

### Mobility35: South10 Comment/Response Matrix

#	Last Name	First Name	Date	Method	Comment (Verbatim)	Response
1	Bayless	R.	7/12/2016	Written	I would like a northbound exit for Stassney, north of Wm. Cannon. Stassney traffic currently clogs the north bound access road at Wm. Cannon.	Thank you for your comment. Based on existing traffic operations and collected counts, the northbound approach queue at William Cannon Drive is not due to traffic onto Stassney Lane (right- and left-turn volumes as at moderate levels). The adverse conditions at this location is due to low approach capacity, ramp configuration between William Cannon Drive and Stassney Lane, and congested mainlanes that prevent frontage road traffic from entering the mainlanes. With the proposed ramp reconfiguration and increased capacity at the northbound approach, improved traffic level of service at this location is anticipated.
					I would like to see large electronic signs at the north and south ends of the project telling drivers about wrecks in the center of Austin. Large, cell-phone type signs that allow safety workers to text drivers directly to take IH-130 instead of IH-35.	Large Digital Message Signs are planned throughout the corridor to communicate information to travelers such as crashes ahead.
2	Kallerman	Dick	7/12/2016	Written	Clear displays, knowledgeable staff, thank you.	Thank you for your comment.
3	Ruize	Robert	7/12/2016	Written	Very informative Open House and very helpful personnel to explain the project and answer questions. Thank you.	Thank you for your comment.
4	Anonymous		7/12/2016	Written	It is amazing the Capital of Texas hasn't figured out a way to fund this project. Austin is capable of making this happen. Think outside to box & come up with creative ways to get this done faster. Get started building ASAP. Consider design build delivery to expedite. Do not allow funding to delay this corridor disaster any longer.	Thank you for your comment. Funding has not been identified for many of the projects included in the Mobility35 program; however, TxDOT is taking a proactive approach to move Mobility35 projects through the design and environmental phases so they are ready when funding becomes available. Funding sources could include federal, state, local, or private dollars. Projects currently under construction are funded by a combination of voter-approved Proposition 1 funds, Congestion Relief Initiative funds, state gas tax funds, and local investments.
5	Anonymous		7/12/2016	Written	This project is long overdue. These proposed improvements will make a positive difference in traffic flow south of Austin. It's amazing & disappointing that it's taken this long for some movement to improve I-35 through Austin. It's time for Austin to get the funding needed for IH-35 improvement, instead of Dallas & Houston.	Thank you for your comment. Funding has not been identified for many of the projects included in the Mobility35 program; however, TxDOT is taking a proactive approach to move Mobility35 projects through the design and environmental phases so they are ready when funding becomes available. Funding sources could include federal, state, local, or private dollars. Projects currently under construction are funded by a combination of voter-approved Proposition 1 funds, Congestion Relief Initiative funds, state gas tax funds, and local investments.

