when L83 was not a freeway and it was really cumbersome and difficult to get from point A to point B. I also, know from 30 years of driving on I-35, that trying to enter the interstate, especially at the lower deck is extremely dangerous. In fact, it's been compared to entering the Mad Max Thunderdome. It is really frightening. While I understand that there's going to be impacts to businesses and homes related to this project, as a city, we are needing to grow and grow in a way that allows people to move safely around the city. Whether that is transportation with cars, and vehicles, buses, like this, or also adding in the Project Connect changes, is just how a large city should grow. Thanks.</p>	See Comment #8				
					<p>Email Copy Sent, Please see attached letter for TxDOT Austin District's L35 Capital Express Central Project in Travis County (CSJ 0015-15-388). If you have any questions, please let me know. Sincerely, -TPWD The complete PDF is located in the public hearing summary: 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. + TPWD notes that Section 3.11.2 (page 428) 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 3.11.2 and adding the full BMP language for General Design and Construction BMP to TxDOT Form "Documentation of Texas Parks and Wildlife Department Best Management Practices" in Appendix D for Agency Coordination. + TPWD recommends updating the DES to list the Stream Crossing BMP with other mitigation measures in Section 3.11.12 and adding the full BMP language for Stream Crossing BMP to TxDOT Form "Documentation of Texas Parks and Wildlife Department Best Management Practices" in Appendix D for Agency Coordination, including: + TPWD recommends updating the DES to list the Invasive Species BMP to TxDOT Form "Documentation of Texas Parks and Wildlife Department Best Management Practices" in Appendix D for Agency Coordination. + TPWD recommends updating the DES to list the Invasive Species BMP with other mitigation measures in Section 3.11.12 and adding the full BMP language for the Invasive Species BMP to TxDOT 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-attainment water permits. + TPWD recommends the placement of energy dissipaters to reduce water velocity to minimize 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. TxDOT Response: This letter will be included to the Appendix D in the Final ES. Recommendation: TPWD recommends that TxDOT's Form "Documentation of Texas Parks and Wildlife Department Best Management Practices" in Appendix D for Agency Coordination should be updated to list the full language of all individual BMP within a given category and also document the additional measures agreed to during initial collaborative review. TxDOT Response: An updated version of the "Documentation of Texas Parks and Wildlife Department Best Management Practices" will be included in Appendix D of the Final ES. Recommendation: TPWD notes that Section 3.11.2 (page 428) 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 3.11.12 and adding the full BMP language for General Design and Construction BMP to TxDOT Form "Documentation of Texas Parks and Wildlife Department Best Management Practices" in Appendix D for Agency Coordination. TxDOT Response: The General Design and Construction BMPs listed in Section 3.11 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.				

3140	Susanne Walsh				Parks and Water Quality	<p>Recommendation: TPWD recommends updating the DBS to list the Stream Crossing BMP with other minimization 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"><li>• Use spanning bridge rather than culverts, where practical.</li><li>• Design bridges for adequate vertical and horizontal clearances under the roadway to allow for terrestrial wildlife to safely pass under the road.</li></ul> <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 ES.</p> <p>Recommendation: TPWD recommends updating the DBS to list the Invasive Species BMP with other minimization measures in Section 3.1.1.12 and adding the full BMP language for the Invasive Species BMP to TxDOT's Form "Documentation of Texas Parks and Wildlife Department Best Management Practices" in Appendix D for Agency Coordination.</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 recommends that compensatory mitigation for impacts to Waters of the U.S. should be based on 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-restoration National Wetlands Permits.</p> <p>TxDOT Response: TxDOT is working with the U.S. Army Corps of Engineering on all water resources related permitting. More information on this topic will be available in the Final ES.</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	DIANEY BECKNER				Do not widen/no build	<p>Multi325 Program Manager Tommy Kingsley.</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> <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. This phenomenon is known as Induced Demand. When additional lanes or roads are added to a highway, it creates more space for cars to move, which initially results in faster travel times. However, this additional capacity ultimately attracts more drivers who may have previously avoided the highway due to traffic.</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> <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 infrastructure. These options can promote a more efficient and equitable transportation system, reduce traffic congestion, and mitigate climate change.</p>	<p>See Comment #5</p> <p>See Comment #18</p> <p>See Comment #21</p> <p>See Comment #13</p>			
3142	Sydney Strapp				Do not widen/no build	<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 US. Our community needs solutions that prioritize the people living here and make Austin's streets a hospitable place to be. Rerouting 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> <p>Widening the highway will not solve our traffic problems, it will just create more traffic, the new lanes will quickly fill up.</p> <p>We need to be seriously studying how to ameliorate the damage from that decision through plans like Reconnect Austin and Railbus35. Sincerely,</p> <p>and homes and businesses will have been displaced for nothing</p>	<p>See Comment #9</p> <p>See Comment #18</p> <p>See Comment #4</p> <p>See Comment #21</p>			
3143	Sydney Ashley	1/31/2023	McCuEx Website Comment Form		Regional connectivity	<p>I would love to see a regular, inexpensive train from San Antonio to Austin! It would be such a great option for our family, better and easier than our car.</p>	<p>See comment #1</p>			
3144	Sydney Mistry				Do not widen/no build	<p>Multi325 Program Manager Tommy Kingsley.</p> <p>I am a resident of South Austin (I live right by Ben White Blvd and 24th 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 more minutes of traffic. I don't understand why TxDOT is actually choosing to make life worse for the people of Austin. If the concern is to not make traffic, fund and increase public transit as an incentive to get people off the road. I expect Austin City Council to stand up for me, and to oppose TxDOT's expansion plan.</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>	<p>See Comment #9</p> <p>See Comment #3</p>			
3145	Sylvia Marraquin	2/3/2023	McCuEx Website Comment Form		None	<p>I live on the 8001th of widow 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 Cedar Chavez.</p>	<p>See Comment #60</p>			
3146	Sylvia Rogosinski				Do not widen/no build	<p>Multi325 Program Manager Tommy Kingsley.</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 the 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 personally have witness to one too many cyclist accidents and one too many pedestrian fatalities within a few blocks of my home on both Riverside and SoCo. In 2022, pedestrian fatalities accounted for 42 percent of traffic fatalities, up from 31.1 percent in 2021 (Austin Monitor).</p> <p>The proximity of I-35 to our community is a great influence on driver behaviors and that to see how a highway expansion will make our community safer.</p> <p>Including more pedestrian and cyclist friendly crossings at major interchanges in the I-35 and end of city design will reduce accidents and promote healthier travel alternatives. Investing in more pedestrian and cyclist friendly modifications and additions will reduce traffic, pollution, and road rage and increase safety, GDP, and a sense of community.</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 rentals, which contribute directly to Austin's financial health.</p> <p>Please tell TxDOT that this project MUST be transit-first and world class for transit. High Occupancy Vehicles (HOV) lanes are NOT good enough for public transit.</p> <p>I'm a supporter of Railbus35 and encourage you to work with the representatives driven in crafting a plan that makes better sense for the people and city of Austin.</p> <p>With great sincerity and concern,</p>	<p>See Comment #5</p> <p>See Comment #4</p>			
ID	C	N	On	R	E	S	Topic	C	A	P
3147	Sylvia Sharplin	3/7/2023	Email		General Support	<p>Dear Chairman Ruggie 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 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 Center design as proposed by TxDOT. Thank you for your consideration of this request.</p> <p>Texas Real Estate Commission Information About Brokerage Services</p>	<p>See Comment #8</p>			
3148	Talbot Best	3/7/2023	McCuEx Website Comment Form		Do not widen/no 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 I 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.</p> <p>Sincerely,</p>	<p>See Comment #5</p>			
3149	Talbot Best	3/7/2023	Email		Bike/ped safety	<p>Multi325 Program Manager Tommy Kingsley.</p> <p>We need safe areas to walk and bicycle. We don't want to walk to work to have to fear death from a motor vehicle. Transportation alternatives are how we reduce traffic. We have new non-accident train system in the fastest growing city in our country. It is in my heart that Austin should be the best at transportation alternatives and healthy streets 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 folks shouldn't have to die or risk their life to be able to work? Or walk with their children? What are our values?</p> <p>When you 20% down on our scenic culture you demonstrate 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>	<p>See Comment #30</p>			
3150	Talley J. Williams	2/7/2023	Email		General Support	<p>Dear Chairman Ruggie 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 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 Center design as proposed by TxDOT. Thank you for your consideration of this request. Talley J. Williams</p> <p>Notice: This email message and any attachments 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 any law or other matter. They are not intended or written to be used, and may not be relied upon, by you or any other person for the purpose of avoiding penalties that may be imposed under any Federal law or otherwise.</p>	<p>See Comment #6</p>			

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 strive to build and dedicate efforts to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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			Air Quality/Noise	No TxDOT TxDOT, Hello, I am an Architect, mom of 2 small children and a resident at 1412 Willow St. in East Austin, Travis County Precinct 4. I live just four blocks from I-35 and use the highway every day, but it is a dangerous, miserable experience and I do NOT support expanding the highway. I've looked at the evidence and I know that expanding highways doesn't work. It encourages more driving and worsens congestion and causes significant air, water, and noise pollution, all of which disproportionately impact low income communities and people of color. I know because I hear and breathe I-35 day and night because I live within the zone impacted by the noise and air pollution. I am writing to ask you to pass a resolution that you will NOT support TxDOT's I-35 expansion until they consider alternatives like Pedestrian35. Please consider endorsing the amendments that were included in Austin City Council's I-35 resolution, which passed overwhelmingly on Feb. 23, 2021.	See Comment #34				
				Community alternatives	We have a once in a lifetime opportunity to embrace transformative change like that proposed by Pedestrian35.	See Comment #4				
				Revert 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 deemed to fit up with more traffic than we currently have. NOT lanes are great, but we could waste 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 once-in-a-generation opportunity.	See Comment #20				
3153	Tamara Witham			Willows	Good Evening, I live on the Willows Wood/Delaware 2 Neighborhood on Willows 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 grown concerns about the proposal to convert my quiet, 100% residential street into a connector between 434e and Airport Boulevard. As it stands now, traffic from the 434e/Peterson Center crossover is currently diverted onto the feeder road by being forced to take a left onto the feeder road where Airport Boulevard is then quickly and easily accessed by taking a right. When the Mueller development went in, great efforts were made in the past to mitigate and stop increased traffic in this historic neighborhood by adding longturns. I ask you to do that again by creating a longturn where Willows meets with the east side of 35 so that cross traffic from 434e would continue to be diverted onto the feeder road with quick access to Airport. When the occasional car cuts through our neighborhood, it's very dangerous to back out of some of our driveways. My street has a gentle curve to it, so we all drive slowly to accommodate this. My husband's car was even hit along the rear bumper in our same driveway when he stopped at the edge of our driveway and the back of our lot. Our neighborhood also includes Majorswood Elementary and a very active Peterson Park where we have many planned neighborhood activities and events. It has a playground, swimming pool, community gardens, a very busy soccer field, skate ramps and the Phoebe Tennis Center. Historically it has been, and continues to be, a park that brings in many from Cherrywood, French Place, Mueller and more surrounding east side neighborhoods.	See Comment #9				
				Bike/ped safety	Please protect and preserve all of the work that has gone in to make it a pedestrian and bike friendly neighborhood. Because it is so easy to get to Airport from the feeder, I hope you will see there is no reason to create a cut-through that would make it exponentially more dangerous, not just for the neighbors, but also for all park-goers and bike riders. Sincerely, Tamara Witham	See Comment #30				
3154	Tan D. Tian	1/26/2023	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 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 economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. This is a public transportation project that is MUCH MUCH overdue. Thank you for your dedication to serving the citizens of Texas.	See Comment #8				
3155	Tamara Louise			Do not widen/No build	Mobility35 Program Manager Tommy Alving, I am a resident of Austin Tx since 1987 and I oppose bid/s plans for 35 expansion because it's been proven this will not decrease traffic and will only ruin green spaces, make traffic worse, cause construction for a long time, and cause more pollution. I am for more public transit for austin residents and don't believe the state has our community in mind. 30 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. It's really baffling that y'all can just turn your backs on facts. Do not build more highway in the middle of our city. Seriously, what is wrong with you? There is no logic behind it.	See Comment #5				
				Air quality/climate change	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #18				
				Lane/s/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	McCuEx Website-Comment Form	Bury/tunnel	Would prefer the highway to be in a tunnel, freeing up the above space. Definitely don't want it widened without covering it.	See Comment #25				
3157	Tanya Babinich	3/1/2023	VGH	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 Calaresu-Guajardo	1/31/2023	McCuEx Website-Comment Form	Regional connectivity	San Antonio is the largest city without railroad transportation. Building something for commuters to get to and from Austin and San Antonio would free up I-35 and I-804 and would lessen emissions on the road.	See Comment #1				
3159	Tara Jackson			Multimodal transportation	Mobility35 Program Manager Tommy Alving, I am a resident of Austin and have lived here for 23 years, I strongly oppose TxDOT's I-35 expansion plans. Expanding highways is an ineffective short-term solution. It is a waste of taxpayer dollars and time/effort spent on construction. If this project did move forward, where will we be in 10 years as Austin's population increases substantially? Probably widening it again due to increased congestion. Widened highways are not only an eye sore, but also increase pollution and negatively impact the health of Austinites. Please put these funds toward a more long-lasting solution to our transportation problems. I'm more frustrated with Austin's car dependency than I am with its traffic, to the point where I'm planning to move away soon.	See Comment #20				
				Bike/ped safety	Instead, Austin needs to invest in long-term, more sustainable solutions such as greatly improving public transportation, bike infrastructure, etc.	See Comment #30				
3160	Tara O'Hare	1/24/2023	McCuEx Website-Comment Form	Regional connectivity	I demand that TxDOT include a plan to relieve the Lone Star Rail proposal to link Austin and San Antonio with regular commuter rail. Widening roads without improving transit is a waste of money, as it only induces more demand and results in the same traffic and more pollution.	See Comment #1				
3161	Tara O'Hare	3/7/2023	McCuEx 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	C	N	Da	R	d	S	Topic	C	R	P
3162	Taryn Michaelson			Do not widen/No Build	Mobility35 Program Manager Tommy Alving, As a resident of south austin I strongly oppose TxDOT expansion of I-35. It will destroy many businesses and homes and not actually fix the traffic problem. You solve traffic by removing cars off the road. You remove cars off the road by investing in fast, comfortable, efficient public transport. I would love to see the ugly 39 turn in to a boulevard 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	Pedestrian35 has a great plan we should invest in as an alternative. Thank you, A south Texas resident.	See Comment 34				
3163	Taryn Peigen			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				
				Lane/s/Induced Demand	More lanes will generate more traffic through induced demand	See Comment #18				
				Air quality	reduce air quality in Central Texas.	See Comment #558				
				Bury/tunnel	Should the project proceed, I am in support of a substantial cap over the project from downtown to Airport Blvd and I support the redirection of thru truck traffic onto SH 130.	See Comment #25				
3164	Teresa A Shields			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 at a time when Austin will be building Project Connect. It would encourage the use of single-occupancy vehicles, promote urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan. 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, Teresa Shields and Janine Becker	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 Alving, My name is Tatum Owens and I live in 12914 Austin, Texas. I'm also from San Antonio and use I-35 consistently in my travels back home and generally here in Austin. I can easily say it's this or is and there are other options for getting where I need to go. So do not need more construction on it because we all know how much of a pain that congestion can be. Not to mention that extra lanes wouldn't help considering the gigantic lane expansion project in Katy, where my mom is from. I am well aware of the importance of getting around Texas and we simply don't need to expand it this way. It would cause so many more issues than the potential, slow, 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				

