

Mobility35: North16 Open House #1 Comment/Response Matrix

#	Last Name	First Name	Date	Method	Comment (Verbatim)	Response
1	Rodriguez	Daniel	8/22/2016	Written	I think there should be no tolls on I-35 we just need to make a [sic] extra ln for traffic and not change. It is not fair for people that can't afford it and with all the screw ups msb and tx tag has caused in recent years I don't believe these should have a right to be in business. NO TOLLS!	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
2	Lane	Rodney	8/22/2016	Written	I think "wishbone" ramps should be added to the plan between the new express lanes and SH 45. As a driver traveling from RM 1431/FM 3406 area, if I am on the express lane, I should not have to exit the express toll lanes, crossing the free lanes, just to get on the roll road (SH 45). At least plan for future expansion to include these ramps.	Thank you for taking the time to provide your input. Public input is a valuable part of the evaluation process. Wishbone ramps are a good option to use to connect one roadway to another without requiring drivers to exit. The team will investigate the viability of this option.

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3	Cardinoza	Leilani	8/22/2016	Written	Austin population is growing at very fast rate and with that the city should be able to adjust with the growth without having to charge the citizens extra money just to be able to move around the city. The express lanes are a necessary improvement but I don't think tolls should be charged to be able use it. Tax rates, especially property taxes have increased dramatically that last few years, where is that money going? Isn't that the reason we pay taxes is for that money to go to those kinds of improvements? No to tolls, yes to the express lanes.	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
4	Baclawski	J.	8/22/2016	Written	I think the roadway should be free.	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>

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5	N/A	N/A	8/22/2016	Written	<p>No Tolls: It's elitist and wrong. More lanes yes - more paint Trucks to the outside lanes only.</p>	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
					<p>Fix exit south bound from 79 down to Hesters into 1 lane not 2 bottle necks. Have a commuter in the family who drives 5-6 times a week on I35 it's important to me that it functions for everyone. Change to legislation regarding fines and tickets on interstates to help fund it along with new car tax and gas tax. Make sure to grade properly for stormwater and drainage issues.</p>	<p>Separate, stand-alone projects, both northbound and southbound, are being developed from RM 1431 to SH 45SE. These operational improvements include ramp reversals, auxiliary lanes and braided ramps. Our team will investigate the bottlenecks you described on the southbound side of I-35 between US 79 and RM 620.</p>
6	Howard	Rodney	8/22/2016	Written	<p>1) Love it 2) Variable toll option is a critical component to the success of a project like this</p>	<p>Thank you for taking the time to provide your input. The Mobility35 program includes proposed improvements to 79 miles of I-35 from the Williamson/Bell county line to the Hays/Comal county line. Three express lanes projects, called North16, Central7 and South10, if environmentally approved and funded, will be implemented in phases. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p>
					<p>3) Extend this to Highway 29 in Georgetown</p>	<p>As demand increases in the region it is possible that the addition of express lanes could be evaluated for implementation outside of these limits of these three projects.</p>
7	N/A	N/A	8/22/2016	Written	<p>To make the highways work a bit better we might consider encroaching on the frontages as well as the middle of the interstate. Which will give 2 1/2 lanes not 1 1/2.</p>	<p>Thank you for taking the time to provide your input. The available space within existing right-of-way is being utilized for the improvements proposed as part of the North16 project as well as separate, stand-alone projects, both northbound and southbound, that are being developed from RM 1431 to SH 45SE. The overall Mobility35 program will balance the needs of the mainlanes, ramps and frontage roads within the right-of-way that exists.</p>

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8	Ainsworth	Jacqui	8/22/2016	Written	<p>Although I like the ability of an express lane, I would prefer it to be a carpool lane. The tollways have been a wreck and the need is to get fewer cars on the highway. If the express lane is limited to carpools and emergency vehicles, I believe it would help the congestion two-fold.</p>	<p>Thank you for taking the time to provide your input. Beginning in 2014, nine potential lane type alternatives for various modes were studied by the Mobility35 Program, including the addition of high-occupancy vehicle (HOV or carpool) lanes. General purpose lanes, HOV, rail and other lane type alternatives did not advance because they did not provide the same reliability benefits for all I-35 users, including transit, emergency responders and drivers.</p> <p>HOV (carpool) lanes would not maximize use of the available roadway capacity. Research has shown that lanes are under-utilized on roads where HOV access is limited to vehicles with three or more passengers. Conversely, when HOV access is granted to any vehicle with two or more passengers, the lanes are over-utilized. The Texas A&M Transportation Institute reported that as of spring 2013, Departments of Transportation across the country had converted or planned to convert 24 HOV lanes to either express lanes or high occupancy toll lanes. Reliability in carpool lanes cannot be assured without a variable toll pricing component, which is required to manage the number of vehicles in the lanes and ensure a reliable travel time even when the general purpose lanes are congested.</p>
					<p>Please make the 1431/35 bridge more user-friendly and don't make any more like it.</p>	<p>The RM 1431/I-35 bridge is a recently-completed Diverging Diamond Intersection (DDI). This type of intersection may be recommended for other locations as part of the Mobility35 program because they address congestion by allowing more vehicles to move through an intersection. You can learn more about these intersections here: http://my35.org/capital/proposed-concepts/ddi.htm</p>
9	Roeling	Gerard	8/22/2016	Written	<p>I am against construction of a new toll road. Why does every major TxDOT project around Austin have to be a toll based system? Houston widened I-10 to 8 lanes and traffic moves beautifully there. I tire of TxDOT essentially creating a caste system for drivers. I also suggest that TxDOT carefully observe the Mopac "Improvement" Project to see if a toll lane actually alleviates traffic problems, or simply provides a way for those who can afford the lanes with a way to further set themselves away from the Hoi Polloi.</p>	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
					<p>I'm simply sick that TxDOT feels the only way to improve our highways is to charge for the priviledge on a road that has already been paid for with our tax money.</p>	<p>Gas taxes and vehicle registration fees, primary funding sources for roadway infrastructure, have remained static since 1991 even though fuel costs have risen. When you factor in the state's significant population growth and demand on roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Generally speaking, there is a reluctance among elected officials to raise taxes in the state and because of this, innovative financing options (such as express lanes) are considered viable solutions to funding new projects.</p>

