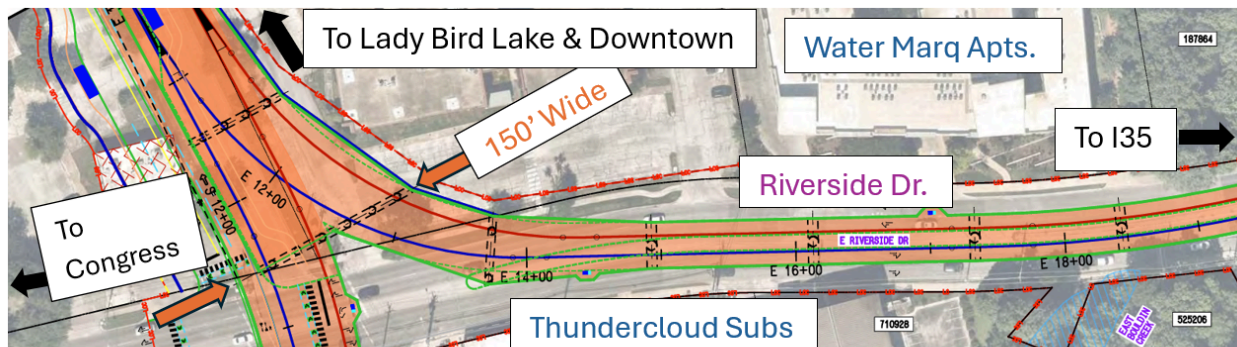


I am writing to let you know that I strongly oppose the unnecessary option to elevate the Waterfront Station and line down Riverside Drive for the following reasons.

MASSIVE HIGHWAY-TYPE BRIDGE WILL BE A BLIGHT ALONG RIVERSIDE DRIVE

I doubt that many people at ATP or the city truly understand what the ramifications of what the engineers at HNTB have drawn on the Lady Bird Lake Bridge Extension Plan and Profile (sheets 15/81 through 18/81 in Appendix C). At the confluence of the Soco and Riverside lines, they are proposing to build THE WIDEST BRIDGE IN THE STATE OF TEXAS.



PLANNED 1-MILE LIGHT RAIL BRIDGE ON RIVERSIDE DR. TO BE WIDEST BRIDGE IN TEXAS

Currently the largest bridge (measured railing to railing) is 140' on I-10 in Houston. The light rail bridge will be 150' wide at its widest point.



125' WIDE BRIDGE ON I-10 THAT WILL BE SIMILAR TO PROPOSED LIGHT RAIL BRIDGE

(Light Rail Bridge will be 25' wider)

TxDOT REMOVING THE UPPER DECKS OF I35 BECAUSE THEY ARE UGLY AND DIVISIVE

It is ironic that the City and TxDOT are removing the upper decks between MLK and Airport Drive because they are ominous, oppressive, and destroy the fabric of the city yet are hoping to build nearly the exact same type of bridge along Riverside Drive.

This is insanity.