3168	Tawny Villan	3/2/2023	Email	Do not widen/redo build	<p><b>Re TxDOT TADOT:</b></p> <p>Making car lanes to deal with traffic congestion is like loosening your belt to cure obesity! -- Lewis Mumford, 1955</p> <p>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?</p> <p>I'd like to see more safe and more frequent East-West crossings. At least every 1-4 mile AND with a protected pedestrian light. Every time I have to cross the 35 feeder or 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 bikes and pedestrians to cross where cars are traveling upwards of 40-50 miles an hour.</p> <p>At non-high speed roadways in Austin should be designed for 25mph and be safe FOR ALL. TxDOT/USDOT: Give 20% to safety, in my opinion. I walk and bike around town frequently and it is like I'm fighting for my life out there sometimes. Everyone is speeding and even sometimes ACTIVELY trying to run you off the road. It's so worse few people feel safe enough to get in to other forms of transportation. I live in an area where sidewalks are few and far between, leaving no option but to walk in the street. I've been asked to walk on the sidewalk where there isn't one, turned around because of no clear for comfort and its inaccessibility. It's time to lower the grip on culture has on the SMALL TOWN.</p> <p>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 flailing public dollars down the toilet. When you expand a road, you simply encourage more people to drive. Once filling up the newly added lanes.</p> <p>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 have a bumper sticker that says "Imagine I-35 as a hike and bike trail". The irony is not lost on me, but really, imagine it. During peak Covid times when everyone wanted to be 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!</p> <p>I want community alternatives to expansion, including Recreant Austin and Redfin35, to be fully studied. I want more options than driving and I want those options to be safe, accessible and, dare I say?</p>	See Comment #45
3167	Tawny Frigen			Bike/ped safety	<p><b>Re TxDOT TADOT,</b></p> <p>Hi,</p> <p>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.</p> <p>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	<p>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.</p> <p>Thank you,</p>	See Comment #564
				Air quality	<p>Expansion will only make our traffic pollution 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.</p>	See Comment #558
3168	Taylor Barnett			Do not widen/redo build	<p><b>Re: Redfin35 Program Manager Tommy Frigen,</b></p> <p>Hi, I'm an Austin resident in 78743. I OPPOSE TADOT's plans for I-35 and I OPPOSE any interstate expansion.</p> <p>The time to bid for more lanes of I-35 has passed and we need to realize the number of cars on the road in the first place.</p> <p>More lanes never work for the long term. Look at the Katy Freeway, the traffic is still horrible and more lanes don't solve traffic. The whole methodology for the project has been flawed from the start. Instead we should look to other cities who have gotten rid of their city splitting interstates and how successful they have been. For local trips, I'd rather have a boulevard to travel on where I-35 is today. I expect TADOT, Austin City Council, and other representatives to stand up for me.</p>	See Comment #45
3169	Taylor Cook			Recurse to I-35	<p>More traffic should be using I-35 instead and there should be more public transit where I-35 is today instead.</p>	See Comment #43
				Do not widen/redo build	<p>It is embarrassing that I can have this in Albuquerque Santa Fe, but not Austin/San Antonio. We're falling so far behind and this \$8 billion road is dumb, expensive, and a big step in the totally wrong direction. If we can't have a train now we should do nothing and wait for the able to get better leadership instead of screwing things up even more for future generations.</p>	See Comment #45
				Regional Connectivity	<p>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.</p>	See comment #41
3170	Taylor Cook			Do not widen/redo build	<p><b>Re: Redfin35 Program Manager Tommy Frigen,</b></p> <p>Hi,</p> <p>I am a resident of Austin in 78751. I can offer I-35 from my home. That is now, without the expansion. I am surely breathing the exhaust from this road already and almost every day I have to find my way across or around this massive east/west impasse. Needless to say, I do not support the expansion of this dangerous, ineffective, and divisive scar on our community.</p> <p>I OPPOSE TADOT's plans for I-35 and I OPPOSE expansion.</p>	See Comment #45
				Recurse to I-35	<p>If this is the best plan that Texas can come up with for now, I am for redesignating SR-130 as an interstate and prioritizing redeveloping the current I-35 corridor for public transportation. Central Texas today is in the heavily eroded cross of a road and is surrounded by traffic and I-35 should be a high speed rail corridor between Georgetown and San Antonio. This would be a huge mobility and economic boon 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 offset the cost of a regional transit solution.</p> <p>Refrain expansion. DON'T walk. The western engineers we saw with the Katy Freeway, air noise and water pollution, safety, and transportation options beyond driving. When we TADOT got tired of doing the same thing expecting different results. INADMIT!</p>	See Comment #43
3171	Tawny Frigen			Lane/Induced Demand	<p>Dear I-35 Capital Express Council,</p> <p>Re: I-35 Capital Express Central, Draft Environmental Impact Statement</p> <p>Dear Governor Abbott and other State Officials, TADOT 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&amp;M Transportation Institute on the Redfin35 and Recreant 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 TTI 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 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	<p>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 Redfin35 and Recreant Austin proposals, including various levels of elected officials asking TADOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly evaluating Redfin35 and Recreant Austin in the EIS and TADOT 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 Redfin35 and Recreant Austin proposals.</p> <p>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.</p>	See Comment #20
				Lane/Induced Demand	<p>Dear I-35 Capital Express Council,</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 inclusion of air quality and climate change analysis in the EIS.</p> <p>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 finishing 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 study and they know they would cheat.</p>	See Comment #18
					<p>- Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level.</p> <p>- The fact that we are so close to non-attainment for PM 2.5 is likely why TADOT 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).</p> <p>- TADOT needs to do a quantitative analysis and health impact assessment for all pollutants.</p> <p>- 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.</p> <p>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	Tawny Frigen			Team		See Comment #20.
3173						See Comment #20.
3174	Tawny Frigen			Team	<p><b>Dear I-35 Capital Express Council,</b></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&amp;M Transportation Institute on the Redfin35 and Recreant 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 TTI 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 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 #20.
					<p>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 Redfin35 and Recreant Austin proposals, including various levels of elected officials asking TADOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly evaluating Redfin35 and Recreant Austin in the EIS and TADOT 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 Redfin35 and Recreant Austin proposals.</p> <p>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.</p>	See Comment #20.

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3183	Teresa J Anderson		McCauley Watson Comment Form	Lanes/Induced Demand	<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> <p>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.</p> <p>The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect.</p> <p>The project would encourage the use of single-occupancy vehicles, prevents urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan. Ensure that all crossings between S1st and U.S. 290 are at grade. Work with the North Loop, Redbird, and Windsor Park neighborhood associations to evaluate adding another full crossing (automobiles, bikes, and pedestrian lanes) between 51st and U.S. 290. Rerouting 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.</p> <p>Did building SR130 take traffic away from I-35 like you promised? NOT!</p> <p>Building more lanes is equal to build trains and light rail for efficient transport!!!!</p>	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	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 2028 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 defined by the Austin City Council Resolution on 2/23/2023, including:	See Comment #20
3184	Teresa Samanieo Ferguson		McCauley Watson Comment Form	Air quality	Around I-35... -We need greater measurements of air quality during the environmental review -Engineers should study ways to treat the water runoff	See Comment #558
				Multimodal transportation	-We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle. -We should have bus only lanes -We should have more 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 Samanieo Ferguson		McCauley Watson Comment Form	Air quality	Around I-35... -We need greater measurements of air quality during the environmental review --Engineers should study ways to treat the water runoff -- And last but not least...Early plans suggested TxDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	See Comment #558
				Multimodal transportation	We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle. --We should have bus only lanes. --We should have more lanes	See Comment #20
3186	Tami Babin	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. Sincerely Regards, Tami Babin	See Comment #6
3187	Terry C	3/4/2023		Do not widen/no build	I-35 CONSTRUCTION WILL ELIMINATE DOWNTOWN ACCESS THROUGH 8TH STREET AND IMPACT CESAR CHAVEZ A key part to TxDOT's preferred plan for I-35 is that the extension of northbound access to I-35 from south of Riverside Drive up through 8th Street. All drivers seeking northbound I-35 access from (a) Riverside Drive and its surrounding neighborhoods, (b) the forest of new high rise now being constructed in the Rainey District, (c) East Austin below 8th Street and (d) that majority of Downtown residents and workers which are south of 8th Street will be simultaneously funneled on to the 3-4 lanes of new I-35 service roads that run from Cesar Chavez through 8th Street. That stretch of service roads will become unbearably overcrowded. Cesar Chavez Street will also be overwhelmed, particularly during the 6 years of I-35 construction starting late 2023. During that time frame, TxDOT will routinely close or partly impede traffic at the intersection of I-35 and Cesar Chavez, as they close the highway, build or extend end bridge, build a flyover bridge to move service road traffic from the eastern side of I-35 at Reddy Street to the western side of I-35 at Cesar Chavez, and initiate their downtown downward corridor north of this point. All this has to happen while the highway continues to operate. During the same construction time thousands of new residents arriving to occupy the multitude of new 40-70 story Rainey District buildings (see earlier construction will commence with their car trip, 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 turning through downtown, will be building east from 6th above Cesar Chavez street west of 7thmg which will eliminate safe Cesar Chavez lanes out of service. As with the service roads of I-35 north of Cesar Chavez, Cesar Chavez itself will come to a standstill. For years, WHAT IS TO BE DONE? A TxDOT must add a second northbound I-35 access point in downtown, south of Cesar Chavez. The practical place for this is to provide access to the I-35 main lanes via the flyover bridge that is already in the plan, to be built between 7thmg and Cesar Chavez Street. 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 in surrounding areas on 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		General Support	Dear Chairman Bugg and Commissioners, I have worked for years to seek approvals and funding for the H 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	McCauley Watson 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	Teresa Mitlak	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Kington, I oppose TxDOT plans for I-35. This is an expansion, countermeasures BANNED for a problem, as someone who has experienced the disaster that are the highways in Houston... They suck. They do nothing to better traffic, increase pollution, discourage public transportation, and overall just fail.	See Comment #5
3192	Teresa Larrison			Community Alternatives	Mobility35 Program Manager Tommy Kington, 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 non-car mobility users.	See Comment #558
3193	Theo Howard	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Kington, I am a resident of San Antonio who often drives to Austin. I oppose the expansion because of real-life examples of Induced Demand in Texas (namely, the Katy Freeway). Expansion will not improve traffic nor make Downtown a better place to live. We need to either stop the highway or redirect the highway around Austin. Why does Texas national traffic need to go through the center of the city? Which wouldn't be hard during most of the day.	See Comment #5
3194	Theresa Ziskovic	3/6/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Kington, I am a resident of District 1, Austin TX. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR less traffic through the heart of Austin. The 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. The 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. 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	Mobility35 Program Manager Tommy Kington, I'm a resident of San Antonio who often drives to Austin. I oppose the expansion because of real-life examples of Induced Demand in Texas (namely, the Katy Freeway). Expansion will not improve traffic nor make Downtown a better place to live. We need to either 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 #3
3196	Thomas Bohulav	1/13/2023	Email	General Support	In the Department of Transportation, IN 35 has received significant improvements for over 30 years. I fully support the Department's efforts to expand capacity through additional lanes, like this funding available to address the needs of the through traffic and local traffic. I support implementing Alternata 3. Thomas Bohulav	See Comment #6