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10	Marrone	Jim	8/22/2016	Written	No to toll lanes on the public interstate. SH-130 already exists for people willing to pay a toll. Choose the no-build alternative.	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
					The only improvement necessary is southbound IH-35 over McNeil. Widen it so the slow trucks don't block the lanes going up the hill. This is the biggest IH-35 problem in the north 16-mile area.	A separate stand-alone project at McNeil proposes to change the geometry of the ramps and add auxiliary lanes.
					You scheduled the meeting from 4:30-6:30. Most people work until 6:00. Please schedule future meetings with more than 2 hours, and later evening hours.	The meeting time was set to accommodate individuals who wanted to stop by the meeting on their way home from work. For those individuals that were not able to attend in person, a virtual open house was available from Aug. 22 - Sept. 5. For future public involvement activities, we will consider different meeting times and durations.
11	Mascalueras	Porfilio	8/22/2016	Written	I think that it would be more faster not much of traffic. It would improve the flow. It would not take an hour to cross Austin south to north.	Thank you for taking the time to provide your input.
12	N/A	N/A	8/22/2016	Written	Central Texas Mobility - MSB - Worst company Awful customer service Ridiculous late fees Bad management Should be closed!!!	Thank you for taking the time to provide your input.

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13	Hans	Stephen	8/22/2016	Written	183 is your best example Stop tolling US!! Just Stop!! Stop Tolling US!!	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
14	Powers	Linda	8/22/2016	Written	<p>Relocated on ramp ~ Applegate Dr – concern as Applegate is major exit from North Aeres, Windsor Hills and cut through from Dessau. Concern for safety of cars trying to cut across 3 lanes to enter I-35.</p> <p>Braker – love the U-turn option! Will help w/flow of traffic trying to go south. Braker and Runderberg – need bike/ped transit improvements. Braker is wonky and difficult to navigate on bike. Rundberg has recent KAB improvements. Separate bike/ped path desired.</p> <p>Parmer – like diamond plan. Anything to get traffic moving. NB intersection and SB take 2-3 cycles most times of day. Like the NB bypass under bridge for Howard access. Looking forward to SB divergent path.</p>	<p>Thank you for taking the time to provide your input. Regarding Applegate Drive, the team will investigate ramp configurations and ensure maximum safety for the future design.</p> <p>Regarding your comments on Braker and Rundberg, the team will investigate bicycle/pedestrian traffic patterns. You may be aware that the Mobility35 program proposes to add or improve bicycle and pedestrian facilities as part of each of the express lanes projects and the stand-alone projects. Along the frontage roads, curb and gutter improvements are proposed to provide a barrier between travel lanes and sidewalks/shared-use paths.</p> <p>In addition, intersection bypass lanes are proposed on the southbound side from Howard as a stand-alone project to reduce delay at the Parmer intersection.</p>

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					Howard - need Lamar connector NB to Howard. Traffic diverts through high school. Sidewalks along I-35 NB have no pedestrian barrier (183 to Braker). And very narrow differences b/w road (where cars travel 50+ mph) and sidewalk. Cars frequently drive on sidewalk to turn and park on sidewalk as shoulder. Rutland (Rutherford?)/Frontage exchange (N of Norwood Park Blv) is dangerous. Many crashes - see stats from City of Austin. Cars exiting NB try to cross 3 lanes to catch turn. Barriers currently present, but damaged/missing. Looking forward to flyover exchanges @ 183/I35.	In the Lamar area, the close proximity of Lamar, Howard and the southbound I-35 frontage road eliminates the possibility of a northbound Lamar connection to Howard. At this time, the current configuration is planned to remain.
					I35 exit to 290 difficult to catch turn. Suggest improvements.	Proposed improvements for I-35 in the area of US 290 are part of a separate, stand-alone project, as well as a part of the Central7 Comprehensive Project.
15	Brewer	Gary	8/22/2016	Written	What happened to our No Engine Brake signs that used to be on IH 35 from (I think) Yeager Ln to downtown Austin. Traffic noise in our neighborhood Eubank Acres II especially north end of Oakwood Drive has increased 10 to 15 DB since the Yeager I35 upgrade to Braker. These are actual levles that people in our neighborhood are taking to Travis County Appriasal District to protest their property values. THIS SHOULD ALSO SUPPORT SOUND BARRIER WALLS BEING PUT IN FROM AT LEAST BRAKER TO YAEGER.	A traffic noise analysis will be conducted as part of the environmental study that is being done for the project. If it is determined that a noise impact would occur as a result of the proposed project, noise abatement measures will be evaluated in accordance with TxDOT and FHWA policies and procedures.
					Love the diamond flow at IH 35 and IKEA. That intersection works very good. Used to be 3 to 4 lite crossings now I make it in 1 lite now.	Thank you for your input. A similar divergent diamond interchange is being evaluated for the intersection of Parmer Lane and I-35. You can find more information about this project online at: http://my35.org/capital/projects/travis/parmer.htm
16	Meadows	Robert	8/22/2016	Written	I have no opinion about the express lanes because I do not drive on IH 35 because it is too unpredictable and too dangerous.	Thank you for taking the time to provide your input. Adding tolled express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide a more reliable route along I-35. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.
					Please consider looking at best practices for incorporating anti-panhandling features in overpass design - particularly at Braker and IH 35 (e.g., lack of medians).	Medians serve as a refuge for safety in case a pedestrian is unable to cross the entire intersection in one pedestrian signal phase. The medians also help with signal timing efficiency so that a long pedestrian signal phase would not be needed to get someone all the way across the full width of the street.
					Also, please look into intrinsic noise abatement such as concrete surfaces and paints. What are the plans for extrinsic noise abatement for owner-occupied housing that directly abuts IH 35? (e.g., sound walls). Noise is a definite problem now in certain sections of the Walnut Creek subdivision (Braker x N. Lamar x Yager x IH 35).	A traffic noise analysis will be conducted as part of the environmental study that is being done for the project. If it is determined that a noise impact would occur as a result of the proposed project, noise abatement measures will be evaluated in accordance with TxDOT and FHWA policies and procedures.