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6	Hendrickson	Jacob	7/13/2016	VOH	<p>In regards to he [sic] proposed South 10-mile Comprehensive Project:</p> <p>I would much prefer, if adding lanes is what we're going to invest in, that those lanes be carpool lanes, not toll. I would prefer even more investing in public transit (gondolas, rail, even just bus). Doing something, anything, even toll lanes, is better than nothing, but why not make them carpool lanes instead of toll lanes?</p>	<p>Thank you for your comment. A Planning and Environmental Linkages (PEL) Study was conducted in 2014 to evaluate different lane types for the proposed Future Transportation Corridor or lane pair down the center of I-35. General purpose lanes, high-occupancy vehicle (HOV), rail and other lane types did not advance because they did not meet the purpose and need to provide a reliable trip for users.</p> <p>Around the country, agencies are converting their HOV (carpool) lanes to variably-priced, tolled express lanes to optimize reliability and capacity in the lanes. In many cities, including Dallas, we've seen that when HOV lanes require two or more occupants per car, the lanes are over utilized and become congested. When they require three or more occupants per car, they are underutilized and have excess capacity. Additionally, the express lane provides the opportunity for registered carpools and transit the opportunity to ride for free, likely removing more cars from the general purpose lanes benefitting all I-35 users.</p> <p>Through variable pricing, capacity in express lanes is optimized during peak periods, to allow all users, including emergency responders a congestion-free, reliable trip. Because transit and emergency responders are not anticipated to use all of the capacity in the lanes, individual drivers - regardless of how many passengers they have in their car - can pay to utilize the express lanes when they need a reliable travel time.</p> <p>A reliable trip and thus a real alternative to driving alone, the addition of express lanes would be a true investment in transit infrastructure. The Mobility35 team is working closely with CapMetro to ensure that the express lanes and other corridor investments would be constructed to optimize transit use.</p>
					Also, just FYI the email listed for contact here does not work (Delivery to the following recipient failed permanently: info@mobility35.org).	We apologize that you experienced issues with the info@mobility35.org email address. The team tested the address and it is working, but please contact us if you experience any issues in the future.
7	Bayless	Robert	7/18/2016	VOH	I hope to see a braided entrance/exit for the northbound section of IH 35 between Wm. Cannon and Stassney. The Stassney traffic must now exit before Wm Cannon and then sit through the light at Wm Cannon. There is not sufficient room for conventional exit and entrance ramps, but a braided combination would work.	Thank you for your comment. Based on existing traffic operations and collected counts, the northbound approach queue at William Cannon Drive is not due to traffic onto Stassney Lane (right- and left-turn volumes as at moderate levels). The adverse conditions at this location is due to low approach capacity, ramp configuration between William Cannon Drive and Stassney Lane, and congested mainlanes that prevent frontage road traffic from entering the mainlanes. With the proposed ramp reconfiguration and increased capacity at the northbound approach, improved traffic level of service at this location is anticipated.
8	McKinney	Matt	7/21/2016	VOH	Regarding the proposed toll-lanes on the South 10 of 35, making variable priced toll lanes sounds like the definition of a regressive tax.	Thank you for your comment. While taxes are mandatory and charged to everyone, tolling is a voluntary user fee, paid only by drivers who choose to utilize the lanes. The same number of non-tolled lanes available today will remain available in the future, providing a free route for those who do not want to pay a toll.
					Without the ability to use tolling as a funding source, local and state agencies must rely on existing tax-funded sources, which are not sufficient to pay for the state's needed improvements.	
					What are the proposed max and min rates?	The minimum toll rate is still being determined, but variable pricing without a maximum is required to control the amount of traffic, and deliver a reliable trip, in the lanes. If tolls are set too low during peak periods, reliability would be compromised because too many people would choose to use the lanes. If the tolls are set too high during peak periods, the lanes would have excess capacity because too few drivers would be willing to pay to use them. Tolling the facility allows the project to be delivered in a more timely manner; variable tolls allow the express lanes to provide a reliable travel option.

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9	Trevino	Fay	7/21/2016	VOH	<p>I applaud these efforts to improve the flow and safety of our antiquated and hugely dangerous sections of I 35. Austin rightly deserves the reputation as the worst traffic on all of Interstate 35.</p> <p>Although it is more expensive, I believe that the "under" plan would look and work better.</p>	Thank you for your comment.
					I feel the state should shoulder the cost of the express lanes instead of having something available only to the richest of the driving public through a toll. Once again, the poor are poorly served.	Without the ability to use tolling as a funding source, local and state agencies must rely on existing tax-funded sources, which are not sufficient to pay for the state's needed improvements. Additionally, variably-priced toll lanes benefit drivers in the general purpose lanes by removing more cars from the general purpose lanes. When more people take transit and drivers choose to use the express lane, it frees up space in the general purpose lanes.
					<p>I feel neither of these plans address the dangerous presence of the thousands of semi-trailers that pass through our city limits bare inches apart from other cars. More times than I can count I have seen car drivers cut in front of one, expecting the truck to magically slow down without a rollover. Please figure out a way to get the idiots off the road (ha!), or work towards making a way for through trucks to bypass the city altogether.</p> <p>Thank you for all of your good work on this.</p>	<p>Studies have found that a large percentage of truck traffic has an origin or destination near the corridor, making the use of I-35 desirable or necessary, and truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery schedule. As a major trade corridor, truck traffic is not likely to decrease on I-35 but by bringing the I-35 corridor through Central Texas up to current design standards, the Mobility35 team can increase safety in the corridor for all users.</p> <p>In addition to adding express lanes, the Mobility35 plan would improve safety in the corridor through the following proposed improvements:</p> <ul style="list-style-type: none"> <li>• Adding extended entrance/exit lanes on mainlanes to improve merge conditions</li> <li>• Reverse ramps (switching entrances to exits and vice versa) to improve the operational efficiency of frontage roads and general purpose lanes</li> <li>• Widen frontage roads for extended entrance/exit lanes to improve safety of merge condition and add turn lanes at Slaughter Lane</li> <li>• Add a through-lane to the frontage roads and traffic signal at Onion Creek Parkway to improve operations at the intersection</li> <li>• Add additional right turns on frontage roads in key locations</li> </ul>