3197	Thomas Behavies	1/18/2023	McClure 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 Eisman	3/7/2023	Email	Do not widen/hc build	Mobile35 Program Manager Tommy Kings. I know TxDOT wants to move this plan along but hopefully they have learned from the stoppage of I the state's proposed widening of Interstate 45 via intervention from the administration that public comment has to be seriously taken into account and this highway cannot just be forced through. The widest freeway in the world is in Houston and there are still traffic issues, in a more local issue. Expect the expansion of a toll lane has done little to impact overall traffic on I. This expansion is not the right move and we need to consider alternatives. I know there are alternatives in Texas since the Southern Gateway Deck Park (I 35E), Dallas. Texas project has been approved. Even the famous Big Dig project which occurred in Boston could be a reasonable alternative that would allow I35 to go through Austin with minimal effect to current businesses which would add money to the economy. There are many valid alternatives to expansion, the Rebuild35 proposal, reconfiguring another highway such as SH-130 as an interstate to divert traffic, a boulevard going through town to increase business spending, or a public transit first project which would encourage the use of buses or trains. All of these are valid alternatives to best expansion which would destroy businesses and would do little to help with traffic congestion. Please follow the will of the people and DO NOT EXPAND 35. I don't want to use an interstate highway for my local trips. I was a rancher when that drove through all of central Texas and I know better than anyone that you should avoid highways like the plague. I hope despite past history showing the ignoring of people's opposition, that TxDOT, Austin City Council, and other representatives stand up for me in opposition to the expansion. Sincerely,	See Comment #5	
ID	C	N	On	R	d	f	
3199	Thomas Friedman	3/6/2023	Email	Renote to I 35	Mobile35 Program Manager Tommy Kings. As a resident of Austin for many years I strongly OPOUSE TxDOT's plans for I35 and I strongly OPOUSE ANY expansion plans to the highways running through the city itself. It's high time SH130 be redesignated as the highway for 18-wheelers and heavy trucks vehicles. No single person I know in Austin wants I35 to go through downtown and if TxDOT does anything I should be to move I35 out of the city. The smog, pollution, and sheer noise of this dirty highway are a constant source of pain and suffering to the daily lives of Austin's residents and should NEVER have been allowed to get so out of control. All 18-Wheeler/tractor trailers need to be legally forced to use SH130 instead.	See comment #3	
3200	Thomas Graham	3/7/2023	Email	Blue/paid safety	Mobile35 Program Manager Tommy Kings. You're removing the magic of Austin... it's WALKABILITY. We need to build a city for people, not for cars.	See Comment #30	
3201	Thomas Haggithorn		VOH	Do not widen/hc build	I agree that something needs to be done with the central segment of I 35, but overall I don't like the plan as presented. I agree that the elevated lanes should be removed. I would prefer the entire project be below grade level, within the existing right of way, and completely underground in tunnels. If 80% of the traffic in this area begins and ends within the area, I would favor action by the City of Austin to improve surface streets, improve east-west access, improve mass transportation options, and other alternatives that would reduce local demand on I35. Additionally, removing exit and entrance ramps within the area to provide a single downtown access point would improve through traffic flow and reduce local demand.	See Comment #5	
3202	Thomas Jones	2/29/2023	VOH	Renote to I 35	An additional factor within the study area's congestion is the dramatic increase in truck traffic. With the hills in the area, particularly near the river, loaded trucks are not able to accelerate and maintain pace with other traffic. Forcing all cargo traffic to SH-130 would be a preferred option.	See comment #3	
3202	Thomas Jones	2/29/2023	VOH	General Support	I have lived on 5th and Red River, 2 blocks West of I35, 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 sleep across I35 at the Battito Plaza and would love to see East and West combined once again. I support Modified Build Alternative 3	See Comment #8	
3203	Thomas Karmach	3/6/2023	Email	Do not widen/hc build	Mobile35 Program Manager Tommy Kings. I am a resident of Austin and firmly oppose the expansion of highway 35. I do not think this will help alleviate traffic concerns.	See Comment #5	
3204	Thomas Michaels	3/1/2023	Email	Public transit/Multimodal transportation	Notes I moved here from Boston MA in 2017. They completed an almost identical project between 1991 and 2006. The results were not near what the city had hoped. A primary reason was that the city far underestimated the number of people who would move there. Austin has seen a significant amount of growth in the past few years. How is the city's projected population growth in the next 15 years being considered in this project? Without alternatives or additions that increase access to public transportation people will continue to depend on vehicles especially as housing costs rise and people live further from city center. I ask that you at least reference the errors made by that project and to be very liberal with population projections to accommodate the needs of the city in the coming years Dr Thomas Michaels Travis County	See Comment #13	
3205	Thomas Stephens		VOH	Blue/paid safety	Widening I 35, despite the lowering of the lanes and the wider cross bridges, will only make the corridor less pedestrian friendly, and increase the divide between east Austin and the rest of the city. The boulevard, in the summer, would be an unbearable place to be outside, and the noise and exhaust from the traffic would make it worse.	See Comment #30	
				Lateral/Induced Demand	Furthermore, Induced Demand would likely mean that traffic on I 35 wouldn't improve, anyway.	See Comment #18	
				Public transit/Multimodal transportation	Austin needs proper mass transit, not wider highways.	See Comment #13	
3206	ThomasJ	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 Mail for Windows	See Comment #8	
3207	Tha Nguyen			Do not widen/hc build	Mobile35 Program Manager Tommy Kings. I am a resident of San Antonio and Austin and I oppose TxDOT's plans for I 35 and I OPOUSE expansion. As someone who commutes almost every other week to and from San Antonio / Austin, I know I'm not the only one who wants to find a better way outside of expanding 35.	See Comment #5	
				Community Alternatives	I support a public transit first project and Rebuild35's proposal. PLEASE do not expand I35!	See Comment #4	
3208	Tiffany Aguiar	3/7/2023	Email	General Support	Mobile35 Program Manager Tommy Kings. I hate the horrible traffic I'll be moving to San Antonio and often have to drive to Austin and the construction on I 35 is already bad. I can't imagine what it will be if people go on through the expansion plan.	See Comment #8	
3209	Tiffany Holder	3/7/2023	Email	Do not widen/Hc Build	Mobile35 Program Manager Tommy Kings. I am a resident of Austin, and I OPOUSE TxDOT's plans for I 35 and I OPOUSE expansion. I am NOT plans that incorporate redirecting traffic to other alternate routes, increasing public transportation options, and plans that do not so negatively affect the surrounding neighbors small businesses. TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from 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. The worst congestion we see with the Katy Freeway, on 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 support TxDOT, Austin City Council, and other representatives to stand up for me. Thank you!	See Comment #5	
3210	Tiffany Palmer	3/7/2023	Videochat	Renote to I 35	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 35, which did not work. So, these projects tend to go over budget, over time, and you're also going to displace a lot of businesses and people and probably not value the properties what they are really worth and pay them the money that they are really due plus the headache of having a move to another location plus moving people before displace housing. And, nobody wants to replace the affordable housing with truly affordable housing. I think you need to divert the semi trucks that are driving through town onto I 35. And we should have never done a toll road because they don't want to pay for it. So, push them off, to I 35 is what you should do, and that would alleviate a lot of traffic headaches to just getting those people who are driving through off of 35. They need to be moved. If you want to go for an HOV + 4 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 to another pathway. Do get those trucks off of 35, and that will solve your problem. We are owners of 3308 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 yes to sound barriers that is right on our property line at Robinson Ave. Please contact us - Tiffany Palmer [REDACTED] Sent from [REDACTED]	See comment #3	
3211	Tiffany Rivers and Sean Toney	2/9/2023	Pho n o C o	Air Quality/Noise	We are owners of 3308 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 yes to sound barriers that is right on our property line at Robinson Ave. Please contact us - Tiffany Palmer [REDACTED] Sent from [REDACTED]	See Comment #34	
3212	Tiffany Tong	3/7/2023	Email	Do not widen/hc build	Mobile35 Program Manager Tommy Kings. I'm opposed to TxDOT's expansion plans for I 35. The plan is shortsighted and hardly demonstrates any return on investment: at least 10 years of construction for at most a few years of congestion relief? No, thank you. Instead, please look at more sustainable, longer term solutions. May I even go as far as to suggest a public transit first plan? This would truly bring long-term relief to Austin's congestion problem.	See Comment #5	
3213	Tiffany Valle	3/7/2023	Email	Do not widen/hc build	Mobile35 Program Manager Tommy Kings. It's a residents of Houston, TX where the FHWA just voluntarily agreed to allow TxDOT to move forward with the I-45 expansion. Why does TxDOT want to expand highways so much? It has been proven: not to work and it is harmful to communities. We should have 21st century solutions to moving people and things by train, not repeating the same failed attempts to improve freeways and hoping it works this time. The money wasted on freeways could be used to fund public transport, protected bike lanes, public education efforts, and many more. Don't expand another highway in Texas if we don't want to keep being the lagging state of the country when it comes to transit and transport.	See Comment #5	
3214	Tim Crowley	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	
3215	Tim Crowley	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	
3216	Tim DeLam	1/31/2023	McClure Website Comment Form	General Support	Any effort to reduce vehicles on the roads is worth pursuing.	See Comment #8	
3217	Tim Taylor	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. Tim Taylor Jackson Walker LLP 100 Congress Avenue, Suite 1200 Austin, Texas 78701 [REDACTED] Sent Certified by the T&E in Commercial Mail Express Law www.usps.com/teyer	See Comment #8	
3218	Tim Taylor	2/7/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that Interstate 35 through Austin is one of the most congested roadway segments in the State of Texas. The "interregional", as we used to call before it became severely outdated and overwhelmed, the Main Street of Texas and the Central Texas segment of one of our state's and nation's transportation network's most important arteries. As such, all Texans should call for bold and decisive action to transform this critical stretch of transportation infrastructure into a roadway that will accommodate the rapid growth we are continuing to experience in our great State.	See Comment #8	



3219	Tom Thomas				Do not widen/ho build	Metrolink35 Program Manager Tommy Alving.  We do not want an H-35 expansion. I have lived near the corner of 711 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 TADOT has wasted over the years has made any improvement. I oppose TADOT'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.	See Comment #49			
					Public transit/Multimodal transportation	There is our desire to all of our creeks and filtering our sidewalks and bike lanes. Everyone wants better public transit, yet TADOT proposes more highway lanes. Your roads are the deadend in Austin. If you must expand H-35 we need pedestrian and bike crossings every 1/4 mile. We need a cap. And we need a plan to convert H-35 over to rail and active transportation once we are forced to get serious about climate change.	See Comment #13			
3220	Tim Wallace	1/26/2023	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 nationally ranked as the 15th worst for traffic congestion and 3rd worst in the states. 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 TADOT. This is a public transportation project that is MUCH MUCH overdue. Thank you for your dedication to serving the citizens of Texas.	See Comment #8			
3221	Timothy Banner	3/1/2023	Email		Do not widen/ho build	Metrolink35 Program Manager Tommy Alving.  As a resident of our great state of Texas, I am one of the first to proclaim "Start make with Texas." The expansion of the highway is not only a poor solution to the issue of transportation in/around our cities, it is the quickest way to destroy our land. How many lanes until the congestion is "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 easier and more simple ways of getting around through well funded and secured transportation for everyone?	See Comment #49			
3222	Timothy Outback	3/1/2023	Email		Air Quality/Noise	We TADOT TADOT.  To Whom It May Concern:  The expansion of I-35 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 I-35 and Airport Blvd. The noise and pollution of I-35 and the interchange at that intersection is a constant nuisance to the neighborhood and well being of all who live there. Additionally, the city's homeless population gravitate towards the deadzones of the interstates. As first hearing about the I-35 renovation, we were excited at the prospect of widening the upper decks and parking the interstates below ground. This would reduce both the air and noise pollution. Additionally, it would reduce the Berlin Wall type effect of the massive concrete barrier between my house and my children's school.  However, the latest plans are worrisome because they seem to expand the interstates without concern about the residents of the city. They further encroach on the grounds of St. George's Church and push up against the homes of residents in this neighborhood that is on the National Register for Historic Places.  We request that the health and wellbeing of residents be considered and weighed as highly as those of commuters. I-35, as it stands right now, needs to change, but we must remember that it tears through the middle of a city. Thus, any changes should seek to heal that scar vs. simply ignoring the fact that people live and work near this massive river of concrete.	See Comment #34			
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3223	Timothy Edward Duke		McCuEx Website Comment Form		Multimodal transportation	There are important issues that must be considered concerning the H-35 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.	See Comment #20			
					Air quality	The environmental impact of single occupant vehicles is STILL being ignored. TADOT 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.	See Comment #58			
3224	Timothy McGuff				Do not widen/ho build	Metrolink35 Program Manager Tommy Alving.  I am writing to express my strong opposition to the proposed plan by TADOT to spend \$5 billion expanding the interstate highway that cuts through the middle of downtown Austin. I believe that this project is not in the best interest of our community and will have numerous negative consequences for our city. Furthermore, I do not want to use an interstate highway for my local trips. Half of all trips by Austinites are journeys of 3 miles or less, and so it doesn't make sense to force us to blend our traffic in with travelers who are going a much further distance and just want to bypass our city.  I expect TADOT, Austin City Council, and other representatives to stand up for me and other members of our community. TADOT should not be able to unilaterally decide what's best for our city and our community. I urge you to reconsider this proposal and instead work towards creating a more sustainable and livable city for all of us. Thank you for your attention to this matter.	See Comment #5			
					Community alternatives	Instead, I am in favor of something more along the lines of the Redlink35 proposal	See Comment #4			
					Rescue to I-30	First and foremost, I oppose TADOT's plans for I-35 and expansion, which suggests redesigning another highway such as SR-130 as an interstate, and instead constructing a boulevard going through town that would involve a more a civic minded transit-first project.	See Comment #3			
					Latent/Induced Demand	The Redlink proposal takes into consideration the flaws in TADOT's process for this project, which ignores Induced Demand.	See Comment #18			
					Tire wear	construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and flawed traffic modeling.	See Comment #18			
					Public transit/Multimodal transportation	I believe that this interstate project will make it more difficult for people to get around our city, and will not provide any real solutions to our transportation problems. Instead, we need to focus on public transit and other sustainable transportation options that will allow us to move around our city without relying on cars and highways.	See Comment #13			
					Air quality/noise	Highway expansions have been shown to worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. Therefore, I strongly believe that this project is not worth the investment. Spending 10 years of construction on this is simply not worth it.	See Comment #34			
3225	Timothy Pelkowski		McCuEx Website Comment Form		Caps/bike lanes	<ul style="list-style-type: none"><li>Document the impact of adding any highway lanes to local streets and the resulting impacts to walking and biking.</li><li>Design the "boulevard" to NACTO and CMAA standards so that it functions as a street, not high-speed transit road.</li><li>Design ramping that is appropriate for urban areas and reduces the barrier of the highway. In most cities this is done with portal ramps. Consider removing ramping that is preventing additional connectivity.</li><li>Allow street trees in all locations at the surface. Forthright needs (between moving traffic and shared use paths, bridges, caps, etc.</li><li>Design the project so that additional caps and structures can be added at a later date throughout the length of the project.</li><li>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.</li><li>Engage urban design, landscape and architecture professionals in addition to engineers when developing all components of the project.</li></ul>	See Comment #42			
					Water quality	Redesign water management, including management of stormwater, runoff, and flooding, to ensure that water is filtered and treated before being returned to the Colorado River.	See Comment #123			
					Latent/Induced Demand	Redesign any improvements to minimize induced demand, vehicle miles traveled, and the resulting pollution. This would include a robust study of induced demand, increased VMT, and a realistic assessment of both current and future pollution and that does not simply assume electric vehicles will solve these issues.	See Comment #18			
					Public transit/Multimodal transportation	In order for transit services, walking, and biking to successfully operate along and across the I-35 corridor, there must be additional connectivity and additional coupling. 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.	See Comment #13			
					Parks	Provide additional protections for Austin's parkland and open spaces, including adding parkland and open space amenities that benefit the citizens of Austin. Ensure that any parks, which are directly impacted, including the East Lake Metropolitan Park, Walter Bruch, Edward Rendon St. Park at Federal Beach and Palm Park, and any urban trails directly impacted, including the Butler Hill-and-Bike Trail and the Red Line Parkway, have improved access and usability with this project.	See Comment #150			
					Business/residential displacement	Mitigate displacement of communities of color and low-income families by minimizing the proposed ROW. The preferred scheme proposes to increase the ROW to an extent which places a possible 107 commercial and residential properties at risk of displacement, some of which would displace non-white and lower-income populations.	See Comment #21			
					Rescue to I-30	TADOT should incentivize traffic to use SR130, which was built as a bypass to I-35, but is currently not financially structured to encourage long distance drivers to go around central Austin.	See Comment #3			
3226	Tina Li	2/9/2023	McCuEx Website Comment Form		General Support	As a UT student who commutes, this redesign would help me tremendously as it will not only allow me to get to campus faster but also provide safer driving conditions.	See Comment #8			
3227	Tosae Elliot		McCuEx Website Comment Form		Multimodal transportation	As you move forward on deciding on the proposed changes for I-35 I ask you to consider the long term environmental impact these changes will create. We cannot simply decide on a fix that will satisfy the needs of the current residents of Austin and Travis County. We must give careful thought to those who come after us. What impact will our actions have on their lives? I strongly believe changes that promote and encourage mass transit will offer the most positive long term benefit. Designated lanes for transit and would encourage ridership if it significantly decreases travel time.	See Comment #20			
					Air quality	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 I-35. Again, a quieter community while improving air quality is a win-win. Will TADOT be paying for these changes or will Austin tax payers be footing the bill?	See Comment #58			
3228	Tyler Page	2/16/2023	McCuEx Website Comment Form		Business/residential displacement	I am writing concerning the expansion of I-35. 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 replicated. Not only do they have to find a new building, but they lose value because most people will think they closed down entirely.	See Comment #21			