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17	Sheth	Jayant	8/22/2016	Written	I would like to see non-toll lanes added. This section is not that expensive. So stop toll at 183, keeping all lanes, including additional lanes free, north of 183.	<p>Thank you for taking the time to provide your input. Adding tolled express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p> <p>Funding for the project and operation of the facility has not yet been identified.</p>

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18	Almour	Ralph	8/22/2016	Written	<p>\$400M for tollway will not work, I don't believe ridership numbers will alleviate traffic or recoup cost. I believe urban rail is the best use of funds and will alleviate traffic multiple times more than tolled express lanes. The average rider does not want to pay more tolls.</p>	<p>Thank you for taking the time to provide your input. Beginning in 2014, nine potential lane type alternatives for various modes were studied by the Mobility35 Program, including the addition of high-occupancy vehicle (HOV or carpool) lanes. General purpose lanes, HOV, rail and other lane type alternatives did not advance because they did not provide the same reliability benefits for all I-35 users, including transit, emergency responders and drivers. A no build, or do nothing, alternative is also being evaluated</p> <p>Adding tolled express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>

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19	Smajstrla	Jim	8/22/2016	Email	<p>How ironic that this website is named "my35.org", when you are stealing I35 away from American citizens. The I35 right-of-way is public land, paid for with public money. Now it is being taken away to become a money making enterprise.</p> <p>And to make money for who? The Engineers at the Cedar Ridge open house tonight had zero information about where the capital to do the construction will come from, who will operate the tollway, and most importantly who will benefit from the collected tolls.</p>	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p> <p>Funding for the project and operation of the facility has not yet been identified.</p>
					What has happened to the torrent of tax money being collected that used to go to pay for highway projects? Where has it been diverted to?	Gas taxes and vehicle registration fees, primary funding sources for roadway infrastructure, have remained static since 1991 even though fuel costs have risen. When you factor in the state's significant population growth and demand on roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Generally speaking, there is a reluctance among elected officials to raise taxes in the state and because of this, innovative financing options (such as express lanes) are considered viable solutions to funding new projects.
					Simultaneously amusing and sad that the cross-section drawing comparing the before and after roadways are marked "not to scale". Is it to avoid showing the narrow "free" lanes and the nice wide toll lanes?	We apologize for any confusion the typical sections may have caused. Existing lane widths on the mainlanes and frontage roads are 12 feet. Proposed lane widths on the mainlanes, frontage roads and express lanes would also be 12 feet in most locations. The mainlanes and frontage roads will not be narrowed to less than 11 feet wide where space constraints exist.
					No other options considered other than toll lanes! Absurd.	Beginning in 2014, nine potential lane type alternatives for various modes were studied by the Mobility35 Program, including the addition of high-occupancy vehicle (HOV or carpool) lanes. General purpose lanes, HOV, rail and other lane type alternatives did not advance because they did not provide the same reliability benefits for all I-35 users, including transit, emergency responders and drivers. A no build, or do nothing, alternative is also being evaluated.
					Truckers have chosen to stay on I35 rather than drive extra miles and pay high rates on toll I30. So you will force them onto a tollway by making EVERYTHING a tollway. Devilish.	<p>A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. The report cited two reasons for this:</p> <ul style="list-style-type: none"> • First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route. • Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery schedule. <p>The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.</p>

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					The Engineers at the Cedar Ridge open house tonight had zero information about whether the tolls are to pay for the roadways, how many years they would be in place, etc. Unfortunately, I'm guessing this is being planned as a permanent toll, to be another part of the tax stream to be wasted, rather than earmarked to pay for transportation infrastructure.	Please see response above.
20	Lubenow	John	8/23/2016	Email	<p>Overall this plan is a waste of taxpayer's money and will do nothing to improve mobility in the North Austin/Round Rock corridor. We need much more capacity on 35, not the reduced capacity this plan will bring. The number of public busses and ride-share vehicles in Round Rock is miniscule compared to the overall traffic volume on I35. What we really need is at least 2 additional lanes of traffic flow, usable by all drivers, in each direction. Expanding capacity is the only way to improve the traffic flow on I35 due to the poor political decisions to locate 130 so far east that it is unusable and the inability of our politicians to expand capacity on MOPAC. Variable priced toll lanes on Mopac have been a complete disaster going way over budget and taking years longer than estimated. Studies have shown that the toll lanes will not reduce congestion and improve the mobility for the vast majority of drivers on the road. The toll lanes are specifically priced to keep drivers off of them in order to make busses move faster. That, in and of itself, is a political decision not an optimal engineering design. TxDot needs to get out of political decisions and get back to making good engineering decisions that improve traffic flow overall.</p>	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p> <p>In addition to the drawbacks described above associated with adding additional capacity in the form of general purpose lanes, adding multiple lanes in each direction would require additional right-of-way. Right-of-way acquisition would require displacement of residences and businesses and violate one of the goals of the Mobility35 program: to minimize the need for additional right-of-way.</p>

