



DRAFT

DATE

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Nic,

We are writing to express concern and submit questions regarding the proposed Broadmoor Drive extension component of the I-35 Capital Express Central Project.

The Windsor Park neighborhood in Austin comprises an area adjacent to I-35 and is home to approximately 15,000 residents. Our western border stretches along the east edge of I-35 from 51st Street north to East U.S. 290. Because of our proximity to the highway, we are stakeholders in the expansion project and have been involved via community outreach events. Here is a brief timeline of our involvement:

- In January of 2024, you and other TxDOT representatives attended a Windsor Park Neighborhood Association meeting and presented the draft project plan to our constituency. The meeting was well attended and residents made it clear that the project is of great interest and concern to us. We appreciated your attendance and efforts to raise our awareness of the project.
- In March 2025, I reached out seeking clarity on rumors that Broadmoor Drive, a quiet residential street in our neighborhood, would be extended to create a new, direct connection to the I-35 frontage road. We subsequently had a small group meeting in which you indicated that you had no information on the rumored Broadmoor extension.
- In August 2025, your agency released a plan to indeed extend Broadmoor Drive to the I-35 frontage road.
- In October 2025, I extended an invitation for your team to return and discuss the new plan at our November association meeting. You responded that community outreach resources were not available to attend, but you provided several points about the newly proposed design and noted that a Community Connectors meeting is scheduled for early 2026, which we will certainly attend and promote through our communications channels — please send me details when you have them.

In the meantime, we are expressing our most urgent concerns and questions in this letter.

Broadmoor Drive is a residential street and is not designed to handle the volume and speed of traffic should motorists use it as an east-west alternative to avoid congestion on 51st Street.

While the intent of the highway expansion is to improve mobility, this specific design element could achieve the opposite for our local streets, jeopardizing pedestrian safety and residential tranquility. Our primary concerns include:

- **Increased cut-through traffic:** Drivers will be encouraged to use Broadmoor Drive as a bypass, potentially leading to a substantial increase in non-local traffic. Moreover, Westmoor Drive will be impacted with increased traffic as well, as more motorists use it as a detour to avoid Broadmoor's speed bumps, as some already do today. Approximately 250 single-family households along Broadmoor and Westmoor drives, 286 apartment households, and one church will be directly impacted by potential increased traffic from the new design. Moreover, many more hundreds of households, Harris and Blanton elementary school routes, and Bartholomew Park will be potentially impacted along the already over-capacity Berkman Drive.
- **Neighborhood safety:** Higher traffic volumes and speeds on residential streets will pose a serious threat to children, families, and pets. Our community values its walkability, but this connection will make it more dangerous for pedestrians and cyclists.
- **Noise and air pollution:** The increase in traffic will lead to more noise and pollution, degrading the quality of life for all residents along Broadmoor and Westmoor drives and adjacent streets.
- **Residential street integrity:** Heavy, high-speed traffic is likely to accelerate the deterioration of our residential street infrastructure, leading to costly maintenance for the city and residents.

To help us better understand and address these impacts, we request that you provide answers to the following questions:

- Why has TxDOT not provided more direct access to 51st, a true arterial? The east side of 51st is the only arterial or highway crossing in the project that does not have direct access to the frontage road. Providing direct access to 51st would alleviate the issue at Broadmoor.
- Consider this design for the two new eastbound Broadmoor lanes: Left lane is left onto Cameron and straight onto Broadmoor; and right lane is right turn only onto Cameron. This gives motorists a clear right turn option towards 51st instead of waiting at the light to go straight onto Broadmoor, making the latter a less attractive alternative. Has this simple design alternative been considered?
- Why does the current plan abandon the 53rd St. access? Can issues there be solved in other ways rather than closing it and redirecting traffic to Broadmoor? If the concern is that traffic coming from the I-35 U-turn lane is not able to turn right on Cameron, could it be prevented from accessing Cameron at 53rd at all and instead be directed to cross I-35 on 51st St.?
- Have traffic studies been conducted to project the increase in traffic volume and speed on Broadmoor Drive and elsewhere in the neighborhood as a result of the I-35 feeder road connection? If so, where can we locate the data and analysis?
- What specific measures, such as traffic calming devices, signage, or restricted access, are being considered to mitigate the expected influx of cut-through traffic on Broadmoor

Drive? Similarly, is it possible to narrow the portion of Broadmoor west of the confluence with Westmoor to reduce the impression that it is a high traffic street?

- Is TxDot working with the city of Austin on this portion of their project? Will TxDot help offset infrastructure costs for sidewalks, bike lanes, and any other redesign necessary to keep the street residents safe?
- How would this buildout affect the pedestrian bridge proposed to Tannehill Branch Creek at Broadmoor and Belfast drives? Neighbors will cross Westmoor and Broadmoor via Belfast to access the bridge. Is there any mitigation for bike and foot traffic that will traverse these two streets once the bridge is completed?
- The Lowell at Mueller apartment complex provides its residents perpendicular street parking on Broadmoor near Cameron. Has impact to those residents backing onto Broadmoor been considered?
- Tannehill Branch Creek consistently ranks as one of the most polluted creeks in Austin. How will the new Broadmoor access improve creek conditions? Has TxDOT coordinated with the Austin Watershed Department?
- Can we expect a high-quality, complete street design for this new Broadmoor Street extension with sidewalks, street trees and pedestrian-safe turning radii?
- Currently, access to I-35 from Capital Plaza and connecting east-west roads is very dangerous. Will TxDOT improve the I-35 access road layout for improved egress and ingress safety at Broadmoor and other access points?

We believe that collaboration between TxDOT and impacted communities, including ours, is essential for the success of this project. We truly appreciate your efforts so far to keep us informed. We urge you to address our concerns and questions around the current design for the Broadmoor Drive connection and work with Windsor Park residents to find a solution that improves regional mobility without sacrificing our neighborhood's safety and livability.

We look forward to your timely response and the opportunity to discuss this critical issue further.

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Cc:

Councilmember Chito Vela, Austin District 4

Rep Sheryl Cole, Texas House District 46

Sen. Sarah Eckhardt, Texas Senate District 14