3240					Multimodal transportation	<p>Email copy: Dear Tommy Alarago,</p> <p>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 so were collectively representing thousands of Austinians 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>I affirm that it has received the community's input (the original from 2020), and this version - both of which are available at <a href="https://www.ourfuture35.org/">www.ourfuture35.org/</a>. 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
						<p>Email Copy: Tommy Alarago,</p> <p>Attached is our input for the I-35 Capital Express Central DES public hearing.</p> <p>Tom</p> <p>In the public hearing summary, appendix F, None of the proposed build alternatives should be advanced to the next stage. Concerns regarding the proposed build alternatives: They include too many highway lanes for an urban core environment. Preferably no additional lanes are added—managed lanes, maintenance, collector-distributor lanes, or service road lanes. There should be no elevated sections or flyovers, except perhaps flyovers at the interchanges with US 290 East and with US 290 West, to be commensurate with the existing Turnpike. 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-tollway 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 enormous negative impact on Austin and the Austin metro, including widening the highway and destroying 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 car-free connectivity across I-35, to pedestrians, bicycling, trail, and Transit connections across I-35 that do not encounter maintenance or service road traffic. Provide alternatives that preserve or extend street crossings, plus restore or create new east-west street crossings.</p> <p>Rectify longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. The project must help rectify past impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes. The project should include mitigation funding for both I-35's past impacts and this project's new impacts.</p> <p>Facilitate economic sustainability &amp; resilience in segment with equitable outcomes. Create walkable, rideable, and equitable transit-oriented development along I-35. Close socioeconomic gaps between communities and stop or mitigate displacement.</p>	See Comment #20
3241					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 &amp; endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage &amp; flooding impacts resulting from the project.</p> <p>We recognize, as others do, that the proposed expansion would make local air quality worse, would have significant negative health impacts, and that this has not been adequately acknowledged or evaluated in the DES. The DES analysis is inadequate for PM 2.5, PM 10, NOx, 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>Rectify longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. This Project must help rectify past impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes again.</p> <p>Rectify longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. This Project must help rectify past impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes again.</p> <p>Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, 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,</p> <p>Re: I-35 Capital Express Central, Draft Environmental Impact Statement</p> <p>Thank you for the transparency with over the last several years at the Texas Department of Transportation to adopt a safe systems approach and actually 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&amp;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 this project is on target to meet the 2035 goal to cut deaths in half is completely doable and within TxDOT's grasp, based upon the design of the facility and various choices that would result from unambiguously having this goal as the top purpose and need of this project.</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
						<p>Dear I-35 Capital Express Central,</p> <p>Re: I-35 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 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&amp;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 TTI study purporting to show the "problem" of out through traffic in no way considered the spatial impacts 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 TTI 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 refused to meaningfully consider these alternatives.</p> <p>Please see the original 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
3242		3/7/2023	Email	Multimodal transportation		<p>Dear I-35 Capital Express Central,</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 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 finalizing the Final Environmental Impact Statement:</p> <ul style="list-style-type: none"><li>- 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 the result clear.</li><li>- Austin is headed to non-attainment for PM 2.5 and that will drastically change the way we do transportation at the CAMPO level.</li><li>- 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 PES and Record of Decision by August (prior to Texas being required to comply with new standards).</li><li>- TxDOT needs to do a quantitative analysis and health impact assessment for all pollutants.</li><li>- 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.</li></ul> <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
						<p>The complete PDF is located in the public hearing summary, appendix F.</p> <p>Attached is input from Peoples United for Mobility Action (PUMA) for the I-35 Capital Express Central DES public hearing.</p> <p>Email Copy: Tommy Alarago,</p>	See Comment #20

3243		3/7/2023	Email	Multimodal transportation	<p>Dear I-35 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 I-35 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposals. I wish I did not have to drive as much as I have to drive today. Driving is one of the most dangerous way to travel in Texas, with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.</p> <p>The travel demand models that only seek to optimize this project to slightly speed up long distance single occupant vehicle travel do not represent my needs and desires or the vast majority of the reasons that I need safe, multimodal access in the Austin region. The regional growth forecasts that project a future with the vast majority of residents living in car-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the lifestyle that I 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&amp;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	Tummy Elliott	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 my iPhone SE Device. Get Outlook for Android</p>	See Comment #8						
3245	Tummy 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	Tummy Vinograd		VOH		<p>By its nature, a highway built for cars is hostile to pedestrians. As a citizen of Austin, who has lived here for 25+ years, I have walked across I35 on overpasses many times. Each time, it is a hostile experience. The feeling of road cars crawling at 60+ mph below your feet is unsettling. It feels as though any wrong step could lead to getting hit. In fact, this corridor through Austin is (and has been) consistently the deadliest corridor for pedestrians in the entire city limits. Why then, would 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 crossings). For the sake of the health and safety of the people of Austin, please help mitigate the impacts that this I35 corridor has on some of the most accessible and valuable land that our city has to offer. Thank you!</p>	See Comment #9						
				Reverts to I-30	Also, why can't we move I35 to where I-10/330 currently sits and downsize its current footprint when the large majority of trips on the central corridor are local?	See Comment #3						
3247	Tony Altman	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						
					Helix, I want to voice my extremely strong opposition to the planned widening of I35, specifically modified build alternative 3.	See Comment #5						
3248		1/4/2023	Email	Do not widen/no build	<p>I have lived in Austin for nearly a decade now. I strongly support demolishing the upper decks, making room for rail, and fixing east west interchanges. However, adding additional lanes or widening I35 and demolishing homes and businesses to do so is terrible and will accomplish nothing. Every traffic study available tells us that adding more lanes has never done anything for congestion. From Houston to Seattle, it would be foolish to expect the outcome in Austin to be any different. The renderings online showing people jiggling or biking next to nearly 2.6 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. Shunting forward and widening it just because that's what we do is unacceptable. The talented folks at TxDOT are capable of better. Texans deserve more, and the country needs Texas leadership and innovation on traffic and highway development. Thank you very much for all you do. Sara</p>	See Comment #5						
3249		2/9/2023	VOH	CapMetro	<p>Will there be interim projects pursued through CapMetro using the \$9.4M to address maintaining travel service during construction?</p>	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 Haimelien			Do not widen/no build	<p>Helix/I35 Program Manager Tommy Raligh, I HATE THE EXPANSION OF I35BT it won't solve noise traffic and it will destroy the areas around it.</p>	See Comment #5						
				Community Alternatives	I support retrofit I-35.	See Comment #4						
3251	Tony Vogel	1/13/2023	Email	Do not widen/no 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-635 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	C	N	Do	R	d	S	Type	C			R	P
							Air quality/noise	I am also concerned about the increased noise and air pollution.	See Comment #34			
3252	Tony Real						Do not widen/no build	Helix/I35 Program Manager Tommy Raligh, I live and work in Barton Hills area of Austin. After researching current proposals I oppose the current plans and any plans that involve expanding the highway. Creating more lanes and a bigger highway system in general does not solve traffic which I am sure you already know.	See Comment #5			
							Public transit/Multimodal transportation	Instead investment should be focused on making a more livable city, such as seeing project connect through to the end. Having an efficient public transit system and more bike routes for micro mobility will do more for this city than any design for I-35. Ultimately, cities should be built for people not cars.	See Comment #13			
3253	Youssef Bouch						Do not widen/no build	Helix/I35 Program Manager Tommy Raligh, I am a resident of 4309 Airport Blvd. Cross section of 35 and Airport. I am a physical therapist, my husband is a product manager, our small children are 1 and 3 years old and attend St George's Episcopal school right at the 45th street exit off 35. We are strongly opposed to build a plan to expand 35. We OPPOSE both the plan and I OPPOSE expansion. Expanding 35 will worsen congestion just like the hwy freeway 66. Highway expansions DON'T work. 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. Please consider.	See Comment #5			
							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			
							Community Alternatives	I am FOR the retrofit/35 proposal.	See Comment #4			
							Air quality/noise	They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34			
							Reverts to I-30	10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #3			
3254	Tracy Bradban						East/west connectivity	Helix/I35 Program Manager Tommy Raligh, Helix, I am a voter and resident of Austin. We have 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 in major cities, much less within 3 blocks of a state cap university and capital building. Thank you!	See Comment #20			
							Reverts to I-30	I favor the Helix/ 35 proposal or designating SR-130 as an interstate.	See comment #3			
3255	Tracee Mayak		VOH	Racial Justice	<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 segregated in terms of access to resources and amenities. Expansion of I-35 will only make the city more divided. It will hinder accessibility for bikers and pedestrians, especially.</p>	See comment #1						
							Reverts to I-30	Large trucks can easily be diverted around the city via 483 and 360. Our downtown should be IMPROVED and its connections to local neighborhoods ENHANCED rather than isolated and segregated.	See Comment #5			
3256	Travis County EDO	3/2/2023	Email	Cooperating and Participating Agency	<p>Comments attached and also sent via mail. Thank you.</p>	TxDOT will continue to coordinate with Travis County on this project.						
3257	Travis Cramer - Osmo			Do not widen/no build	<p>Helix/I35 Program Manager Tommy Raligh, NOT! I have some construction bids asking for more work? If I take 10 yrs to expand 35 I want be the solution we need at this time.</p>	See Comment #5						
				Public transit/Multimodal transportation	<p>No one wants to see I35 get bigger. Use those ten dollars to make I-30 free and invest in public transport.</p>	See Comment #13						
				Business/residential displacement	<p>I will have destroyed plenty of businesses along I35 in that time. And 10 years of construction traffic will cause people to find new routes and forget using I35 altogether</p>	See Comment #21						
3258	Travis Hixon	1/26/2023	McQuay-Norris Comment Form	General support	<p>Chairman Bugg &amp; Commissioners, With the new proposed alternatives and alternatives I ask that there be significant attention paid to drainage when going underground. 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 approach. Otherwise, I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you.</p>	See Comment #8						
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 &amp; taxpayer. Sent from my iPhone</p>	See Comment #8						