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21	Mitchell	Bryan	8/22/2016	Email	<p>What part of No More Toll Roads don't y'all understand ? We supposedly elected governor there was anti-toll. I won't vote for anybody that votes for a toll road. Especially when you let them have 50 and 100 year leases with the option of more . If they reverted to a free road after it was paid for I'd be ok with it.</p>	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
					Raise the freaking gas tax !!!	<p>Gas taxes and vehicle registration fees, primary funding sources for roadway infrastructure, have remained static since 1991 even though fuel costs have risen. When you factor in the state's significant population growth and demand on roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Generally speaking, there is a reluctance among elected officials to raise taxes in the state and because of this, innovative financing options (such as express lanes) are considered viable solutions to funding new projects.</p>
22	Layton	Dale	8/22/2016	Email	<p>do you have to toll every bloody highway in central Texas? I am sick and tired of all the toll roads here in the Austin area - seems like this is now the preferred solution. How many toll roads or toll segments would this make now in Central Texas? Is this all you can come up with? The south segment of Toll 130 is losing money - Mopac will too!</p>	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>

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23	Keith	Melody	8/22/2016	Email	<p>Please no more toll roads.</p>	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
					<p>I would rather taxes be increased instead of toll roads. It is only beneficial to people that can pay the tolls. For roads it should not be based on income levels. It should be available to all. The roads in Houston are still congested in Katy during rush hour. people are not using the express lanes in HTX to capacity.</p>	<p>Gas taxes and vehicle registration fees, primary funding sources for roadway infrastructure, have remained static since 1991 even though fuel costs have risen. When you factor in the state's significant population growth and demand on roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Generally speaking, there is a reluctance among elected officials to raise taxes in the state and because of this, innovative financing options (such as express lanes) are considered viable solutions to funding new projects.</p>

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24	Heater	Stephen	8/22/2016	Email	I'm all for improvements to the 16 mile stretch of I-35 but I am 100% against more toll lanes.	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
					Please don't toll us, just raise the gas tax.	Gas taxes and vehicle registration fees, primary funding sources for roadway infrastructure, have remained static since 1991 even though fuel costs have risen. When you factor in the state's significant population growth and demand on roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Generally speaking, there is a reluctance among elected officials to raise taxes in the state and because of this, innovative financing options (such as express lanes) are considered viable solutions to funding new projects.
25	Hollis	Teresa	8/22/2016	VOH	Please do not add toll roads to ih35. Round Rock, Hutto and Pflugerville could use public transportation, such as a bus line, but but[sic] toll roads.	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>

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26	N/A	N/A	8/22/2016	VOH	I agree highways and streets are constructed with taxpayers money; so we should not have to pay to drive on them!	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
27	Flores	Ciera	8/22/2016	VOH	Please don't add tool express lanes to 35 for the love of God	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>

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28	Branstiter	Nancy	8/22/2016	VOH	<p>TXDOT should NOT tax citizens twice. First at the gas pump and then again by tolling once non-tolled roads.</p> <p>I realize that drivers do not have to use the toll lanes; however, only those with excess disposable income will use the tolled portion. A better name for these lanes would be "Wealthy Lanes."</p>	<p>Thank you for taking the time to provide your input. Gas taxes and vehicle registration fees, primary funding sources for roadway infrastructure, have remained static since 1991 even though fuel costs have risen. When you factor in the state's significant population growth and demand on roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Generally speaking, there is a reluctance among elected officials to raise taxes in the state and because of this, innovative financing options (such as express lanes) are considered viable solutions to funding new projects.</p> <p>Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
29	Stalnaker	Lee	8/22/2016	VOH	<p>Will there ever be Direct Connectors from SH45 West bound to IH35 South bound and from IH35 North bound to SH45 East bound? If these connectors had been created when the original SH45 was built I would have been using it all this time as I live in Bradford Park Round Rock. Just think of the Hundreds of Thousands of dollars a year that are not being collected because of this Oversight. Please get someone talking about this.</p>	<p>Thank you for taking the time to provide your input.</p> <p>The determination to construct roadway improvements is based on current and forecasted traffic needs. SH45 direct connections are not currently listed in the CAMPO 2040 plan and are not currently in the project development process.</p>