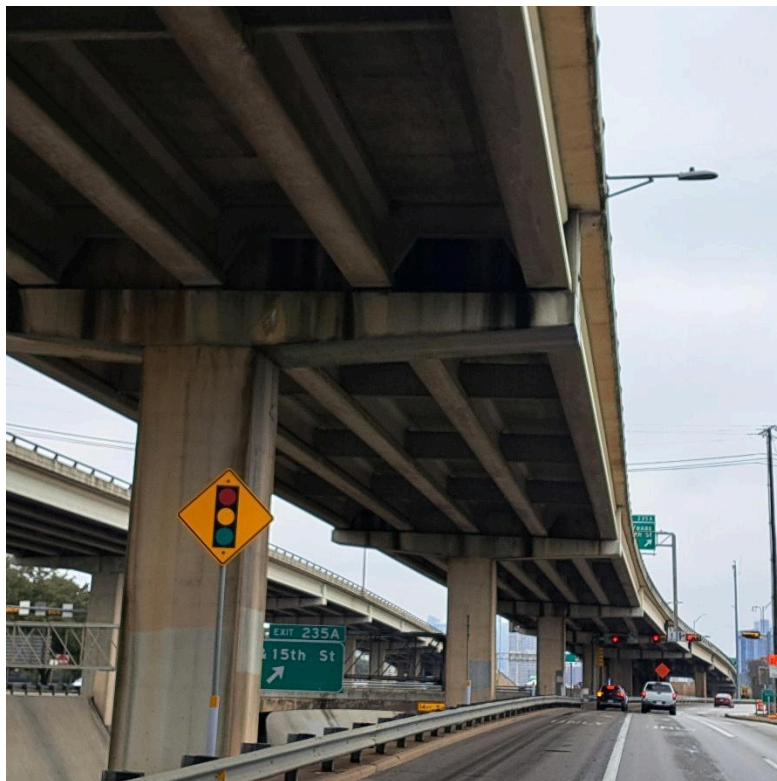


Photo of 42' Upper Deck.

This is what Riverside Drive will look like for 1/2 mile (from Alta Vista Ave. all the way to the juncture with the SoCo line near Thundercloud Subs).

FOREST OF COLUMNS

The plan and profile sheets show a mish-mash of bent types (single column bent, straddle bent, and multi-column bent). When combined with flaring beam spans of varying widths the entire interchange will be a cacophony of disparate structural elements.

This will be truly ugly.

MASSIVE RETAINING WALL BETWEEN ALTA VISTA AVE. AND TRAVIS HEIGHTS BLVD.

The plan and profile sheets show a one-block long 20' tall retaining wall. This will be an abomination.



IMAGE OF RETAINING WALL AT I-35 AND BEN WHITE THAT PEDESTRIANS, VEHICLES, AND HOMEOWNERS NEAR ALTA VISTA AVE. WILL SEE

BUILDING A GRAFFITI CANVAS

Riverside Drive is notorious for attracting graffiti. The retaining wall and columns will undoubtedly get tagged.



View at
500 E.
Riverside

THE BRIDGE HEIGHT IS EXCESSIVE

The height of the top of the bridge railing will average 37'. This is unnecessarily high. The average TxDOT overpass height is approximately 25'.

HE BRIDGE WILL ADD \$50-100 MILLION DOLLARS TO THE PROJECT

This project is massive (approximately 250,000 SF). In 2024, the average cost of a standard (ugly) TxDOT bridge over 1000' in length was 127 \$/SF. So, if this were built last year it would cost about \$30 million.

Given that construction will not happen for 5 or 10 years, inflation is high, and there will need to be an elevated station with elevators or escalators (to meet ADA requirements), the projected cost of the elevated solution will be about an additional \$50-\$100 million dollars.

THE BRIDGE IS NOT WHAT THE VOTERS OF AUSTIN APPROVED

When the citizens of Austin voted for the bond package in 2020, they were told that the rail lines would be At-Grade. This is a bait and switch by ATP.

THE BRIDGE IS WHAT THE DEVELOPERS OF THE OLD AUSTIN AMERICAN-STATESMAN AND TxDOT SITES WANT, NOT THE CITIZENS OF AUSTIN

The developers have asked ATP to elevate the lines to maximize the returns on their project. They have characterized the At-Grade plan as “ineffective”. This is overly dramatic, and quite frankly, false.

A BRIDGE IS UNECESSARY—THE AT-GRADE OPTION IS SUFFICIENT

ATP has developed an At-Grade option that will work well. Furthermore, their representatives have misled the public by stating that the bridge will eliminate a roller coaster effect on the tracks. This is untrue, both options run level with slopes only at Lady Bird Lake and Travis Heights Blvd. All the bridge does is reduce the maximum

grade from 6% to 2.7%. Additionally, there is a 6% grade on the downtown section at 6th Street, so a precedent is already set.