3260	Travis Lee Ratloff	3/7/2023	McCluskey Website Comment Form	Parke	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 US5. Furthermore, the increased noise that will be created for communities adjacent to US5 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	2/6/2023	Email	General support		See Comment #6
3262	Travis Sawett	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 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	2/6/2023	Phy des i Ca min ent	Do not widen/no build	I am opposed to this expansion in all forms. This expansion would destroy all opportunity in the near future to transition Austin to a more sustainable future. All independent studies have shown that this would make traffic worse. It would bring more cars into the city at a time when we are trying to expand our transit and guide 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/no build	Mobility35 Program Manager Tommy Krieger. I live in the Westover 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 worsening traffic for the rest few decades. The residents of Austin don't want a highway expansion and the city council is doing what they can in their limited power to influence the project, but many city council members would be to go even further than the statement stated 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
				East/west connectivity	The expansion would widen the gap between East and West Austin.	See Comment #20
				Public transit/Multimodal transportation	At a time when cities across the country and world are removing highways and replacing them with housing, parks, mixed use businesses, and public transit, all while seeing improvements in traffic, it would be unnecessary for Texas to go against all modern best practices by expanding US.	See Comment #13
				Latent/Induced 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. Nonetheless, for the sake of Texas future.	See Comment #18
				Renovate to I-30	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/ped safety	High speed rail proposals, light rail and metro systems, changing zoning laws to allow denser, more walkable neighborhoods where people aren't forced to drive, building improved bicycle infrastructure and offering rebates for pedal assist e-bikes. So much could be done in these areas 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 Riverside and Duffin wells, immediately next to M370. While I am extremely concerned about the proximity of the 35 updates to my home, I am even more concerned about the sound, vibration, 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: Mopac took how long, again?	See Comment #34
				Construction	I have yet to be provided with any documentation that neither A) predicts or anticipates the expected amount of time the construction will take, B) how loud the construction noise would be, nor C) at what hours will the construction take place. I demand this information be released.	See Comment #176
				Air Quality/Noise	I am extremely concerned at the potential noise, total project duration and working hours the project would have by my home at Travis Green condos on Mariposa Dr I propose that the city/TxDOT/planners/contractors/anyone involved with the project in an official capacity discuss a commitment to the residents of impacted areas (or areas within a certain proximity to the project) that limits the following (but not limited to): Three days/weeks of construction. The noise (exceeds levels/noise pollution). Total time to project completion (including surveying/exploring/developing works). Additionally, I propose that the city/TxDOT/planners/contractors/anyone involved with the project in an official capacity REVIEW IN PUBLIC 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 "There'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 stated commitment are ever violated. The compensation should not be singular. There should be a commitment to compensate with each violation.	See Comment #21
3266	Trevor Hackett			Do not widen/no build	Hello, I live near 48th and Red River St, less than a half mile from US5. I am strongly opposed to the widening of US5 from US 290 East to US 290 West/SH 71 in general. The entire premise of the proposed changes to the highway are built on the premise that we should make it easier to travel via the highway.	See Comment #5
				Multimodal transportation	Given that the population of Austin is set to double in the near term, we should be building a city which encourages walking, biking, and transit. Austin already has Project Connect to encourage transit and the city actively works to build pedestrian and biking infrastructure.	See Comment #20
				Public transit/Multimodal transportation	Another premise I'd like to call into question is that because more people are moving to Austin, we need the road infrastructure to support the drivers who will be coming in. Brad Wheelis with TxDOT said that 92% of Austinians 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 is opposite to a bigger highway. If most trips are local, then most of those trips 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 US5 being based on an entirely false premise, TxDOT needs to start prioritizing sustainable infrastructure. Relying on single passenger vehicles to move about the city of Austin and our state has a huge environmental impact. Transportation is the #2 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
				Latent/Induced Demand	Widening the highway might make driving easier in the short term, but in the long term driving demand will rise to meet the increased highway capacity meaning more people are going to be sitting in the same amount of traffic. This is called Induced Demand.	See Comment #18
3267	Trevor Hackett		McCluskey Website Comment Form	Do not widen/no build	Hello, I live near 48th and Red River St, less than a half mile from US5. I am strongly opposed to the widening of US5 from US 290 East to US 290 West/SH 71 in general. The entire premise of the proposed changes to the highway are built on the premise that we should make it easier to travel via the highway.	See Comment #5
				Multimodal transportation	Given that the population of Austin is set to double in the near term, we should be building a city which encourages walking, biking, and transit. Austin already has Project Connect to encourage transit and the city actively works to build pedestrian and biking infrastructure.	See Comment #20
				Public transit/Multimodal transportation	Another premise I'd like to call into question is that because more people are moving to Austin, we need the road infrastructure to support the drivers who will be coming in. Brad Wheelis with TxDOT said that 92% of Austinians 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 is opposite to a bigger highway. If most trips are local, then most of those trips 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
				Latent/Induced Demand	Widening the highway might make driving easier in the short term, but in the long term driving demand will rise to meet the increased highway capacity meaning more people are going to be sitting in the same amount of traffic. This is called Induced Demand.	See Comment #18
				Air Quality/Noise	On top of the proposed changes to US5 being based on an entirely false premise, TxDOT needs to start prioritizing sustainable infrastructure. Relying on single passenger vehicles to move about the city of Austin and our state has a huge environmental impact. Transportation is the #2 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	Trevor 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 allow us to decrease traffic congestion on I-35 and improve continued dependance and therefore expansion of public transportation. With Austin currently working on a subway as well, I could definitely see high utilization of a high speed rail.	See comment #1
ID C R L Dr R d S						See Comment #25
3269	Trevor Luter			Do not widen/no build	Mobility35 Program Manager Tommy Krieger. I am a resident of Austin District 8, and support 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
				Renovate to I-30	Instead of expanding 35, invest in public transit and renovate 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. Referring to 35's plan is the path the City of Austin and TxDOT should follow.	See Comment #4
3270	Trevor Robinson			Do not widen/no build	Mobility35 Program Manager Tommy Krieger. I'm a 20 year resident of the Delcated 2 neighborhood in Austin. I live one block away from I-35 and saw 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 in Austin.	See Comment #5

				Public transit/Multimodal transportation	Let's replace I-35 with a transit and pedestrian friendly Great Streets boulevard, similar to the original East Avenue that it replaced. Or if I-35 cannot be removed, let's depress ALL lanes through the entire Capital Corridor, so it can be opened and utilized.	See Comment #13
				Latent/Induced Demand	The current proposal is flawed and harmful for many reasons. It ignores Induced Demand and relies on flawed traffic modeling.	See Comment #18
				Air Quality/Noise	Like most highway expansions, it will worsen long-term congestion and air, water, and noise pollution.	See Comment #34
				Route to I-35	There are other highway options for north-south traffic to go around Austin, and few many Austin residents, I don't want to use an Interstate highway for my local trips. Let's designate a highway that doesn't go through the heart of Austin, such as SH-130, as an Interstate.	See Comment #3
				Racial justice	The current I-35 is a concrete embodiment of the racial and economic divides of 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	McCauley Website Comment Form	Air Quality	We need greater measurements of air quality during this "environmental" review. Engineers should study ways to treat the water runoff currently it goes directly into the lake - our drinking water source! We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle. We should have bus only lanes (and TODOT actually plan for rail here - that would be truly awesome) - but we need PREFERRED transit options. We should have more caps (bury the freeway in larger segments so we truly create corridors between east and west). Early plans suggested TODOT 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 Clean Scapes www.cleanscapes.net	See Comment #6
3273	Triana Ramon	2/2/2023	McCauley Website Comment Form	Regional Connectivity	Rapid rail would allow fast movement between the nearby cities of Austin and Dallas, thus benefitting all individuals working in the area.	See comment #1
3274	Tricia Virelat	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 Virelat	See Comment #6
3275	Trinita Nguyen	2/11/2023	McCauley Website Comment Form	Do not widen/no build	Hi	See Comment #5
3276	Trinita Nguyen	2/11/2023	McCauley Website Comment Form	Do not widen/no build	Don't expand I-35 and displace the low houses	See Comment #5
3277	Tray Gilbert			Do not widen/no build	Mobility35 Program Manager Tommy Kling. Hi - I'm a resident of Ryze Park, Austin Texas. Their proposal is the best for our city and I DON'T support Texas DOT's I35 expansion plan. I35 has been a horrible gash through our city.	See Comment #5
				Community Alternatives	Please utilize the ReThink35 proposal for I35.	See Comment #4
				Latent/Induced Demand	It is a well-established fact that expanding highways through cities only makes congestion worse, not better. Texas DOT needs to move in to this century with their thinking and solutions.	See Comment #18
3278	Trudie Redding	2/6/2023	My voice in the community	Lower Speed Limits	I would like to see a minimal amount of added acreage to the freeway system in Austin. Use what is there. Slow the speed. Set lanes aside for connecting times. Use lighted signage for lanes. Have the signs tell the speed to go and how close in the next exit! Change the entrance ramp that is too short to be longer and allow the cars to merge. With a closed lane nearly any picture. Use money for group transport projects. Slower work hours for traffic control. Keep the lanes, etc., in tact and just move lane.	See Comment #35
3279	Tucker Rice	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
3280	Turner Kerr		McCauley Website Comment Form	Do not widen/no build	I do not support the current plan for the I-35 Capital Express Central Redesign.	See Comment #5
				Racial justice	The project in it's current form further widens the scar through Central Austin, reduces Austin's tax revenue from existing properties, and deepens the divide between East Austin and Central Austin.	See Comment #3
				Bury/tunnel	Please consider burying I-35, reducing the total number of added lanes, and allowing the capped portions of the freeway to be developed (thus increasing taxable property value for the city and state).	See Comment #25
3281	Tessa Willis			Do not widen/no build	We can NOT build our way out of this dangerous highway. Highway extensions do NOT work. We are paving over what character is left of Austin. I expect TxDOT and Austin to discuss MCDOT better. I do not use the highway unless I absolutely have to. Never for local trips.	See Comment #5
				Community Alternatives	Mobility35 Program Manager Tommy Kling. Please please please...TODOT this plan extension plan no do not wait it. RETHINK35 !!	See comment #4
				Latent/Induced Demand	TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
				Route to I-35	Can the big trucks use Toll 130 for free and prohibit them from using I-35?	See Comment #3
3282	Ty Fleeman			Do not widen/no build	Mobility35 Program Manager Tommy Kling. I am a resident of Austin and I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am FOR a public transit first project.	See Comment #5
				Latent/Induced Demand	TxDOT's process in this project is flawed. It ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
				Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air, noise, and water pollution, safety, and transportation options beyond driving. 20 years of construction that just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	See Comment #34
3283	Ty Griffin	2/6/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my 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	1/11/2023	McCauley Website Comment Form	Regional Connectivity	I'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/no build	Mobility35 Program Manager Tommy Kling. Hello, I am writing to express my opposition for TxDOT's plans for I-35.	See Comment #5;
				Latent/Induced Demand	The current plan it ignores Induced Demand,	See Comment #18
				Air Quality/Noise	Construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. As a language, I urge you all to reconsider.	See Comment #34
3286	Tyler Grooms	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	1/11/2023	McCauley Website Comment Form	Regional Connectivity	I am in support of passenger rail. Now we are the largest city without passenger rail. It's an embarrassment.	See comment #1
3288	Tyler McCre			Do not widen/no build	Mobility35 Program Manager Tommy Kling. I am a resident of Travis County, living in South Austin, 78745. I oppose TxDOT's plans for I-35 and the planned expansion. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Please do everything in your power to stop this.	See Comment #5;
				Community Alternatives	I am absolutely in support of the Rethink35 proposal, a boulevard going through town, a public transit first project, or other people first options.	See Comment #4