#	Last Name	First Name	Date	Method	Comment (Verbatim)	Response
30	Powell	Pat	8/22/2016	VOH	no-build alternative. No express lane It should stay free like it is Free HOV lane instead is a better option	<p>Thank you for taking the time to provide your input. Beginning in 2014, nine potential lane type alternatives for various modes were studied by the Mobility35 Program, including the addition of high-occupancy vehicle (HOV or carpool) lanes. General purpose lanes, HOV, rail and other lane type alternatives did not advance because they did not provide the same reliability benefits for all I-35 users, including transit, emergency responders and drivers. A no build, or do nothing, alternative is also being evaluated.</p> <p>HOV (carpool) lanes would not maximize use of the available roadway capacity. Research has shown that lanes are under-utilized on roads where HOV access is limited to vehicles with three or more passengers. Conversely, when HOV access is granted to any vehicle with two or more passengers, the lanes are over-utilized. The Texas A&M Transportation Institute reported that as of spring 2013, Departments of Transportation across the country had converted or planned to convert 24 HOV lanes to either express lanes or high occupancy toll lanes. Reliability in carpool lanes cannot be assured without a variable toll pricing component, which is required to manage the number of vehicles in the lanes and to ensure a reliable travel time even when the general purpose lanes are congested.</p>
31	Powell	Randy	8/22/2016	VOH	No express lane on the I-35	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>

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32	N/A	Julian	8/22/2016	VOH	<p>The express lanes should not be tolled at all. Your plan for SH130 to be a loop around Austin and alleviate traffic has not worked. You have created a toll lane and made it a hinderance and expensive for drivers to go around Austin.</p> <p>The solution should be a FREE HOV lane, during rush hour, and a toll lane (if you must) during non-rush hours. This would be similar to Houston's HOV lane that is free during rush hour and is tolled at all other times. This will not ensure more safety with higher occupancy vehicles, but an incentive for them to ride-share and use public transportation which would be allowed on the HOVs as well.</p>	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
33	Powell	Gabriella	8/22/2016	VOH	no-build alternative express lane on the I-36 corridor	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>

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34	N/A	Julian	8/22/2016	VOH	<p>Your end of the Express Lane on the northbound side should end with the ability to take the 1431 exit, which is a main thoroughfare for North Round Rock. Ending it past that point would be a hinderance to traffic.</p> <p>You could use the same option on Northbound Mopac, where there is an exit to get off at Parmer, yet it continues past Mopac to connect with the 45 toll road</p>	<p>Thank you for taking the time to provide your input.</p> <p>Proposed access points are being determined through traffic modeling, which is currently underway as part of the environmental study for the project. Based on current modeling efforts, users will exit south of FM 3406 to access RM 1431. Placing the exit at this location will accommodate the needed weaving distance from the express lane exit to the general purpose lane exit.</p>
35	Rush	Heather	8/22/2016	VOH	<p>I do not want another tollway with only one express way. There has to be a better solution that is more affordable to the public.</p>	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
36	Best	Brett	8/22/2016	VOH	<p>Looks promising! Is there space for an additional main lane on each side as well as the express lanes? It would help in general to reduce congestion, but specifically I'm thinking of Northbound I-35 where 3 lanes of TX-45 toll traffic merge together with 3 lanes of I-35 traffic and then all squeeze into only 3 lanes.</p> <p>Keep up the good work as far as I-35 improvements go. Even "small" improvements will add up to a better driving experience.</p> <p>Thanks! -Brett</p>	<p>Thank you for taking the time to provide your input.</p> <p>Because the corridor is heavily populated by residents and businesses, and one of the goals of the Mobility35 program is to minimize the need for additional right-of-way, the program proposes the addition of only one lane in each direction.</p> <p>Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p>

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37	N/A	N/A	8/22/2016	VOH	I-35 toll road through Round Rock: NO!	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
					Please consider other options, such as diverting all 18-wheelers to 130. This is unfair to taxpayers who have already paid more than our fair share just to drive I-35.	<p>A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. The report cited two reasons for this:</p> <ul style="list-style-type: none"> • First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route. • Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery schedule. <p>The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.</p>

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38	N/A	Bill	8/22/2016	VOH	<p>This City has become Toll-Road happy. All Roads across the entire country were built on Tax Dollars. There are areas of this country that are 100 times more topologically challenging than this mostly flat Texas, and were not tolled. There are toll roads elsewhere, but this State generates enough revenue to pay for new and updated highway systems. It is just another way to separate the haves from the have nots, which you have done for years by not adding connectors at IH-35/Hwy-183, Hwy-183/290, IH-35/SH-45, as you have on the west at Mopac/Hwy-183. But this not about connectors. It is about planning for the future, and Austin will never sail into the future until it stops thinking weird!</p>	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
39	Gonzales	Sandy	8/23/2016	VOH	<p>No more tolls. The tolls are way too expensive and truly unAmerican. We pay over 50% of our wages in taxes and now all the TxDot can think of is taking more.</p>	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
					<p>I think a public independent audit should be done on what in the world you are doing with our road/gasoline taxes.</p> <p>Bo to tolls!</p>	<p>Gas taxes and vehicle registration fees, primary funding sources for roadway infrastructure, have remained static since 1991 even though fuel costs have risen. When you factor in the state's significant population growth and demand on roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Generally speaking, there is a reluctance among elected officials to raise taxes in the state and because of this, innovative financing options (such as express lanes) are considered viable solutions to funding new projects.</p>

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40	N/A	N/A	8/23/2016	VOH	<p>I am sick and tired of at every turn some non-thinking forth point of contact (that's your rear end - in military speak) wants to "make things better" by sticking a toll/charge on it. Instead of spending money on these silly "public input" events, why don't you add some congestion fixes that take care of the problems and not try to separate those who are willing to pay extra to go around those who are stuck in traffic. If you would use common sense to take care of the congestion by enforcing the passing lanes keeping slower traffic from slowing those going faster. Open up choke points and extend on and off ramps so that they can merge at highway speeds.</p>	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
					<p>If you want to reduce the trucks going North and South - use the money you looking to waste on this toll road project and buy out SH130 making it a free for people to bypass Austin altogether. There are many options that can fix this problem/issue other than cramming another toll road down our throats. So - my answer and that of my family and friends is NO!</p>	<p>A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. The report cited two reasons for this:</p> <ul style="list-style-type: none"> • First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route. • Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery schedule. <p>The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.</p>

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41	Banks	Jody	8/23/2016	VOH	<p>Could we PLEASE find another option WITHOUT adding more toll roads to this area? We are tolling this area to death!! What are our tax dollars doing if we are being paying tolls at every turn?</p>	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
					<p>Here is the best option I have heard yet...Use the money that it would take for a project like this and pay off the Toll 130 and 45 expressways and turn the expressways into regular highways....then people would USE the roads. Please stop.</p>	<p>A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that more than 85% of trips on I-35 have a destination in the Mobility35 program area. Because both trucks and individuals often have destinations near I-35, attempts to re-route traffic from I-35 to SH 130 would have limited impact on I-35 congestion.</p> <p>The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.</p>

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42	N/A	N/A	8/23/2016	VOH	<p>I was unable to attend the meeting due to work and the last minute notification received regarding the North 16-Mile Comprehensive project. While yes the entrance and exit lanes need improvement by either making them longer or having the exits be more separated especially along the 620 and Hesters Crossing area of 35, HOWEVER a toll lane of any kind is not the answer. If there were less toll roads in the area I can almost guarantee that there would be less traffic on 35. Many people cannot afford the high tolls on these roads, adding a toll express lane will only take up valuable space, that is extremely minimal to begin with, to remain mostly empty. There needs to be better solutions that the daily driver does not need to pay the price for. We already pay taxes when registering our vehicles, when purchasing gas and then we also pay property taxes which all feeds into the transit department funds. Millions and Millions of dollars had been spent on the diamond at 1431 which quite honestly is a disaster. Take a drive to the area one afternoon at about 5:30 or even on a Saturday afternoon, the traffic has not been helped in anyway, I think it is actually worse and I do all I can to avoid the area.</p>	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
					<p>My suggestion, remove the tolls on 45 and 183 and I am sure traffic would go down along I35. Also, all the money spent on 130?? what was that for? Again, valuable real estate for traffic that many avoid due to the high tolls.</p> <p>If the tolls are a necessary evil (which I am sure they are) then require a toll for only entrance or exit (not both) AND remove the toll charges every other mile! That is just ridiculous!</p> <p>Texas is the best state in the country! Lets treat all our residents with respect and stop robbing them and creating more troubles with more tolls and instead fix the issues that have been caused by the poor planning in the first place.</p>	<p>A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that more than 85% of trips on I-35 have a destination in the Mobility35 program area. Because both trucks and individuals often have destinations near I-35, attempts to re-route traffic from I-35 to SH 130 would have limited impact on I-35 congestion.</p> <p>The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.</p>

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43	N/A	N/A	8/23/2016	VOH	<p>One of the major throughput issues travelling through Round Rock on I-35 is the inability for westbound 45 drivers to merge south onto I-35 and similarly for northbound I-35 drivers to merge directly onto 45 eastbound or westbound.</p> <p>When 45 was built, they even included some provisions to make this possible - and it needs to happen. The amount of traffic on Louis Henna / 45 access road westbound in the mornings is obscene and most of them are just trying to get to 35. Similarly in the evening the amount of I-35 traffic that redirects to Greenlawn and Louis Henna in an attempt to reach 45 is terrible. All of these routes incur numerous streetlights and passing through congested areas. This would be a huge benefit to all travelers by removing on/off traffic on both the highways and access roads.</p>	<p>Thank you for taking the time to provide your input.</p> <p>The determination to construct roadway improvements is based on current and forecasted traffic needs. SH45 direct connections are not currently listed in the CAMPO 2040 plan and are not currently in the project development process.</p>
44	McMurray	Nicholas	8/23/2016	VOH	<p>I am all for the full option of NB and SB express lanes with the future lane option. The proposed express entrance and exit markers appear adequate as well. My largest concern appears to be handled by another project, according to the schematics included. The single biggest point of congestion, in the Round Rock area, is on IH35 SB between 3406 and 620. The entrance ramp on the north end of 620 is the culprit, but I see plans for improvement that look good in the roll out. The next issue is the entrance ramp from SH45 to NB IH35. I do not see a fix for this in the roll out, though I may have missed it as there's a lot going on in that area. That ramp needs an extended entrance path as traffic continually backs up on the ramp and on NB IH35 before the merger. I am concerned that the express lanes are only proposed for the North and South plans. The biggest point of failure in the greater capital area is in the Central area, between 183 and Slaughter Ln. This entire stretch needs to be reconfigured, and with express lanes. The biggest problem areas being the upper / lower deck merger on SB IH35, the upper / lower desk split on NB IH35, the William Cannon exit on SB IH35, and the Riverside underpass on NB & SB IH35.</p>	<p>Thank you for taking the time to provide your input.</p> <p>Most improvements north of SH 45 are being addressed with separate stand-alone projects, which include ramp reversals, braided ramps and extended entrance/exit lanes. The lane configuration for the SH 45 entrance to northbound I-35 will be studied.</p> <p>Similar to the North16 and South10 projects, the Central7 project is studying the downtown portion of I-35. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p>