					Latent/Induced Demand	TxDOT's process in this project is flawed. It ignores induced demand, construction impacts, particulate matter pollution from 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. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #25				
3289	Tyler Pusch			McCauley Website-Comment Form	Do not widen/ho build	As a citizen of a growing San Antonio and someone who cares deeply about future generation's health, I demand that a plan be included up revise the Lane Star Road proposal.	See Comment #5				
					Regional Connectivity	More be dollars to repair infrastructure on decades long time scales that are perpetually in need of maintenance. It's time to look forward. Texas could pioneer and be the example for High Speed Rail instead of investing our money into a project that serves only a short-term purpose. Texans want high speed rail, not more pollution and asphalt.	See Comment #1				
					Latent/Induced demand	Expanded highways have predictable results: it induces more demand, more of the same traffic, and more pollution.	See Comment #18				
3290	Tyler Stern	3/7/2023		Email	Do not widen/ho build	Mobilize35 Program Manager Tommy Arango, Widening a highway that I-35 is only going to make traffic, pollution, construction, maintenance costs, and accident rates all increase! Waste of resources that endanger Austin residents like myself and our health, safety, and comfort. I strongly oppose the proposed solution.	See Comment #5;				
3291	Tyra Grant			My City, Our Way	Do not widen/ho build	Widening I-35 only causes more demand and the same amount of traffic.	See Comment #5				
					Regional Connectivity	revive the railroad system plan between San Antonio and Austin.	See Comment #1				
3292	Uday Raj	1/30/2023		Email	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. Regards, Uday	See Comment #6				
ID	C	N	Da	R	d	S	Topic	C		R	P
3293	Uel Tege	1/29/2023		McCauley Website-Comment Form	Do not widen/ho build	Stop adding more lanes. Stop funneling money into stupid car infrastructure that is old and outdated. Just because gas companies and automotive companies are filling your pockets to push these things that they have convinced the general public that they need, we all know people would be much happier if they had a better mode of mass transit. Fix our rail projects. Make our cities more walkable. Car accidents are so deadly and every single day in this state someone's life is taken from a car. FUND RAIL. FUND RAIL. FUND RAIL. Stop adding more lanes, they add more traffic and add millions of dollars in improvement projects and LOSE TEXANS MONEY. Get over yourselves and do what's best for Texas.	See Comment #5				
3294	Uppavan Muthuraj				Do not widen/ho build	Mobilize35 Program Manager Tommy Arango, As a growing city, Austin needs to invest in its infrastructure to make transit effective for all Austinites but expanding I-35 is decisively the wrong answer. I have seen what happened in my hometown of Houston when I-28 expanded. Traffic got worse because the lanes induced more demand. It would be just a ploy if the same happened to the charming Austin that I love. I oppose TxDOT's plans expansion especially when there are so many better alternatives.	See Comment #5				
					Multimodal Transportation	We create a more walkable Austin by replacing I-35 with boulevard that allows for multimodal transportation.	See comment #20				
					Community alternatives	I think Refine35 offers a much more cohesive and all-encompassing solution.	See Comment #4				
					Air Quality/Noise	Instead of increasing pollution and traffic by expanding the highway inducing more car demand.	See Comment #34				
3295	UT Refine35				Do not widen/ho build	Dear TxDOT, We are the Refine35 student group at The University of Texas at Austin and we are writing to voice our concerns regarding the proposed I-35 expansion. We recently held a rally on our campus and the turnout proved that opposition to the expansion is felt not only within the city but particularly among students. During the rally, many students expressed various objections to the proposed project. As students, we are the next generation and we are the ones who will bear the consequences and make amends if this catastrophic decision is made.	See Comment #5				
					Community Alternatives	We urge you to reconsider this expansion with our welfare in mind, to create a future that values people over cars, and to use this opportunity to advocate for a transformational and sustainable transportation system. Sincerely, The UT Refine35 Student Group	See Comment #4				
					Blow past safety	The expansion will make public transit, walking, biking, and other alternative transit options incredibly dangerous.	See Comment #30				
					Public Transit/Multimodal transportation	Since students who do not have or cannot afford a car must resort to these alternative forms of transportation, socioeconomically disadvantaged students will be impacted the most.	See comment #13				
					Air Quality/Noise	The construction project and expansion will only promote more vehicle-related emissions in the Austin area. According to research conducted by the Dell Medical School at UT, kids in Travis County are hospitalized for asthma at a rate 60% higher than the national average, and since there is a link between pollution and asthma, TxDOT's plan will only exacerbate this increasing health problem. Furthermore, a large portion of UT students are from the Houston area, where they have experienced a highway widening to 20 lanes, and they can personally attest to the failure of the expansion to reduce traffic.	See comment #34				
					Climate change	UT Austin prides itself on the fact that students are able to use the knowledge they learn at this university to make an impact in their communities. The slogan "What starts here changes the world" inspires us to take initiative and make a difference in the world where we see room for improvement. Students across the university have all learned about the devastating impacts of pollution and how anthropogenic factors contribute to global warming. This has become an issue that impacts our daily lives and so it would be against what this university has taught us. Therefore, it would be a betrayal of our values to support an expansion that will contribute more to pollution and climate change.	See comment #51				
3296	Valerie Gold				Do not widen/ho build	Mobilize35 Program Manager Tommy Arango, I am a born and raised Austinite and a current resident in 78745. I oppose TxDOT's plans for I-35 and I oppose the current plan for expansion. The current TxDOT plan is not an effective way to address our worsening congestion.	See Comment #5				
					Public transit/Multimodal transportation	Austin needs to prioritize public transit such as the Capital Metro Project Central instead of highway expansion that destroys several long-standing Austin businesses and housing.	See Comment #13				
					Reverts to I-35	Instead, I suggest TxDOT looks into redesigning SH 130 as an Interstate. I expect TxDOT, Austin City Council, and other representatives to stand up for myself and other Austinites who live with the ever-changing traffic and population of Austin on a day-to-day basis. I appreciate you taking public comments such as my own into consideration.	See Comment #3				
3297	Valerie Champion			My City, Our Way	Do not widen/ho build	The I-35 expansion project is a waste of money.	See Comment #5				
					Regional Connectivity	Consider high-speed rail transit. It would be so much easier to travel between cities, Please.	See Comment #1				
3298	Valerie Durham	1/11/2023		Email	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.	See Comment #6				
3299	Valerie Durham	2/14/2023		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				
3300	Valerie Menard				Do not widen/ho build	To Whom It May Concern, I am writing to submit my comments regarding the I-35 Capital Express Central Project from US 290 East to US 290 West/SH 71. I'm opposed to this plan because it is too expensive and too disruptive.	See Comment #5;				
					East/West Connectivity	I and don't show that it will reduce traffic congestion but rather make crossing from east to west of downtown easier for pedestrians and cyclists. TxDOT should look at cities with successful planning like San Antonio, with 650,000 more residents, that has no toll roads and two loops to manage traffic. Conversely, Austin has multiple toll roads yet none have a HOV lanes and no loop. What Austin has always needed was a freeway system with a loop, HOT TOLL ROADS. I propose we open toll roads, at an estimated cost of 20.6B or \$5.5 billion, rather than start such a destructive process. Arguing for continued cooperation, toll roads have failed to provide any relief for traffic. Let's say opening toll roads, which is too costly and disruptive, would have an impact first and focus on building a loop around the city that connects existing highways, before embarking on yet another tollingage.	See Comment #20				
3301	Valerie Sims	3/1/2023		Email	Community Alternatives	No TxDOT TxDOT, As an Austin resident who would prefer to bicycle or walk to destinations, I would like to see more study of alternatives to the proposed expansion of I-35. Reconnect Austin and Refine 35 are two organizations which have presented possible solutions that would be preferable to expanding I-35. Why are such alternatives not on the list of proposals for community input? I want I-35 if at all possible due to the problems of dangerous traffic, slow movement of the vehicles, and the associated overcrowding. Why can Austin not have safe walkable and bikeable streets instead of adding to a dangerous, uncaringly maintained or doing nothing to the freeway? Studies have shown that such thoroughfares induce demand rather than solving any problems. Thank you for considering other community needs and wishes.	See Comment #4				





3316	Vickie Kowalek	2/7/2023	Email	General support	<p>Dear Chairman Ruggs and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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>With Street   Suite 1000 Austin, TX 78701-1000 Phone: 512.733.1000 Email: <a href="mailto:info@wiredot.com">info@wiredot.com</a> Website: <a href="http://www.wiredot.com">www.wiredot.com</a></p> <p><b>WIRE FRAUD WARNING:</b> 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 expects 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 having it 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. <b>CONFIDENTIALITY NOTICE:</b> 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) 451-1000. Delete this email, and destroy all copies and any attachments. Thank you for your consideration.</p>	See Comment #8
3317	Victor Bulcher	2/23/2023	MyCause Website-Comment Form	Do not widen/no build	<p>This plan will cause serious harm to the people of Austin. It will not make traffic better. It's too big, it's too ugly. Too many people are going to die in it no matter how you design it. At all to get people through Austin a few minutes faster? There are alternative transportation solutions that would prevent thousands of people from roadway dying, but TxDOT does not care. They'd rather build things that kill people. It's engineering malpractice. Finally, but the whole profession is institutionally corrupt, unfortunately. Every city has traffic. Traffic means the city is vibrant and people want to be here. Trying to get everyone to drive a car for every trip and expect free flowing level of service is just an insane idea. If they were actually interested in improving Texas's quality of life, they would pressure the federal government to let them fund transportation solutions that are actually safe, reliable and don't kill nearly as many people. But they're not, and that's why they produce plans like this.</p>	See Comment #5
3318	Victor Casarez	1/31/2023	MyCause Website-Comment Form	Regional Connectivity	<p>It is completely ridiculous and unacceptable that this system has not been created yet. There should be a rail system from Houston to San Antonio to Austin to Dallas. I know we are a big state but everybody else has seen to figure this out. Seriously Texas.</p>	See comment #1
3319	Victor Guadalupe	1/31/2023	MyCause Website-Comment Form	Regional Connectivity	<p>I could benefit monetarily from a rail system.</p>	See comment #1
3320	Victor J Cardona	1/31/2023	MyCause Website-Comment Form	Regional Connectivity	<p>Please make a corridor that extends to San Antonio. The convenience and economic benefit it would bring to both cities would be immense.</p>	See comment #1
3321	Victor Trac	2/23/2023	Email	Renews to I-35	<p>No TxDOT TxDOT, As a resident of a neighborhood that is only a few blocks from I-35, I strongly oppose the expansion of I-35. This is a huge, costly project that will be extremely disruptive to the entire city with questionable benefits. Expansion will worsen traffic and many other problems, including air, water, and noise pollution, health impacts, heat island impacts, and crashes. The goal is to make North-South I-35 traffic faster while removing congestion within Austin. Then, there is this a better solution is to remove the toll from I-35 to encourage transport traffic to bypass Austin and turn I-35 into a toll road for vehicles passing through the city. For people traversing I-35 within Austin city limits, the toll should be free. This will: * save billions of dollars and years of construction * encourage transport traffic to use I-35 * remove congestion from I-35 inside city limits</p>	See comment #3
3322	Victor Ude	3/7/2023	MyCause Website-Comment Form	multimodal transportation	<p>Trains, not lanes. Rail transit. Freight trains. Passenger trains. Stop being wasteful.</p>	See Comment #20
3323	Victoria Nelson	3/7/2023	Email	Do not widen/build	<p>Rebuild/35 Program Manager Tommy Kling. I oppose the I-35 expansion. I live near an urban freeway in Houston and it is fast, fairly, and convenient. Non-toll traffic should be routed around Austin, not directly through it where people are trying to live. Austin residents deserve a nice, walkable city center that prioritizes a healthy, safe environment instead of another freeway expansion. Freeway expansions don't relieve traffic congestion, and there is tons of data showing this. Refocus the I-35 expansion. Urban freeways are not needed and not wanted!</p>	See Comment #9
3324	Victoria Rodriguez	1/31/2023	MyCause Website-Comment Form	Regional Connectivity	<p>I'm strongly supportive of a high speed rail between Austin and San Antonio. Please make this happen and relieve the traffic from I-35!</p>	See comment #1
3325	Victoria Salazar	3/4/2023	Email	Regional Connectivity	<p>Rebuild/35 Program Manager Tommy Kling. I am HIGHLY UNSUPPORTIVE of TxDOT's plans for expansion on I-35. Expanding our highways will not help with traffic congestion, they will only bring upon an extensive ten years of roadway construction traffic, waste our resources, pollute our environment, and waste precious space that could be much more sustainably utilized. I do not want to use an interstate highway for local trips. I am in favor of better mass and transit systems. I expect TxDOT, Austin City Council, and other representatives to stand up for me.</p>	See comment #1
3326	Vital Bajar Padilla	3/6/2023	Email	Community Alternatives	<p>Rebuild/35 Program Manager Tommy Kling. Hi Tommy, My name is Vital Bajar Padilla, a resident of Cherrywood. I oppose plans for I-35 expansion in support of the Rebuild/35 proposal. As a daily user of public transit I am confident that shifting infrastructure focus from car-centric construction projects, which are inevitably short-sighted and ineffective in addressing their sustainable goals, to more sustainable and resilient friendly public transit options will better address TxDOT's goals. This project is a crossroads for Austin, for whether we want to turn into one of the many major cities across the country that are perpetually plagued by insurmountable traffic resulting from short-sighted infrastructure projects, or into a city that is a model for innovative and sustainable solutions for transit.</p>	See Comment #4
3327	Vinice Treviso	2/13/2023	Email	General support	<p>Dear Chairman Ruggs and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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
3328	Vincent Olatunji	MyCause Website-Comment Form	Public transit/Multimodal transportation	Based on the diagram of the proposed changes to I-35, it looks like this will be an insignificant improvement to the highway, and will only put Austin in the same position it's currently in. TxDOT should be focused on bringing transportation into the 21st century by transporting people, not cars.	See Comment #13	
		MyCause Website-Comment Form	Renews to I-35	Expanding I-35 will only further entrench Austin's dependency on cars, at the expense of other forms of public transportation. I would be willing to support a proposal to divert I-35 around the city, so the city can reclaim the land currently used by I-35 and use it for more productive transportation.	See comment #3	
3329	Vincent Nabello	2/24/2023	VOH	Capex/lock phases	<p>While the preferred alternative is a large improvement over the initial versions of this plan, it still doesn't go anywhere close to far enough in reconnecting the parts of the city that are split by I-35. As someone who lives very close to the interstate, the option to build caps over the two stretches that are currently in the plan would be a huge improvement in quality of life for those around them. The issue with this, however, is that the ability to construct caps shouldn't be limited to these two stretches. Even if it takes years to fully build out, the final design should leave the city with the opportunity to cap the full stretch of I-35 that will be below grade. The added connectivity, health, safety, and general quality of life of those near the interstate would be vastly improved, and this expansion shouldn't limit this potential like the current design does.</p>	See Comment #42
		MyCause Website-Comment Form	Renews to I-35	<p>Rebuild/35 Program Manager Tommy Kling. I oppose TxDOT's plans for I-35 and I request the possible expansion. Many other cities such as Houston are proof that highway expansion doesn't solve the problem. Cities expand so quickly and the plans that are developed and eventually implemented are not working. What I hope TxDOT will do is look into is redesigning another highway such as SH-130 as an interstate. Or what about a boulevard going through town? Could there be improvements in public transit?</p>	See comment #3	
3331	Vishal Jari	1/27/2023	Email	General support	<p>Dear Chairman Ruggs and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to 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
3332	Vivian Haggis	3/7/2023	VOH	Air quality	<p>I am concerned that this plan will only make our traffic and pollution worse. Expanding the highway will add more vehicles to Austin's roads. Worsening freeway worsens serious and fatal traffic crashes, air pollution, noise and carbon emissions, all of which disproportionately impact low-income communities and communities of color. Your plan does harm to our community and I do not support it.</p>	See Comment #556
3333	Viviane Salas	3/6/2023	Email	Community alternatives	<p>No TxDOT TxDOT, Hello, I am writing to you today to express my opposition to I-35 expansion. Empirical evidence suggests that adding more lanes to highways only attracts more cars and leads to more congestion. This increased use leads to more air and noise pollution, creates heat islands (in an already hot enough city), and has adverse health impacts in the community. These issues should be top of mind for TxDOT planners. Yet, road expansion is the only solution that has been proposed despite proven failures across the state. As an Austin resident, I don't want to travel around town on crowded, congested highways. We need investment in other forms of transportation such as public buses, trains, biking paths, or sidewalks, all of which reduce our carbon footprints, pollution, and congestion. While these projects are long term, capital intensive, and necessitate a transformation of our infrastructure, these circumstances are not much different from the proposed expansion. I expect 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 Rebuild/35, to be fully studied and invested in.</p>	See Comment #4

3334	Vivienne Miller	3/6/2023	Email	Community Alternatives	<p><b>Re TxDOT TADOT.</b></p> <p>Hi,</p> <p>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 (or at least not 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 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 considerations are not much different from the proposed expansion.</p> <p>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 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 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.</p>	See Comment #8			
3336	Vladislav Maron	1/26/2023	McClure 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 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.</p>	See Comment #8			
3337	Vladislav Maron	3/6/2023	McClure 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.</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 #8			
3338	Walker Jones	1/11/2023	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 costs incurred will return greater productivity for businesses, better quality of life for taxpayers, and reduce economic, productivity, and life loss from over-congested roadways.</p>	See comment #1			
3339	Watts Goodman	3/3/2023	Email	Air Quality/Climatic Change	<p><b>Mobile35 Program Manager Tommy Kling.</b></p> <p>Do people understand that "climate change is the existential threat to this and future generations"??? The goals of the current plan for the expansion of I-35 "does not promise our need to address climate change"! And there are also real risks (continued division of segments of Austin, and the fact that "through traffic can already take the toll road status of leave"). Why can't we have a smarter, livable city, with truly pedestrian growth. And we haven't even talked 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 Yang	1/14/2023	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. Wally Yang</p>	See Comment #8			
3341	Walt Ferguson	1/11/2023	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. Sriramany</p>	See Comment #8			
3342	Wayne Decker		VOH	Do not widen/no build	<p>Widening I-35 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 I-35 alone!</p>	See Comment #5			
			Business/residential displacement	Destruction of existing homes and businesses would be terrible.	See Comment #21				
			Route to I-35	Persuade drivers, especially truckers, to use I-35.	See comment #3				
3343	Wende Parks	3/9/2023	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>	See Comment #8			
3344	Wendy	1/11/2023	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	2/9/2023	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. Wendy Abston.</p>	See Comment #8			
ID	C	N	Doc	#	#	Team	C	N	#
3346	Wendy Kuttuff-Lerner	3/1/2023	McClure Website Comment Form	Do not widen/no build	No concern is that we are growing too fast, and the new #1 35 plan will make it so that people will be on the interstates for a long time.	See Comment #19			
3347	Wendy Tull	2/18/2023	VOH	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/bicycle bridge is not adequate to sustain the community. The speed limit along the north and south lanes must be reduced. Riverside and Oltorf are already dangerous and need roads and adding lanes will only contribute to additional air quality, noise, and safety concerns.</p>	See Comment #238			
3348	Wendy Trank	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. Wendy Trank</p>	See Comment #8			
3349	Wes Youngblood	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>	See Comment #8			
3350	Weston Roof	3/2/2023	Email	Public transit/Multimodal transportation	<p><b>Mobile35 Program Manager Tommy Kling.</b></p> <p>The proposed I-35 expansion does nothing to solve massive transit issues. I am a resident of Austin and strongly oppose this plan.</p>	See Comment #13			
3351	Whitman Schum	3/7/2023	Email	Do not widen/no build	<p><b>Mobile35 Program Manager Tommy Kling.</b></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 I-35. I am confident that with proper planning that accounts for traffic capacity and the economic activity generated, Austin could produce the most valuable city center in the entire state of Texas. If we seize this opportunity, it will because we follow short-sighted and lazy analysis by incompetent engineers. A few simple changes could transform our infrastructure and produce unprecedented economic growth. There are alternatives being ignored in Austin analogous to those being ignored along with several years investment in public bike racks for frustrating cyclists. My brother's thesis at Cornell College was an analysis of traffic algorithms. I have thus considered this issue from every side, including the perspective of the trucker driving through a cramped metropolis. They hate it too! I can see no argument for the ruining of our public roads. Please allow the true 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 interminate traffic. If we continue down the path of blind highway expansion, we may reach our city's future.</p>	See Comment #6			
3352	Whitney Anagnostis	3/9/2023	McClure Website Comment Form	Blue/paid safety	<p>I support Austin City Council in their opinion that this is a once in a lifetime chance to make forward-thinking changes to I-35 that make our city more connected and more mobile. I live within two blocks of I-35 and want to maximize safe pedestrian and cyclist crossings as well as ways that promote green space and livability.</p>	See Comment #30			
3353	Whitney Bahr	3/9/2023	Email	Do not widen/no build	<p><b>Re TxDOT TADOT.</b></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 I-35 through the middle of the city will mean that Austin will become more a highway than a city. We have an opportunity to build Austin for the future, rather than for the past. I think we should take advantage of this opportunity to be a city for the 21st century. Do not expand I-35.</p>	See Comment #5			
3354	Whitney Kinnard Ay	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. Whitney Kinnard Ay Whitney Kinnard</p>	See Comment #8			
3355	Will Branch			Retail parking	<p><b>Re TADOT TADOT.</b></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 racist policy. Practically, it is not an efficient way to get into downtown or to drive through Austin.</p>	See Comment #3			
			Air Quality/Noise	The through traffic needs to be directed somewhere else, in order to preserve this city's livability, cut pollution (noise, air, ground, water and light pollution), and increase connectivity in our community. Redesigning I-35 will only increase the pain, and delay a solution.	See Comment #34				
			Route to I-35	Move I-35 to a loop inland, and restore East Austin, the historical route through central Austin. Return the street to ground level and add trains or trams to provide an alternative to vehicular traffic. This is the only way to provide livability for the future, as Austin continues to grow exponentially.	See comment #3				



	William Medahe				Route to 130	Mobility35 Program Manager Tommy Klings. Dear TxDOT, I am a life-long Texan and resident of Austin. I write to oppose TxDOT's plans to expand I-35 through Central Texas and Austin specifically. Decades of research have demonstrated that highway expansions do not work in cities, especially given their massive costs and disruptions to the area residents. I ask TxDOT to support building a robust public transportation system within the Austin metro region, and to focus on making SH-130 an interstate route for longer trips through the corridor.	See comment #3				
					Community Alternatives	I encourage you to engage with Redlink35 and other local groups who are engaged with the residents and understand their needs well. Doing "none of the same" will not solve our problems, now is the time for creative solutions.	See Comment #4				
3376	William Merriam	3/7/2023	VOH		General support	I am concerned about the loss of small businesses that are so important to our neighborhood. I am also concerned about increased traffic. However, I am happy to see that the freeway will be below grade in our neighborhood, which should substantially reduce noise.	See Comment #8				
3377	William Moore		Ph ysis i n Co m m u n it y		Do not widen/ho build	TxDOT should be coordinating with City of Austin and Project Connect (CapMetro) about the possibility of substantial mode changes within Austin if I-35 were removed (since 80% of the traffic is local). The remaining 20% of the traffic would be accommodated by what is now the toll road, and TxDOT is well aware that the costs of removing the toll designation would not come close to the \$4.1 billion being spent on the I-35 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.	See Comment #9				
					Route to 130	In reference to 2.1.1 of the Environmental Impact Statement, concerning the redesign of SR 130 as I-35, why wasn't this idea developed/researched any further? The reasons left in the EIS are ignorant and undeveloped.	See comment #3				
					Do not widen/ho build	I disapprove of this project and any expansion of I-35 through Austin. Numerous studies have shown that highway expansions induce more demand and worsen traffic, overtime. There was no indication to me today that there was any consideration of rerouting I-35 onto what is currently highway 45/I-30, but I think it is imperative that this be considered. No more displacement.	See Comment #5				
					Route to 130	Austin would be more connected, equitable, and at around a better city without I-35 running through it. The world's best cities for transportation terminate freeways on the edge of metro areas or go around them not through them. TxDOT's plans are shameful, given the recent history of other freeway projects in the US, including that of I-35 in Austin. Alternative transportation will never be viable as long as we continue to heavily invest in a car infrastructure	See comment #3				
3378	William Tefrud	2/9/2023	Ph ysis i n Co m m u n it y		Do not widen/ho build	Expanding the freeway in the middle of a downtown area is an incredible waste of valuable real estate and will not substantially improve the problem of freeway congestion and traffic. It is a suboptimal piece of infrastructure not significantly funded or maintained by drivers and so represents a substantial transfer of wealth from non-drivers to drivers and from Austinites to non-Austinites. The money saved would not only be a waste but would exacerbate the urban sprawl which has made places like LA so difficult to get around in. Don't turn Austin into another LA. Also the plan really sucks for pedestrians. It's a bad plan. Do not expand.	See Comment #5				
3379	Wlodek D				Air quality/noise	Mobility35 Program Manager Tommy Klings. Please do not go through with this. The environment can't handle more destruction and resources going towards unsustainable methods of transportation. The noise, the pollution.	See Comment #34				
					Public transit/Multimodal transportation	It's not worth it. Invest in mass transit, cycling infrastructure, and density. This will not improve anything long term and will only be a waste of money and resources while lowering quality of life.	See Comment #13				
3380	Willy Woods	2/7/2023		Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	See Comment #8				
3381	Win Smith	2/7/2023		Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Win Smith	See Comment #8				
3382	Wre Pfeifferstein	3/7/2023	McCuEx's Website-Comment Form		General support	Please reconsider moving forward with Modified Build Alternative 3, as the benefits would not justify the costs and impacts on the community. The No Build Alternative is the most prudent at this time. The loss of productive, income and tax generating land along the entire length of the project is only the most financially tangible negative impact. The opportunity cost of reneaving in a broken transit paradigm is incalculable. There's no sense in doubling down on massive single-vehicle infrastructure through the heart of a city, thus reneaving its social, environmental, and economic potential. It's not smart business at the human scale, nor the macro economic scale of Texas.	See Comment #8				
3383	Wolfgang Rund	2/28/2023		VOH	Do not widen/ho build	It is essential for the future of our city that we focus on not creating a greener and more human-centric world. We have to leave old ways of thinking in the past. Many studies show that widening this highway will not have the effect that the state believes it will have. If anything, the highway needs to be broadened and spaced out for 100 percent by the state. We have the chance to really make an impact in the fabric of this city. We Boston removed highways, Seattle removed highways, Austin can remove highways as well. It's now or never.	See Comment #5				
3384	Wyatt Beane				Community alternatives	Mobility35 Program Manager Tommy Klings. I am a resident of Austin. I live in Riverside. I STRONGLY OPPOSE TxDOT's plans for 35 and I OPPOSE expansion. I STRONGLY AFFIRM Redlink 35 plan to convert inner city 35 to a boulevard and	See Comment #4				
					Route to 130	Redirect non-local traffic around the city. Please review their proposition for full details. I have been well proven that highway expansion does NOT work and actually WORSENE the conditions for driving as well as living near the Highway. Speaking of I live near a stretch of 35 that will force expansion under TxDOT's proposal, and I oppose the idea of starting construction in this area. I DO NOT WANT TO USE AN INTERSTATE HIGHWAY FOR LOCAL TRIPS. I love this city and want to see us as a community set an example for what infrastructure should look like. A boulevard in place of 35 will drastically increase walkability, improve the quality of life for so many Austinites, and make our city even more beautiful.	See comment #3				
					Blue (and safety)	Additionally we ought to be expanding public transportation, liability, walkability, and mobility for those with disabilities. NOT EXPAND THE HIGHWAY. 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.	See Comment #30				
3385	Wyatt Cornett	3/7/2023		Email	Community Alternatives	Mobility35 Program Manager Tommy Klings. I don't live in Austin. I don't even live in Texas. But, the proposal to expand I-35 is so monumentally absurd that I must voice my opinion. The expansion comes with way too many downsides than upsides. The destruction of homes, business, and other buildings will change the lives of so many people who live and work in the areas around the highway. Also, society has progressed too much to not only continue this racially segregating highway, but to expand it. Not to mention the massive environmental impact that all the construction and increased traffic will have. There have been too many other examples of these types of expansions not working, and it would be a shame for Austin to follow in their footsteps. Redlink35's vision for the highway is far better because they care about the people in the community. Their plan to turn the highway into a boulevard is far more people-friendly and values life. And so I have one last thing to say: how many lives does TxDOT have to ruin before they're satisfied?	See Comment #4				
3386	Xavier Talley	3/6/2023		Email	Business/residential displacement	My name is Xavier Talley. I'm opposed to relocation of the several residents and businesses that will happen if this current proposal passes instead of an alternative. Also this decision should not be made just by collecting feedback via online and in-personal. But should be made after hearing the feedback in a city council meeting. Meeting with those that will directly be affected by the aftermath of this current proposal. More human interaction is needed to ensure equal representation.	See Comment #21				
3387	Ya Ma	3/2/2023		Email	Do not widen/ho build	Mobility35 Program Manager Tommy Klings. I oppose all plans for 35 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.	See Comment #9				
3388	Yelder Gomez				Route to 130	Mobility35 Program Manager Tommy Klings. I am a resident of Austin and I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. I am in favor of Redlink35'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.	See comment #3				
					One Way	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. This will not solve anything but add more congestion and frustration. I don't want to see an interstate highway for my road trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me. I want a solution that actually addresses the root causes and not a solution that's been proven to not work simply being forced upon Austin by TxDOT.	See Comment #18				
3389	Yasmin Yasmin	3/7/2023		Email	Public transit/Multimodal transportation	Mobility35 Program Manager Tommy Klings. My family came to Austin after fleeing Bosnia. I love this city and now call it my home. Expanding the highway will not fix the transportation problems we have (many cities have seen this failure) and it ignores what the working class here really want: Come up with better transportation solutions that support everyone, like more buses, a light rail, a high speed train. I know you can do better. Please act to maintain the city I love.	See Comment #13				
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3390	Yasmin e Ben-Bashim	3/7/2023		Email	Public transit/Multimodal transportation	Mobility35 Program Manager Tommy Klings. I am a resident of Austin in the Oak Hill area. I OPPOSE TxDOT's plans for I-35 and I OPPOSE expansion. The construction on I-35 has gone on too long with barely any relief. There needs to be more effort put into public transportation methods like trains and buses.	See Comment #13				
3391	Yina Luk	1/29/2023	McCuEx's Website-Comment Form		Regional Connectivity	I do not support the expansion of 35 and DO support a rail line between San Antonio and Austin.	See comment #1				
3392	Yongie Economos				Woodland	Notes: This project represents a massive expansion of vehicle traffic in my community and I'm firmly against it in its current state. It seems all prior community comments have been ignored or not acted upon. You've closed down access to Woodland for our neighborhood of Travis Heights, made a bridge/ped bridge that makes it extremely inconvenient and longer to travel from Travis Heights to blue, and designed a convoluted exchange at Riverside Dr that will accelerate vehicle speeds on secondary roads as cars speed up to get on the highway.	See Comment #238				