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45	Nugent	Wesley	8/23/2016	VOH	<p>The mopac expressway has been a disaster and will not mitigate much traffic. There are no public transit options all the way into Round Rock (Old Settlers) from Austin so the public transit is not a viable reason for this type of upgrade. This will cause severe traffic issues on an already congested freeway that is used not only by local residents but by travelers that are passing through. 130 has not reduced congestion, and this will not have much of a benefit either. Instead, building an HOA would be more helpful or increasing regular lanes of traffic to accommodate more traffic. I think it's a travesty that a city as large as Austin does not have any HOA lanes and instead insists on building expensive, unused, toll roads that do not actually provide any benefit.</p>	<p>Thank you for taking the time to provide your input. Beginning in 2014, nine potential lane type alternatives for various modes were studied by the Mobility35 Program, including the addition of high-occupancy vehicle (HOV or carpool) lanes. General purpose lanes, HOV, rail and other lane type alternatives did not advance because they did not provide the same reliability benefits for all I-35 users, including transit, emergency responders and drivers. A no build, or do nothing, alternative is also being evaluated.</p> <p>HOV (carpool) lanes would not maximize use of the available roadway capacity. Research has shown that lanes are under-utilized on roads where HOV access is limited to vehicles with three or more passengers. Conversely, when HOV access is granted to any vehicle with two or more passengers, the lanes are over-utilized. The Texas A&M Transportation Institute reported that as of spring 2013, Departments of Transportation across the country had converted or planned to convert 24 HOV lanes to either express lanes or high occupancy toll lanes. Reliability in carpool lanes cannot be assured without a variable toll pricing component, which is required to manage the number of vehicles in the lanes and to ensure a reliable travel time even when the general purpose lanes are congested.</p>
46	N/A	N/A	8/23/2016	VOH	<p>Is anything going to be done to the northbound entrance to IH-35 north of 290 where traffic entering the highway has to jockey around the traffic exiting IH-35. Then once you are entering the highway traffic comes to a halt due to traffic cutting over and trying to get to the westbound 183 flyover.</p> <p>This whole area from 290 to 183 needs to be completely torn up and redone so that the flow of traffic does not come to a screeching halt at rush hour.</p> <p>Look to the southbound exit and entrance to IH-35 at 290, this is how the northbound should be.</p>	<p>Thank you for taking the time to provide your input. The portion of I-35 from Rundberg Lane to US 290 East is a part of a separate stand-alone project that includes improvements to the US 183 interchange. This project is currently in the detailed design phase and, if funding is identified, construction could begin as soon as fall 2017. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p>

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47	N/A	N/A	8/23/2016	VOH	No tolls for RR on I35. Will not help & would be under construction too long.	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
					Tolls are expensive and we are not using I30 as is. Trucks should get that toll free to keep them off I35.	<p>A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. The report cited two reasons for this:</p> <ul style="list-style-type: none"> • First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route. • Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery schedule. <p>The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.</p>

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48	N/A	N/A	8/23/2016	VOH	No more toll roads. No one uses 130 because it is too expensive. A toll road will not alleviate traffic, it will just make it worse and more frustrating. Stop it.	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
49	Villarreal	Rudy	8/23/2016	VOH	<p>As we plan to relieve pressure on I35, it makes sense that we should complete the direct connectors between northbound I35 and east/west tollway SH45. This would take volume off of I35 entering Round Rock which seems like it would reduce traffic.</p> <p>I understand there is no funding allocated for this project. I will write CAMPO and my legislators to encourage them to allocate resources. I think we should make the most efficient use of current infrastructure. The missing direct connectors between I35 and SH45 fails to take full advantage of our existing infrastructure.</p> <p>Thank you for the opportunity to share a comment!</p>	<p>Thank you for taking the time to provide your input.</p> <p>The determination to construct roadway improvements is based on current and forecasted traffic needs. SH45 direct connections are not currently listed in the CAMPO 2040 plan and are not currently in the project development process.</p>

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50	N/A	N/A	8/23/2016	VOH	<p>We already have enough toll roads in Austin. In fact a toll road was built to fix this issue already. It goes from Buda to Georgetown now. I do not see how we can add more tolls based on that fact. Every main entry in/out of Austin will be tolled and this is getting ridiculous.</p> <p>Everything you have proposed doesn't address the bottle neck of downtown. Once you hit the area around the lakes it stops because it is too tight. That area needs to be fixed and traffic will flow better as well.</p>	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
					<p>If you put in an actual loop around the city that is not tolled it will get used a ton.</p>	<p>A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. The report cited two reasons for this:</p> <ul style="list-style-type: none"> • First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route. • Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery schedule. <p>The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.</p>
					<p>Also since we are at it why hasn't any rail been put in while there is construction going on? Not the light rail failure to Cedar Park either but a subway system like they use in the larger cities such as New York, Chicago, Washington D.C. and so on. The rock cannot be too hard as you want to put a underground passage through downtown as well.</p>	<p>Based on results of the Planning and Environmental Linkages Study, passenger rail along I-35 is not a feasible alternative within current planning efforts for a few reasons, including:</p> <ul style="list-style-type: none"> • Placing rail along I-35 would require right of way acquisition and much more reconstruction of I-35 than what is currently planned. This is partly due to the fact that rail requires flatter grades and longer curves than a roadway. • Bridges that cross over I-35 would not provide adequate clearance for rail, and I-35 bridges over cross streets would not have adequate structural capacity for rail vehicles, which would require reconstruction of most roadway bridge structures in the corridor.