				Business/residential displacement	The boulevard should be expanded across town lake and continue south, but instead you're providing no community benefits, taking land from businesses, and paving over the city. You should add more connections between east and west, not remove them. There are opportunities to do so at Woodland, Margaux and DLEB 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 Economis	1/28/2023	Email	Reroute to I-35	I am firmly against your current designs 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 Economis			East/west connectivity	<p>Mobility35 Program Manager Tommy Krings:</p> <p>While it's a reasonable call for from the proposed expansion of 35 south of Town Lake, I've repeatedly commented on this project but no changes or options have been offered by TxDOT to acknowledge concerns and make the appropriate updates. Bottom line, you should be working to reduce the footprint of the highway that exists today rather than expanding it.</p> <p>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 healing the scar of the highway and not just burying it into a mass. The American Lung Association has made the risks of highways on public health very clear - funneling cars near where a dense population lives, gives us school, and our businesses just doesn't make sense. There are solutions about this route, some that are already in the Pipeline. Think about the negative impact you are causing for those students.</p> <p>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 I say No.</p> <p>I firmly oppose the plans for an expanded I-35.</p> <p>I am for a reevaluation of community proposals from Retain35 and Reconnect Austin. Additional studies should take into consideration induced and reduced demand.</p>	See Comment #20
				Reroute to I-290	<p>If less of expansion, we should be routing traffic on existing infrastructure on I-35 and redesigning that highway as 35.</p> <p>TxDOT should explore an option with a completely turnamed option, a smaller footprint parkway, an option with a surface boulevard going through town and a public transit-first project.</p> <p>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 use a service similar to the privately run Singapore service in Florida, another conservative can state.</p> <p>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.</p> <p>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.</p>	See comment #3
3395	Yoga Nasa	3/7/2023	Email	Community Alternatives	<p>Mobility35 Program Manager Tommy Krings:</p> <p>I am a resident of the state Michigan and I OPOSE expansion, as I believe it wouldn't work plus is not worth the pollution. Instead, I am for the Retain35 proposal</p>	See Comment #4
3396	Yvonne Karschelske			East/west connectivity	<p>Mobility35 Program Manager Tommy Krings:</p> <p>I am against I-35 expansion in Austin. With the current state of I-35, it separates the east central and downtown parts of town creating noise pollution and poses safety issue for pedestrians. I never liked driving and especially driving on highways.</p> <p>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.</p> <p>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.</p>	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	3/7/2023	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 obstructed roadway is often called the Main Street of Texas, all Texans should call for bold and decisive action to 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
3398	Yvonne Campy	3/7/2023	Email	Reroute to I-35	<p>Mobility35 Program Manager Tommy Krings:</p> <p>I am a resident of Travis County, City of Austin.</p> <p>I OPOSE TxDOT's plans for I-35 and I OPOSE expansion.</p> <p>I am FOR The Retain35 proposal or redesigning another highway such as SH-130.</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. This 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 trips.</p> <p>I expect TxDOT, Austin City Council, and other representatives to stand up for me.</p>	See Comment #9
3399	Zach Alan			Do not widen/no build	<p>Mobility35 Program Manager Tommy Krings:</p> <p>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.</p> <p>I also feel that we don't have enough choices in a reaction that is widely built to build and expand highways and the entire effort of pushing 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 it up, it doesn't stop the messaging that "drama" imply it will ease congestion.</p> <p>What is also not often cited is how high traffic will be designed for roads. Roads are one of the some return on investments in terms of the marginal value of adding more. Other modes of transportation like connected walking, and biking walk 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.</p>	See Comment #5
				Public transit/Multimodal transportation	<p>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</p> <p>Present Commut pain.</p> <p>These releases are on orders of decades if we continue to use the hammer because TxDOT thinks everything looks like a nail.</p>	See Comment #13
3400	Zach Benson	3/7/2023	Email	Do not widen/no build	<p>Mobility35 Program Manager Tommy Krings:</p> <p>I oppose the TxDOT plan!</p>	See Comment #6
3401	Zach Davis	3/7/2023	Email	Do not widen/no build	<p>Mobility35 Program Manager Tommy Krings:</p> <p>No, turn, and of course No</p>	See Comment #5
3402	Zach Fialda			Bury/tunnel	<p>Mobility35 Program Manager Tommy Krings:</p> <p>35 is universally hated as a toll on our city that has divided us for decades. By expanding 35, you will only make this worse. You are taking dozens of acres of the most valuable land in Texas and paving over it, decreasing the tax base of our city and further dividing it. The least that TxDOT could do is bury it, if it does not want to do so.</p>	See Comment #25
				Reroute to I-35	I suggest you demolish it and reassign some of the similar highways you have surrounding our city. Such as 183 or 380. Please do not subject our city to your highway expansion. It will work against our mobility, climate, and modernity goals.	See comment #3
3403	Zach Valley	1/28/2023	Email	Do not widen/no build	This plan to expand I355 gives against good city planning. Cities should not have highways run thru them. They should be above or well underground. This was historically a boulevard which one could walk across/cut with racial segregation at times) and supported local traffic. Besides the obvious racial divide this road represents, there is a continued environmental and health impact whose burden is born disproportionately by the citizens of Austin who have to live with the noise and particulate pollution created by 3 nations worth of North-South thru traffic. With new technologies on the way, we should be seeking to undo the shortsighted decision of yesterday to make room for the future, not continue to sink more roads into a similar system. Thanks, Zach Valley. Best Austin Resident	See Comment #9
3404	Zach Wasko	1/11/2023	MyCuEx Website-Comment Form	Regional Connectivity	Please add rail to this plan. It would do so much more for our trips between SATX and Austin. Also, the sidewalk on the sides looks like a miserable area for pedestrians	See comment #1
3405	Zachary Dunn	3/7/2023	VOH	Bury/tunnel	<p>Please bury and cover this roadway to connect downtown and east Austin.</p> <p>Waaaaay too much money is being spent to not improve Austin as a whole. So more than just a road, to 2023 and there are dozens of successful projects to reference. The Austin urban and mobility experience greatly suffers from I35 bifurcating the city nearly in half. It should do so much for the city to cover it.</p> <p>Don't leave it half-finished for the city to have to do their own connection solution after the fact.</p>	See Comment #25
3406	Zachary Michalska	3/2/2023	Email	Copy/track plan	<p>Mobility35 Program Manager Tommy Krings:</p> <p>The plans I have seen come out of TxDOT are disasters. 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 two sides of 35 to be connected 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 wide, community dividing road in our city.</p>	See Comment #42
3407	Zachary Buckton			Air Quality	<p>No TxDOT TxDOT.</p> <p>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 or service roads will only increase pedestrian deaths in our city.</p> <p>Instead, we need to fund better ways of traveling the beautiful everyone in Austin</p>	See Comment #558
				Public transit/Multimodal transportation	<p>^ This includes more bike and light rail trains as well as more biking paths. This will make our city safer and more equitable. Proposals from Reconnect Austin and Retain35 are better proposals than a lane expansion that will give us no benefits.</p>	See Comment #13

3408	Zachary Walsh				Re-route to I-35	<p>Multi325 Program Manager Tommy Koenigs.</p> <p>Hi,</p> <p>I am a resident of district 3 and am opposed to both TxDOT's plans for I-35 and expansion. After seeing alternative plans like the Retain325 proposal and the redesign action of another highway like SR-130 as an interstate, I strongly urge an alternative solution to expansion.</p> <p>Highway expansion has been a mistake in most instances with a long history of evidence dating back nearly 100 years in the United States. This is a chance to avoid a similar mistake.</p> <p>10 years of construction for just a few years of congestion relief is NOT worth it. Alongside many other residents, I don't want to use an interstate highway for my local trips and I don't want to suffer the consequences of expansion mentioned above.</p> <p>I expect TxDOT, Austin City Council, and other representatives to stand up for me and my fellow residents and oppose this proposal.</p>	See comment #3;
					Tire Wear	<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 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.</p>	See Comment #18
3409	Zach Henning				Community Alternatives	<p>Multi325 Program Manager Tommy Koenigs.</p> <p>I am a resident of Precinct 15, but I live in Austin often. I strongly oppose the I-35 expansion because it won't fulfill any of its promises, and it is not the kind of transportation solutions needed for the 21st century. Highway expansions do nothing but encourage driving, which increases traffic and pollution. We need creative, holistic solutions, like those proposed by Retain325 that focus on moving people, not cars. We need solutions that create a sense of place, not paving over communities. I oppose the I-35 expansion as designed, and</p>	See Comment #4
					Community Engagement	<p>I oppose TxDOT's poor community outreach and lack of vision.</p>	See comment #320
3410	Jack Schrieweg	2/24/2023		VOH	Do not widen/ho build	<p>Please do not expand I-35 I will literally leave Austin if you do this, the highway is absolutely the most horrible thing about this place</p>	See Comment #5
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3411	Jessika Thompson	3/1/2023		Email	Business/residential displacement	<p>Multi325 Program Manager Tommy Koenigs.</p> <p>The space that you are going to turn into a highway would take away space for a factory or something else that would give your citizens jobs</p>	See Comment #21
3412	Zach Kholow	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 Corridor design as proposed by TxDOT. Thank you for your consideration of this request. Thank you!</p>	See Comment #8
3413	Dave Drummond	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 Corridor design as proposed by TxDOT. Thank you for your consideration of this request.</p>	See Comment #8
3414	Zane P Gordon-Bousard	3/1/2023		MyCause Website Comment Form	Multimodal transportation	<p>I wanted to register my complete dissatisfaction with the I-35 expansion project. Traffic studies have shown that adding more lanes will do nothing to alleviate traffic issues, and that the solution lies in better public transportation. This plan, as it is, would displace people living along the I-35 corridor and create more congestion, pollution, and generally make things worse in this city. The absurdity of the proposed people behind this who think they can get away with widening this plan about the public's throat will only be revealed if the people responsible for planning this do the right thing, which would be to scrap this plan entirely. I know this is a plan that will likely fail on dual ends, but know that by implementing this plan as is, you will have done nothing to contribute to the future. You will in fact have been a leech on the quality of life of future generations due to growth, disorganization, and the willingness to let a small group of corrupted interests negatively dictate garbage infrastructure. Please don't be a leech.</p>	See Comment #20
3415	Zane Yeager	3/1/2023		Email	Do not widen/ho build	<p>Multi325 Program Manager Tommy Koenigs.</p> <p>Widening the highway will only make traffic worse &amp; disimpact the local community. Do your research please!</p>	See Comment #5
3416	Zaria Morgan	3/7/2023		Email	Community Alternatives	<p>Multi325 Program Manager Tommy Koenigs.</p> <p>OPPOSE TxDOT's plans for I-35 and / OPPOSE expansion and I support the retain325 plan. Traffic will never go away until we have better transportation. Stop letting these vehicle corporations run stuff!</p>	See Comment #4
3417	Zarak Kiri	2/21/2023		MyCause Website Comment Form	Capex/tech process	<p>We should cap more of this for more parks and a more pedestrian friendly environment.</p>	See Comment #42
3418	Zach Grace	3/6/2023		Email	<a href="#">Community alternatives</a>	<p>Hi TxDOT TxDOT,</p> <p>I oppose expanding I-35. In September of last year, I was struck from behind by a vehicle going 90 miles per hour. My vehicle was flipped entirely where it skidded across 4 lanes of traffic. Thankfully, I came to rest at the shoulder of I-35 and no oncoming traffic struck me. My car was completely destroyed and I was left with possibly permanent spinal damage and badly cut legs after I had to kick my way out of the car. Since then, I have trouble being on the road in any capacity, a problem that is highly exacerbated by having to be on the freeway. Unfortunately, there are parts of Austin where a freeway is simply unavoidable. Expanding it would only make that problem worse. It would not alleviate traffic, and with the current state of Austin drivers who treat the freeway like a drag race strip to begin with, I can't imagine ever feeling safe on that highway again. Please look into community alternatives to expansion so that traffic accidents go down and more Austin members feel a empowered to walk or bike or utilize public transit instead of trusting their lives to the consideration of other drivers.</p>	See Comment #4
3419	Zoe Fiedler	3/1/2023		Email	Re-route to I-35	<p>Multi325 Program Manager Tommy Koenigs.</p> <p>I am a resident of Austin and oppose TxDOT's plans for I-35 and / OPPOSE expansion because expanding interstates does not cut traffic or make it better. It makes it worse while harming surrounding communities along the way. I am for alternatives such as the Retain325 proposal, that suggests redesigning another highway such as SR-130 as an interstate, and using the existing I-35 through downtown Austin as a boulevard going through town. That would promote pedestrians, local businesses, and public transit.</p> <p>Studies upon studies tell us cities are happier without a long corridor and with safer, cleaner community transit options. Expanding an interstate through the heart of downtown is NOT it.</p> <p>Highway expansions have shown: not to work. They worsen congestion (as we saw with the I-20 Katy Freeway). Have we learned nothing from years and years of flawed city and transportation planning in large metropolises.</p> <p>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. In fact, I avoid the interstate at all costs and most everyone I know who resides in Austin and the surrounding areas does as well. An expansion will only exacerbate the current issues we face with I-35.</p> <p>I expect TxDOT, Austin City Council, and other representatives to stand up for their constituents and me. Please please consider the long term positive impact you could have with simply</p>	See comment #3
3420	Zoe Thomas	3/1/2023		Email	Air Quality/Noise	<p>Multi325 Program Manager Tommy Koenigs.</p> <p>Expanding I-35 is a massive misuse of funds for what is simply an ineffective bandaid on the issue of traffic in Austin. I have lived in Austin for years, and the idea of expanding I-35 at the price of demolishing parts of downtown, the increase in noise and air pollution, and the inevitable increase of congestion, is abhorrent to me. I demand that my government representatives stand up for my rights and views. We do not want the I-35 expansion. There are MANY other options that must be exhausted, like the Retain325 Proposal, before you resort to further damaging the urban fabric of Austin.</p>	See Comment #34
3421	Zoe Vacke	1/11/2023		MyCause Website Comment Form	Regional Connectivity	<p>Having a rail line connecting Austin and San Antonio would be great for both cities and in the long term reduce the need to expand highways between the two. Having ease of access between San Antonio and Austin would increase my odds as currently the traffic on 281 is terrible even when planning trips outside of both hour.</p>	See comment #1
					Bury/tunnel		See Comment #25