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51	Medulan	Martin	8/23/2016	VOH	I disagree with express toll lanes being built on existing highways. This solution by default will not lower traffic as much as a regular extra lane would do, and is not a good use of land.	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
52	N/A	N/A	8/23/2016	VOH	Please fix the daily slowdown/traffic jam at the Hesters Crossing exit on southbound I-35! As a Round Rock resident, I drive that way often for errands, to take my kids to extracurricular activities, to visit my mother, etc., and that area is almost always slow or stopped, regardless of the time of day.	Thank you for taking the time to provide your input. A separate stand-alone project at McNeil proposes to change the geometry of the ramps and add auxiliary lanes.

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					Also, I am opposed to toll lanes on 35.	<p>Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
53	N/A	George	8/23/2016	VOH	I recently moved here from Florida we had just a few years before I left put these variable toll Lanes in on a major highway it did not benefit in the way that they expected it to while it will allow people going from one into the city to the other to commute on it anybody in between suffered greatly this drastically reduced the efficiency of the remaining three lanes and with the price of the toll Lanes being variable and ended up being high during hours it was needed it reduced drastically the actual use of the toll road I would not recommend this I would strongly recommend against it and looking for another solution.	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>

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					As to the safety of these things they were done with a flexible post like divider from the regular traffic Lanes people would cut in and out of these lanes and caused major accidents quite often and made the commute even worse for the toll and non-toll Lanes.	The decision on design for dividers between the express lanes and general purpose lanes has not been made yet. These details will be determined during the detailed/final design stage of project development. Safety for all roadway users will be an important consideration in determining the appropriate lane divider.
54		Average Citizen	8/24/2016	VOH	Proposed express lanes on I-35 are a joke and attempted money grab. Take a look at 130 what a great job that has done to alleviate traffic through Austin on I-35. Some say trying the same thing over and over expecting different results suggests insanity! Just add lanes or make 130 free. Oh and observe what is about to happen on Mopac with the new express lanes...	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>

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55	N/A	N/A	8/24/2016	VOH	I couldn't make it to Cedar Ridge High for the open house, but from what I've heard, I'm not gonna like what you are doing. The main complaint is that you're making the new lane/road a toll road. Why does everything have to be toll roads with you guys? Is your department in need of money THAT badly that every new road you build has to be tolled? I recommend you just make the extra lane on each side of I-35, and just leave it at that.....NO TOLLS!!!!	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
56	N/A	N/A	8/24/2016	VOH	Why do we pay taxes for roads and infrastructure when the only solution you can come up with is yet another toll road to benefit a foreign investor? Please solve the traffic issue with our tax money and quit finding new ways to not serve the tax payer and waste more of our hard earned money!!!!	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>

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57	N/A	N/A	8/24/2016	VOH	I oppose this project. This will not ease the I35 highway congestion. It is wasting money.	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p>
58	Lewis	Lauren	8/27/2016	VOH	<p>I would like to see the State of Texas/TxDot purchase the 130 tollway, make it a free road, and require through traffic, especially trucks, use it instead of IH35. This would eliminate a large amount of traffic through downtown Austin and would eliminate the majority of 18 wheelers from going through downtown on IH35. Since 130 is already built and since it is way underutilized, I believe that this is a viable solution to the current IH35 traffic problem and could be an immediate solution.</p> <p>Upon the creation of NAFTA, the truck traffic through downtown Austin has steadily gotten worse. Routing these trucks around Austin on 130 seems reasonable, as there is no need for them to go through downtown. If 130 were free, I believe that the truckers would prefer going around Austin to gain time.</p> <p>Please give this great consideration.</p> <p>Thank you!</p>	<p>Thank you for taking the time to provide your input. A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. The report cited two reasons for this:</p> <ul style="list-style-type: none"> • First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route. • Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery schedule. <p>The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.</p>

#	Last Name	First Name	Date	Method	Comment (Verbatim)	Response
59	Collins	Andrew	9/1/2016	VOH	I think it's simply wild that TxDOT refuses to use already collected taxes and fees to take care of the existing infrastructure and the growth that's been added to the area. Asking citizens to pay more tolls on massive projects that provide marginal benefits is just wrong.	<p>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</p> <p>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</p> <p>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.</p> <p>Existing infrastructure in the state is maintained by TxDOT and is funded by the gas tax and vehicle registration fees. Tolls are not collected to maintain existing infrastructure, but rather to fund new infrastructure when other funding sources are not available.</p>
60	Stephenson	Michelle	8/22/2016	Email	Regarding the proposed express lane for I-35 North 16. The last thing we need is another 2+ year road project ending with more toll roads.	<p>The Mobility35 Program currently has several projects that are improving the existing non-tolled roads along I-35. Additionally, the Program is currently studying additional capacity through a single express lane in each direction of I-35 from RM 1431 to SH 45SE including the North16 project. The express lanes will be variable tolled, meaning that the price to use the express lane will increase when traffic is heavier and decrease as traffic lightens to better manage congestion. Adding express lanes, along with other roadway operational improvements planned for the area, will enhance safety and mobility and provide more reliable routes along I-35 for all users.</p> <p>The three existing I-35 lanes in each direction will remain free and open to the public. Drivers will have the choice to use the express lane or general purpose lanes. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge.</p> <p>Citizen input has been vital to further defining potential improvements in the Mobility35 plan. You can find additional information about the express lanes and other operational improvements by visiting the North16 webpage on My35.org at http://www.my35.org/capital/projects/travis/north-austin.htm. Thank you for taking the time to provide us your input, and please stop by to say hello if you are able to attend any of our upcoming meetings for improvement projects along I-35.</p>